

# Tracking Community Perspectives

High-Speed Rail, Local Preferences, and Public Participation in Kings/Tulare Station Development



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## Summary

The state has allocated over \$13 billion dollars to support the development and construction of the California High-Speed Rail (HSR) system, which will eventually connect the San Francisco Bay Area to the Los Angeles basin via the Central Valley. Construction is already well-underway in the San Joaquin Valley with projects spanning Madera, Fresno, Kings, Tulare, and Kern counties. Many of the viaducts, overpasses, and underpasses on which the first 119 miles of high-speed rail track will run have been built (Burman 2025).

The high-speed rail project is at a pivotal moment with the commencement of station design for four Central Valley based stations: Merced, Fresno, Kings/Tulare, and Bakersfield. The High-Speed Rail Authority has stated its intent that the rail stations “transform cities, spur economic development, and create community hubs within the heart of our state” (California High-Speed Rail Authority 2022). Moreover, programs funded through the Greenhouse Gas Reduction Fund (GGRF), such as the high-speed rail project, must “maximize economic, environmental, and public health benefits” and “direct investment toward the most disadvantaged communities and households in the state” (California Air Resources Board 2024).

The station design component of the high-speed rail project provides a critical opportunity to transform hub regions while advancing economic, environmental, and public health benefits in the four communities that will host these first stations. To meet the state’s transformative objectives for station development, residents in hub communities should be engaged in the design process and identify the economic and community benefits they believe should be advanced through station development.

This report is the first to assess the community needs of residents using representative survey sampling from the HSR hub city of Hanford, the site of the Kings/Tulare station just east of Hanford city limits. The University of California, Merced Community and Labor Center partnered with Valley Voices—a nonpartisan 501(c)(3) nonprofit organization based in Kings County—to conduct direct, door-to-door surveys in five contiguous census tracts near the HSR Kings/Tulare station (see Figure 1). By working with a trusted local community-based organization (CBO), the survey effort was able to engage hard-to-reach residents in vulnerable and disadvantaged neighborhoods that have historically been excluded from civic processes. The survey team reached 405 residents, resulting in a margin of error of +/- 5 percentage points. The household-based surveys were carried out in-person in English and Spanish in census tracts identified as disadvantaged using the CalEnviroScreen 4.0 screening tool in the fall of 2024. The State of California classifies disadvantaged communities as census tracts receiving a score in the top 25th percentile on CalEnviroScreen, a tool that ranks census tracts using environmental, health, and socioeconomic indices to identify California communities that are most affected by pollution and vulnerable to its effects.

The five contiguous census tracts sampled are among the most pollution burdened in the state, all ranking in the 90<sup>th</sup> percentile of the over 8,000 tracts in California, and in the 99<sup>th</sup> percentile for air pollution. Combined, the population is 70 percent Latino with a median annual household income of \$55,000, well below the state average of \$96,000 (two of the census tracts median income falls below \$40,000). About half of the residents rent the household property where they reside.

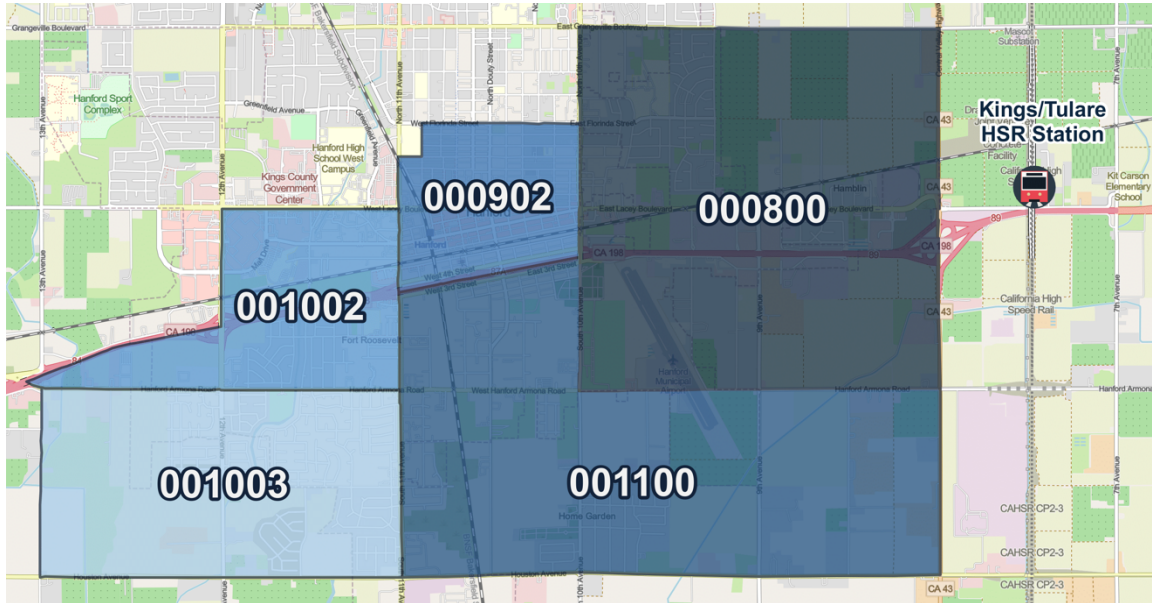
The California High-Speed Rail Authority receives an automatic annual appropriation of 25 percent of the state's Greenhouse Gas Reduction Fund (GGRF) which equals about \$1 billion annually. California law (SB 535 and AB 1550) mandates that at least 25 percent of the state's \$30 billion Greenhouse Gas Reduction Fund is invested in projects located within, and benefiting individuals living in, disadvantaged census tracts like those sampled in this study. State investments in hub communities can count toward these expenditures. However, the investment preferences of impacted communities are rarely systematically gathered as they are in the representative survey presented in this brief.

The results of this survey provide critical insights into the awareness, preferences, and needs of disadvantaged residents in Hanford to guide the next steps in high-speed rail design and development and help meet the state's climate investment obligations to provide economic, environmental, and public health benefits to disadvantaged communities. By integrating the insights from this report with the design and development of the Kings/Tulare High Speed Rail Station, state and local stakeholders can uplift the important role residents should play in shaping development projects in a way that reflects local needs and aspirations and complies with the state's obligations to invest in disadvantaged communities.

### Key Findings

- **First representative survey of priority populations impacted by high-speed rail station development in the San Joaquin Valley**
- **Fare discounts for local residents will increase ridership of the high-speed rail**
- **Residents express strong preferences for job creation and job training to accompany high-speed rail**
- **The Kings/Tulare Station design should incorporate multi-purpose community facilities and anti-displacement features**
- **A Community Benefits Agreement (CBA) can address many of the most important concerns and desired benefits expressed by residents in relation to a high-speed rail station**
- **Residents would like to see Greenhouse Gas Reduction Funds invested in employment opportunities and in climate and environmental protections**

**Figure 1. Census Tract Sites of Survey and High-Speed Rail Station Location**



**Table 1. Which of the Following Responses Best Describes Your Awareness of the Development of the High-Speed Rail Station in Hanford?**

	<u>Percent</u>
I am not aware of the project	46%
I am fully aware of the project	33%
I am somewhat aware of the project	21%

n= 405

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

**Table 2. How Likely Would You Use the High-Speed Rail if There Were a Discounted Rate for Local Residents?**

	<u>Percent</u>
Very Likely	48%
Likely	25%
Somewhat likely	11%
Not likely	16%
n=401	

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

### **Background**

This first section reports Hanford residents’ basic knowledge of rail station development as well as their use of current transportation modalities and planned usage of the rail system once operational. Information on familiarity and usage can help the state identify additional outreach needs and strategies for promoting local use of the station and railway with local community organizations.

Residents conveyed substantial interest in using high speed rail, with a majority expressing likely usage if costs were subsidized. As Table 2 suggests, subsidizing public transportation in low-income communities is one of the most effective ways to support disadvantaged populations by increasing their use of public transport systems. Providing discounted high-speed rail fares for residents is not only essential for boosting public transportation usage but also for making the high-speed railway services more affordable to struggling families and individuals. Nearly 3 out of 4 respondents (72.5%) stated they are likely or very likely to use the high-speed rail if discounted for nearby residents. Table 2 offers evidence that implementing fare discounts for the local population has significant potential to increase ridership once the high-speed rail becomes

operational, ultimately enhancing the overall use of public transportation. Research indicates that increasing access to transit systems improves mobility and expands access to local labor markets and economic opportunities (Alhassan and Anciaes 2025). Increasing access to transportation services through subsidized fares would have substantial and multi-dimensional benefits for residents in Hanford. A discount could make the rail more accessible and popular among the local community, especially for lower-income residents. Moreover, high-speed rail usage has considerable environmental and health benefits that will enhance the overall well-being of residents. By reducing reliance on personal vehicles, high-speed rail usage can lower carbon dioxide emissions from gas and diesel exhaust, thereby decreasing regional and local air pollution and its harmful effects on human health and the climate in an already highly impacted region. Given these advantages, it is important for local authorities and high-speed rail planners to invest in fare subsidy mechanisms that support residents' access to and use of the high-speed rail system. Adopting equity-based fare policies will help ensure the local population benefits from the project.

Hanford residents use multiple forms of transportation on a regular basis, but most rely heavily on personal vehicles (87.9%). Aside from this, nearly one third use buses (30.62%) while nearly one quarter of residents utilize the train (24.2%) regularly. Smaller percentages travel by bicycle (19.5%), ride-sharing services (18.5%), or by walking (16.8%). While the vast majority currently rely on personal vehicles, the results above in Table 3 suggest that a strong system of alternative transportation options around the station may encourage residents to consider more sustainable routes to the station – and perhaps to other nearby locations.

**Table 3. Which of the Following Transportation Services/Modes do you Currently Use on a Regular Basis? (Check All That Apply)**

	<u>Percent</u>
Personal vehicle	88%
Buses	31%
Trains	24%
Bicycle	20%
Ride-sharing services (e.g. Uber, Lyft, taxis)	19%
Walking	17%
n= 405	

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

**Table 4. Which of the Following Concerns do You Have About the Kings/Tulare High-Speed Rail Station Project? (Check All That Apply)**

	<u>Percent</u>
Rising housing/rental costs	55%
Cost and funding	46%
Noise pollution	42%
Environmental impacts	40%
Traffic congestion	38%
Negative economic impact on local businesses	29%
Lowering property values	28%
No concerns	18%

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

### **Concerns With High-Speed Rail**

The survey next assessed residents’ opinions on issues of concern related to the construction and operation of the high-speed rail station. This information is useful to identify and implement potential project elements and mitigation measures when designing and constructing the station to alleviate those concerns.

The survey results in Table 4 shows the high level of concern people have about rising housing and rental costs that may be associated with the development of the Kings/Tulare High-Speed Rail Station project. This aligns with research showing that high speed rail projects often contribute to increased land values due to accelerated economic activity and the influx of higher wage workers from outside the area able to commute longer distances (Loukaitou-Sideris et al. 2024). This is a clear signal that people are anxious about being priced out of their own community. Indeed, about half of the households in the survey reported renting apartments or houses as opposed to owning their homes (see Table 18 in appendix). Other major concerns include noise, environmental impacts, and how the project will be funded. Only about 18% said they had no concerns at all. This data suggests that station development and design should include anti-displacement measures and strategies as well as effective mitigation for noise during construction activities, traffic, and other environmental impacts. Equitable transit-oriented development strategies can avoid displacement and gentrification through the creation or preservation of affordable housing, the adoption of strong tenant protections, initiatives that connect existing residents to opportunities created by new transit infrastructure, strategies that preserve existing businesses, and robust community engagement that centers residents and community-based organizations in shaping the vision for the project.

**Table 5. If a New Project or Development Were Coming to Your Community, How Important Would the Following Factors be to You in Deciding Whether or Not You're in Support on a Scale Of 1- Not at All Important, 2-Somewhat Important, 3- Important, 4- Very Important?**

	<u>Very</u> <u>Important</u>	<u>Important</u>	<u>Somewhat</u> <u>Important</u>	<u>Not at all</u> <u>Important</u>
Quality of jobs created	70%	23%	6%	2%
Safety of jobs created	70%	23%	6%	2%
Number of jobs created	68%	24%	5%	3%
Accessibility of jobs to area residents	65%	24%	8%	3%
The development does not increase water pollution	64%	27%	5%	4%
The development does not increase local safety risks such as fires, leaks, or explosions	64%	25%	7%	4%
Services or benefits the development provides to area residents	61%	28%	7%	4%
The development does not increase air pollution	58%	29%	8%	5%
Environmental benefits	53%	31%	9%	7%
The development does not emit odors	53%	30%	10%	8%
The development does not increase local traffic and congestion	50%	32%	11%	7%
The development does not create noise pollution	50%	29%	11%	10%
The development does not increase greenhouse gas emissions	49%	29%	13%	9%
The amount of local tax	47%	31%	13%	9%

n=401-405

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

## Community Benefits and Preferences

The next section contains information about factors residents weigh in determining whether to support local development projects, as well as the specific benefits they would like associated with the high-speed rail station. Community benefit agreements (CBAs) are one tool that developers, local governments, community-based organizations, and the High-Speed Rail Authority can use to promote equitable development and ensure that station construction and design improves the quality of life of nearby residents. CBAs often include both workforce standards and investments in community projects, services, and programs. Such agreements can be particularly useful to ensure that large developments using public funds align with the needs of existing residents and workers. The information in this section can guide potential land uses, labor and workforce standards, and design components to maximize community support for the development and inform potential community benefit agreements attached to the project.

Table 5 examines preferences around new major development projects such as a rail station. The results show that the quality of jobs a new development project would create are critical for

local support. Residents desire jobs that offer high wages and benefits. This opinion was shared by 92% of respondents who ranked this as an important or very important consideration. Respondents also rated job safety and the number of jobs created as important determinants of local support (93% and 92%, respectively). Eighty-nine percent stated that the accessibility of these new jobs to local residents would be an important or very important consideration.

When it comes to environmental concerns, roughly 9 out of 10 respondents indicated that they would be more likely to support a new development if that development did not increase water pollution or pose safety risks such as fires, leaks, or explosions. Also, 85% expressed the importance of new developments not increasing air pollution, while 83% would factor the absence of odors as important or very important in deciding whether to support new development. Furthermore, 84% believe it is important that projects create environmental benefits in general while over three-quarters (77%) said it would be important that the project not increase greenhouse gas emissions. Regarding other benefits, 89% highlighted the importance of services or benefits the development can provide and 78% stressed the importance of the amount of tax revenue a new project can generate for the community in shaping their support for the project. Finally, in the transport and mobility sector, 82% of respondents indicated that it is important or very important that the development does not increase local traffic and congestion or create noise pollution.

**Table 6. Which of the Following Would You Like to See in Terms of the High-Speed Rail Benefiting Your Community? (Check All That Apply)**

	<u>Percent</u>
Increase employment opportunities for good jobs with benefits to local residents	75%
Improved connectivity to regional airports	70%
Increased tourism and local business activity	65%
Environmental benefits (e.g., reduced carbon emissions)	64%
Reduced travel times to major cities	54%
Enhanced transportation options for residents	47%
Other	4%

n= 405

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

The data shows that job-related factors are key determinants of community support for new developments such as a major high-speed rail station. The quality and safety of jobs were seen as more important than simply the number of new jobs created. Environmental concerns, especially the protection of water quality and safety from hazards, are likely to shape community acceptance of new projects. Other environmental concerns like traffic congestion, noise pollution, and increasing greenhouse gas emissions were also important considerations.

The survey explicitly asked residents how high-speed rail can benefit their community (Table 6). Three out of every 4 respondents (75.3%) expressed a desire for increased employment opportunities with good jobs for local residents. This priority stood out above all others, indicating the need to connect high road job creation to the high-speed rail station and associated development in the region. A high percentage of respondents (69.9%) valued increased connectivity to regional airports. Another 65.2% prioritized tourism and local business benefits while 63.5% expressed a desire for environmental benefits such as carbon emission reductions.

**Table 7. A Community Benefit Agreement (CBA) is a Contract Between a Developer and Community Groups Detailing the Project’s Benefits for the Local Community. What Aspects Would You Want to See Included in a CBA? (Check All That Apply)**

	<u>Percent</u>
Job creation	91%
Affordable housing	83%
Healthcare services	80%
Educational programs	79%
Environmental protections	74%
Local business support	74%
Community facilities	72%
Other	5%
n= 405	

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

The Kings/Tulare HSR station provides an important opportunity to establish Community Benefits Agreements (CBAs) between the High-Speed Rail Authority, governmental entities, developers, community-based organizations, unions, and nearby residents. In Table 7, the survey found that 90.6% of respondents would like to see job creation benefits included in a CBA, followed by affordable housing (83%), health services (80%), and educational programs (78.5%), in that order. Environmental protection and local business support were also highly valued by 74.32% and 73.8% of respondents respectively. Lastly, 71.9% expressed a desire for community facilities. Again, we observe widespread support for high road employment opportunities to accompany major development projects, such as a high-speed rail station. CBAs provide a unique opportunity to combine and enact systematically expressed community needs into a single agreement enhancing civic participation and regional well-being.

**Table 8. One Example of Funding is the Greenhouse Gas Reduction Fund. The State of California Uses Money from This Fund to Help Communities Deal with the Impacts of Climate Change. How Important do You Think it is for the State to Use This Money in the Following Areas in Your Community?**

	<u>Very Important</u>	<u>Important</u>	<u>Somewhat Important</u>	<u>Not at all Important</u>
Increasing access to clean drinking water	76%	19%	3%	2%
Job creation	72%	19%	5%	4%
Protections from extreme heat	66%	23%	6%	5%
Job training	64%	28%	5%	3%
Reducing air pollution	63%	27%	6%	4%
Creating more parks and recreational space	53%	26%	13%	7%
Flood control	40%	26%	15%	19%
High-Speed Rail Development	36%	26%	18%	20%

n= 394-399

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

Table 8 provides valuable information on how disadvantaged communities would like to see Greenhouse Gas Reduction Funds invested in their neighborhoods. As mentioned in the introduction, at least 25% of the state’s GGRF is mandated to benefit individuals living in disadvantaged census tracts. Kings County, in particular, would benefit from increased climate investment due to current low investment rates and the high vulnerability of its population. Between 2015 and the end of 2021, the state allocated less than 1 percent of GGRF funds in Kings County (.7%), the lowest among the eight county San Joaquin Valley region and far less than the 4.5 percent allocated to neighboring Fresno County (California Air Resources Board 2022). A majority of the population (62%) would like to see funds spent on high-speed rail development (viewing this as an important or very important investment). Nonetheless, Hanford residents expressed an even greater interest in investing funds to provide employment and environmental benefits. An overwhelming percentage of respondents viewed investments in job creation (91%) and in job training (92%) as important or very important. Environmental investments were also

identified as a major need in the Hanford neighborhoods surveyed, as they experience multiple sources of pollution and climate vulnerabilities. Eighty-nine percent desired funding for protection from extreme heat; 90% would like to see GGRF monies used to reduce air pollution, and 96% would like more investment in clean drinking water. The responses in Table 9 provide a special opportunity for the High-Speed Rail Authority to tie GGRF investments to benefits prioritized by residents in the impacted community in a way that generates greater enthusiasm and support for the mega-project.

Table 9 highlights that residents are interested in the development of facilities and businesses around the high-speed rail station that provide services and amenities to the local community. Over two-thirds of respondents support the establishment of community centers and facilities that can provide space for community gatherings, art exhibits, and cultural events. Three out of every four respondents would like to see restaurants, parks, and green spaces, while 71.1% support the addition of retail stores in the area. Two out of three residents also support other services and amenities, including office spaces (68.9%) and healthcare facilities (65.9%). Large majorities also desire affordable residential housing (64.69%) and a job training center (61.5%) incorporated into development associated with the rail station. Majorities also supported general meeting spaces (53.1%) and electric vehicle (EV) charging stations (52.6%). In summary, Table 9 indicates that Hanford residents near the station prefer an integrated development strategy that creates economic and cultural opportunities for the local community as well as provides vital social services and amenities.

**Table 9. What Kind of Development Would You Like to See Around the Kings/Tulare High-Speed Rail Station? (Check All That Apply)**

	<u>Percent</u>
Restaurants	76%
Parks and green spaces	75%
Retail stores	71%
Office spaces	69%
Welcome center, art, cultural center, galleries (culturally relevant)	67%
Community center/event center	66%
Healthcare facilities	66%
Affordable residential housing	65%
Job training center	62%
Meeting spaces	53%
Electric vehicle charging stations	53%
Other	8%
n=405	

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

Establishing good and reliable commuting options between the high-speed rail station and neighborhoods in Hanford is crucial to ensure that city residents can easily access the station and frequently use the new railway. Table 10 shows strong support for varied means of transportation to the Kings/Tulare High-Speed Rail Station near Hanford. A large majority of residents (90% overall) view the development of regular, affordable public bus services as very important (56.7%) or important (32.8%), while a similar majority (85.4% overall) view pedestrian walking paths as very important (56.3%) or important (29.03%). Respondents also strongly support the inclusion of bicycle paths (85.3% overall) and community ride-share programs (76.6%) to and from the station. Overall, residents support the inclusion of multi-modal transit opportunities, including low-cost options, into station design and development.

**Table 10. How Important do You Think it Will be for the High-Speed Rail Authority and Local Planners to Create the Following Forms of Transit Between the King/Tulare High-Speed Rail Station and Surrounding Communities?**

	<u>Very</u> <u>Important</u>	<u>Important</u>	<u>Somewhat</u> <u>Important</u>	<u>Not at all</u> <u>Important</u>
Frequent low-cost public bus service to High-Speed Rail Station	57%	33%	8%	3%
Pedestrian walking paths to High-Speed Rail Station	56%	29%	8%	7%
Bicycle paths to High-Speed Rail Station	51%	35%	8%	7%
Community ride-share program	40%	36%	13%	10%

n= 398-403

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

**Table 11. Would You be Willing to Come to a Meeting About the Benefits of Having a High-Speed Rail Station?**

	<u>Percent</u>
Yes	32%
Maybe	41%
No	28%

n= 397

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

## **Civic Engagement in High-Speed Rail**

For residents to benefit from new projects coming to their neighborhoods, they must be actively engaged in all stages of the development process. This involvement is essential for community-informed station design and the adoption of inclusive community benefit agreements that protect and promote community interests. However, for such meaningful engagement to happen, members of the community must be willing to attend meetings and participate in discussions on these issues. The next set of questions focused on residents’ willingness to attend meetings about the high-speed rail station and identified barriers to attendance. This information can help inform outreach and public engagement strategies to increase participation in discussions around station development and design, especially with trusted partners such as community-based organizations.

**Table 12. What is the Biggest Obstacle That Might Prevent You From Attending a Local Meeting About the Issues We Have Discussed Today? (Check All That Apply)**

	<u>Percent</u>
Work schedule conflicts or lack of time off from work	41%
Lack of trust in the process or belief that my input will not be valued	33%
Limited access to information about the meeting	33%
Concerns about the meeting being conducted in a language that is not understood	30%
Childcare responsibilities or lack of affordable childcare	28%
Lack of affordable transportation to the meeting location	24%
Health or mobility issues	19%
Other	9%

n= 405

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

Table 11 indicates that many Hanford residents are interested in engaging in discussions on the benefits of a high-speed rail station. Nearly one-third of respondents expressed interest in attending a meeting. Forty-one percent were uncertain about attending, while only 28% stated that they would not attend such meetings. The results in this table demonstrate a willingness among residents to be moved to engage in the planning and development of the high-speed rail station. They demonstrate that, with intentional engagement, hard-to-reach residents can be brought into development conversations in meaningful ways. While civic participation in the development of the high-speed rail station may not currently be a priority for a majority of residents, increasing levels of participation will be a critical factor in ensuring equitable and successful project implementation. Increasing community outreach and combining high-speed rail conversations with discussions around other salient issues, such as employment opportunities and environmental protections would likely motivate uncertain residents to engage in planning around the high-speed rail station.

Table 12 provides detailed information on the obstacles that may prevent Hanford residents from attending local meetings. Among these, respondents identify work schedule conflicts or lack of time off as the most common obstacle, highlighting the importance of scheduling community meetings and events at times which best meet the needs of nearby residents. Beyond this logistical challenge, residents also voiced concerns about lack of access to information and trust that their input will be valued. These findings highlight the importance of transparent, clear and proactive communication by government officials to fully engage the public around their most pressing concerns, including the construction and design of the new HSR station. Working with trusted community partners, such as local community-based organizations, can also alleviate resident concern about the process and increase the efficacy of outreach efforts. Community-based organizations can serve as strategic partners to increase community engagement and trust in the process. CBO's expertise in relationship-building, information translation, and building public trust makes them uniquely positioned to serve as liaisons between residents and governing authorities in the development of the rail station.

### **Conclusion and Final Recommendations**

The central themes emerging from this representative community survey of priority populations offer valuable insights on how to develop the Kings/Tulare High-Speed Rail station to align with local interests. Residents prefer subsidized access to high-speed rail and a station that delivers multiple community benefits in terms of employment opportunities, affordable housing, urban amenities, and environmental protections. To ensure sustained participatory engagement to implement the preferences highlighted in this report, community-based organizations should be incorporated at all stages of current HSR station planning as trusted messengers to encourage and

elicit civic participation. The survey confirmed that when approached through trusted, community-rooted channels, Hanford residents are ready to engage in the planning process. A community benefits agreement between local residents and other stakeholders and the High-Speed Rail Authority can address the most prominent needs identified by survey respondents, including the construction and operation of community facilities that provide local services and amenities such as workforce training programs and shelter on days of extreme heat and air pollution. Such a center could also host multi-cultural arts and community events and provide childcare, bilingual outreach, and translation services. Station design could also incorporate plans to increase affordable housing and incentives for local small businesses.

For the High-Speed Rail Authority and affiliated stakeholders, this survey represents a pivotal opportunity. Continued investment in community outreach—utilizing trusted CBOs—will ensure that Kings County residents remain informed, involved, and positioned to benefit from the infrastructure being developed around them. Prioritizing the needs of the community through a transparent, accessible process will not only strengthen public trust but also enhance the long-term success of the project.

## Appendix (Demographic Characteristics)

**Table 13. What is Your Age?**

	<u>Percent</u>
18-25 years	9%
26-40 years	31%
41-55 years	26%
56-65 years	16%
Over 65 years	18%
n= 402	

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

**Table 14. What Race or Ethnicity do You Identify as?**

	<u>Percent</u>	<u>ACS</u> <u>2023</u>
Latino/a/x	71%	70%
White /European American	18%	19%
African American/Black	8%	6%
Other	3%	3%
Asian/Asian American/Pacific Islander	1%	1%
Native American/Indigenous	<1%	<1%
n= 405		

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024, and the American Community Survey, 2023.

**Table 15. How do You Identify in Terms of Your Gender?**

	<u>Percent</u>
Female	64%
Male	36%
Nonbinary	<1%
n= 402	

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024.

**Table 16. What is Your Highest Level of Education Completed?**

	<u>Percent</u>	<u>ACS 2023</u>
High school graduate	30%	43%
Some college	35%	39%
Bachelor's degree	5%	4%
Graduate degree or Professional school	3%	2%
No degree	26%	38%
n= 401		

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024, and the American Community Survey, 2023.

**Table 17. Last Year, in 2023, What Was Your Entire Household’s Annual Income?**

	<u>Percent</u>	<u>ACS 2023</u>
\$0-24,999	37%	23%
\$25,000-49,999	35%	25%
\$50,000-74,999	18%	17%
\$75,000-124,999	8%	22%
\$125,000-174,999	2%	14%

n=376

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024, and the American Community Survey, 2023.

**Table 18. Is This Address Owned or Rented by the Residents?**

	<u>Percent</u>	<u>ACS 2023</u>
Rented	52%	45%
Owned	47%	49%
Not sure	1%	N/A

n= 404

Source: UC Merced Community and Labor Center analysis of the Hanford High-Speed Rail Survey, 2024, and the American Community Survey, 2023.

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**Report Prepared by** Paul Almeida, Ingrid Brostrom, Ruth Lopez, Jorge Luna Monterrey, Justin Barnes, Eliana Fonsah, Emily Rivera Mondragón, Lisbeth Vasquez, Alejandro Carrillo and Sara Patino.

## **MISSION STATEMENT**

The UC Merced Community and Labor Center conducts research and education on issues of community, labor and the environment, in the San Joaquin Valley and beyond.