



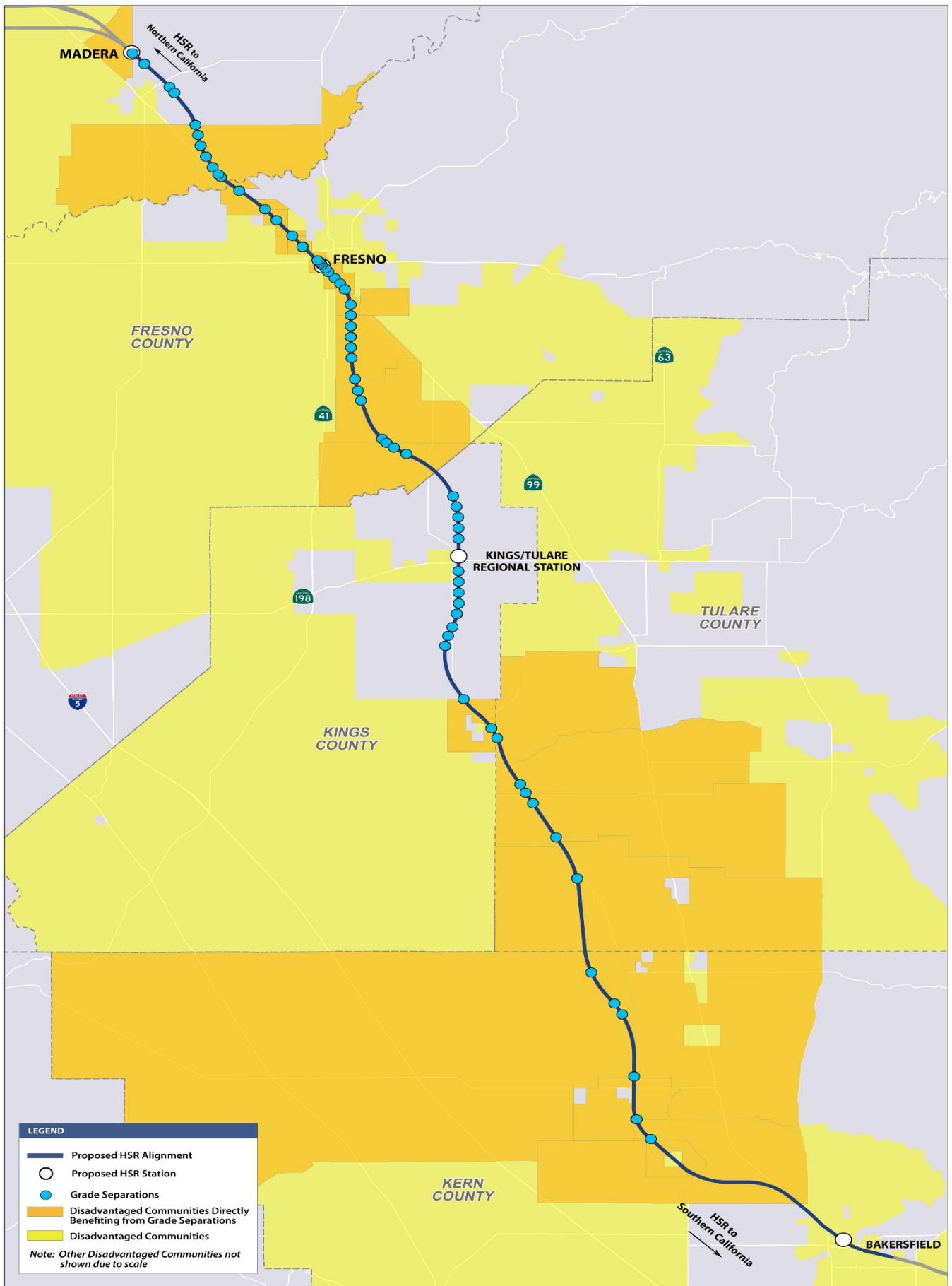
CALIFORNIA
High-Speed Rail Authority

ANNUAL REPORT • JANUARY 2019 THROUGH DECEMBER 2019

Title VI Civil Rights Program Activities and Accomplishments Report

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LEGEND

- Proposed HSR Alignment
- Proposed HSR Station
- Grade Separations
- Disadvantaged Communities Directly Benefiting from Grade Separations
- Disadvantaged Communities

Note: Other Disadvantaged Communities not shown due to scale

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INTRODUCTION

It is a pleasure to present the California High-Speed Rail Authority's (Authority) "Annual Title VI Civil Rights Accomplishments Report". This report follows the best practices of 49 Code of Federal regulations Part 21.9(b) and encompasses Title VI, Limited English Proficiency and Environmental Justice activities during the period of January 01, 2019 to December 31, 2019.

The intent of this report is to demonstrate the Authority's compliance with, and commitment to its nondiscrimination policy to involve the public, regardless of race, national origin, color, sex, minority or low-income status and language proficiency, in all its programs and activities.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs or activities receiving federal financial assistance. The rights of women, the elderly and the disabled are protected under related statutes.

The California High-Speed Rail Authority is committed 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.

The report summarizes the following information:

- An overview of the Title VI Civil Rights Program including provisions to address Limited English Proficiency and promote Environmental Justice.
- Title VI, Limited English Proficiency and Environmental Justice training activities.
- Details regarding discrimination complaints and status.
- The history, scope, and current status of the High-Speed Rail (HSR) Project by region.
- The Authority's organizational structure including the Board of Directors, Chief Executive Officer and Executive Management Team.
- Key accomplishments:
 - Special projects and/or studies conducted to understand the demographics of the communities impacted by the project such as minority and disadvantaged persons, ethnic diversity, age, gender, education, and income levels.
 - Outreach efforts to inform and educate and enhance participation and promote transparency with persons impacted or potentially impacted by the project. Outreach efforts include, but are not limited to websites, social media, public meetings, community participation, conferences, listening sessions, public announcements, and press releases.
- Planned outreach activities for the calendar year of 2020.

High-Speed Rail Project Overview

The Authority is responsible for planning, designing, building, and operating the first high-speed rail system in the nation. The system will connect the mega-regions of the state, contribute to economic development, enable a cleaner environment, create jobs, and preserve agricultural and protected lands.

Program Management

To accomplish the task of delivering the nation's first high-speed rail system, the Authority's organizational structure comprises multiple entities, including State personnel and various consultant firms and contractors, that work together within an Integrated Project Delivery (IPD) concept.

Rail Delivery Partner

The Rail Delivery Partner (RDP), WSP, is responsible for providing the Authority with program and project management technical expertise and leadership, inclusive of but not limited to:

- Program and Project Controls
- Commercial Oversight
- Rail Development and Operations
- Risk Evaluation and Mitigation
- Program Baseline Development
- Administrative and Technical Support
- Program Implementation
- Strategy Development
- Policy Formulation

As the Rail Delivery Partner, WSP is accountable for day-to-day program management and program delivery activities, including:

- Establishing a program-wide Program Management Information System (PMIS) to interface with existing Authority systems and facilitate reporting.
- Managing coordination of design, construction and commissioning on multiple segments that will be delivered through a range of delivery models and on overlapping timeframes.
- Advising on key delivery strategies; supporting or conducting risk assessment and cost-benefit analyses in support of the Authority's determination of the delivery strategies.
- Delivering work to meet quality, legal and regulatory requirements of the overall program.
- Establishing technical requirements and standards for the entire HSR program.
- Being accountable for program delivery and project execution results through performance measurements.

Early Train Operator

The Early Train Operator (ETO), DB Engineering and Consulting USA, was placed under contract by the Authority in December 2017 and has remained actively engaged in the program's implementation and delivery strategy. The ETO is currently assisting the Authority with the analysis of the early interim services that would operate in the Central Valley and between Gilroy and San Francisco, as described in the Authority's Business Plan. In addition, the ETO is conducting an independent construction cost estimate review to identify any areas where further refinements of the estimate would be appropriate.

Along with these high priority activities, the ETO is reviewing the Authority's travel demand forecasting model, commenting on draft rail procurement documents, and providing input to service planning. Future tasks will include station design, fare policy and integration, marketing

and system branding, and operations and maintenance costing. These activities will be programmed in accordance with the program objectives and the schedule for future operations.

Construction Management

When completed, the California High-Speed Rail system will encompass over 800 miles of rail, with up to 24 stations and run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The Authority is working with regional partners to implement a state-wide rail modernization plan that will invest billions of dollars in local and regional rail lines to meet the state’s 21st century transportation needs.

Due to the enormity and complexity of its scope, the project is broken into three (3) specific regions – Central Valley, Southern California, and Northern California. Additionally, the project will be constructed in two (2) phases.

- Phase 1 - Connects the San Francisco Bay Area to the Los Angeles Basin via the Central Valley.
- Phase 2 - Connects Sacramento to the Central Valley and Los Angeles to San Diego.

Furthermore, production is completed through a series of Design-Build contracts also referred to as a construction package. Currently, the Authority has contracted with three (3) Design-Build joint ventures in support of construction in the Central Valley project sections.

Design-Builder	Construction Package	Project Section
Tutor/Perini/Zachry/Parsons (TPZP)	Construction Package 1	Madera County / Fresno County
Dragados/Flatiron	Construction Package 2-3	Fresno County / Kern County
California Rail Builders	Construction Package 4	Tulare / Kern County

All project sections are strategically sequenced to maximize current federal and state dollars and deliver the high-speed rail line in the earliest timeline.

Apart from the 119-mile Central Valley Segment that is underway, the bookend project sections of the high-speed rail system are in the process of completing their environmental review and preliminary design stages, which is considered early in the project lifecycle process. Because of that, the Authority continues to apply ranges to cost estimates based on the status of project development.

Information pertaining to updates regarding ongoing construction can be found at BuildHSR.com.

Central Valley Region

Construction of the high-speed rail project began in the Central Valley Region and serves as the “backbone” of the initial passenger rail service from Silicon Valley to the Central Valley. It will ultimately connect all major regions of California, modernizing transportation in the state and

linking the state's diverse economic and cultural centers. The Central Valley Region supports 119 miles of track and includes the following two (2) project sections:

1. Merced to Fresno - includes the Central Valley Wye ("Y")
2. Fresno to Bakersfield – includes the Locally Generated Alternative (LGA)

Merced to Fresno

This section stretches 65 miles long and parallels the Union Pacific Railroad (UPRR) tracks and State Route 99 (SR-99) between Merced and Fresno. The alignment travels east of Madera and generally parallels the existing Burlington Northern Santa Fe (BNSF) rail corridor. Stations for this project section are located in Merced and the City of Fresno.

The first subsection of this alignment is referred to as Construction Package 1 (CP 1). This construction area includes a 32-mile stretch between Avenue 19 in Madera County to East American Avenue in Fresno County. It includes 12 grade separations, two viaducts, one tunnel and a major river crossing over the San Joaquin River.

Fresno to Bakersfield

The Fresno to Bakersfield project section is approximately 114 miles long. The section begins north of downtown Fresno and ends southeast of downtown Bakersfield. This section also includes the Locally Generated Alternative (LGA). The LGA is a 23-mile section of this segment located between the cities of Shafter and Bakersfield that defined an alternative alignment in cooperation with the City of Bakersfield, the City of Shafter, and Kern County.

Stations for this project section will be located in Kings/Tulare and Bakersfield.

Northern California Region

The Authority is working with partner agencies, local governments, interested stakeholders and the public to bring High-Speed Rail to Northern California to improve regional mobility and strengthen connections to the rest of the state. Advanced planning and technical studies are underway for the San Francisco to Central Valley project section and preliminary planning is underway for service between Merced to Sacramento.

The Northern California region includes three (3) project sections:

1. San Francisco to San Jose - 51 miles
2. San Jose to Merced - 84 miles
3. Merced to Sacramento (Phase 2) - 120 miles

San Francisco to San Jose

This project section will link the communities from San Francisco and Silicon Valley on an electrified and blended corridor, with Caltrain and high-speed rail service. This corridor spans approximately 51-miles joining stations at the Salesforce Transit Center and Diridon Station.

Between San Francisco and San Jose, high-speed rail will use the existing Caltrain corridor. Currently, Caltrain and the Authority are in the process of electrifying the corridor, which allows for both operations to share tracks in a blended system.

San Jose to Merced

The San Jose to Merced corridor provides an important rail link by connecting Silicon Valley and the Central Valley. The approximately 84-mile project section route travels from Diridon Station in downtown San José, through the Pacheco Pass, to the western limits of the Central Valley Wye, approximately nine miles northeast of Los Banos in Merced County.

The Authority is working to environmentally clear the sections between San Jose and the Central Valley Wye. Options range from a new dedicated high-speed rail corridor between San Jose and Gilroy to a shared corridor with electrified Caltrain service using the existing rail corridor. Environmental clearance is scheduled to be completed in 2020. Meanwhile, public engagement activities continue throughout the process in communities along the corridor.

Southern California Region

The Southern California Region is developed once the Central Valley high-speed rail corridor is complete. Significant studies are in motion for all project sections from Bakersfield to Los Angeles/Anaheim area, and preliminary planning is underway for service into San Diego.

The Southern California region includes three (5) project sections:

1. Bakersfield to Palmdale - 80 miles
2. Palmdale to Burbank - 40 miles
3. Burbank to Los Angeles - 14 miles
4. Los Angeles to Anaheim – 30 miles
5. Los Angeles to San Diego (Phase 2) - 170 miles

Bakersfield to Palmdale

The Bakersfield to Palmdale Project Section connects the Central Valley to the Antelope Valley, closing the existing passenger rail gap over the Tehachapi Mountains. The approximately 80-mile corridor travels through or near the cities of Edison, Tehachapi, Rosamond, Lancaster, and Palmdale with proposed stations in Bakersfield and at the Palmdale Transportation Center.

Palmdale to Burbank

The Palmdale to Burbank Project Section connects the Antelope Valley to the San Fernando Valley and will bring high-speed rail service to the urban Los Angeles area with a new modern rail line that closes the current passenger rail gap between Central and Southern California.

This 40-mile project section will connect two key population centers in Los Angeles County with multi-modal transportation hubs at the Palmdale Transportation Center and at the Hollywood Burbank Airport. These station locations provide an additional link between the Central Valley, the Antelope Valley, and the rest of the State.

Burbank to Los Angeles

The Burbank to Los Angeles Project Section connects two key multi-modal transportation hubs, the Hollywood Burbank Airport and Los Angeles Union Station (LAUS), providing an additional link between Downtown Los Angeles, the San Fernando Valley, and the State.

The approximately 14-mile Project Section proposes to utilize the existing railroad right-of-way to the greatest extent possible, adjacent to the Los Angeles River, through the cities of Burbank,

Glendale and Los Angeles with proposed stations near the Hollywood Burbank Airport and at LA Union Station.

Los Angeles to Anaheim

The Los Angeles to Anaheim Project Section connects Los Angeles and Orange counties by traveling from Los Angeles Union Station (LAUS) to the Anaheim Regional Transportation Intermodal Center (ARTIC) using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.

The approximately 30-mile corridor travels through the cities of Los Angeles, Vernon, Commerce, Bell, Montebello, Pico Rivera, Norwalk, Santa Fe Springs, La Mirada, Buena Park, Fullerton, and Anaheim as well as portions of unincorporated Los Angeles County. It also supports the national and regional economy by facilitating cargo movements in and out of the two busiest Ports in the country — Los Angeles and Long Beach.

Phase Two (2) Project Sections

Merced to Sacramento

The Merced to Sacramento project section connects the Central Valley to the state capitol in Sacramento. The corridor will run approximately 120-miles and is considered part of Phase 2 on the project.

As part of the effort to integrate the high-speed rail system into the state's overall passenger rail network, the Authority continues to work with the Northern California Rail Partners to identify and prioritize near-term regional rail improvements. This includes working with its resource partners to maximize service options with the San Joaquin, Altamont, and Capitol Corridor passenger rail lines to improve service frequency, reduce travel times and provide connectivity to the future high-speed rail system.

Los Angeles to San Diego

The route between Los Angeles to San Diego is expected to span 170-miles and is part of the Phase 2 system of the statewide high-speed rail network. This section connects the Inland Empire and San Diego, which will close a major rail gap between Southern California counties.

High-Speed Rail Organizational Structure

The Authority's organizational structure and operating model aligns with the unique nature of the California High-Speed Rail Project, and the various responsibilities that will emerge from the phased implementation strategy as outlined in the Authority's Business Plan and Program Management Plan.

The organization approach was adopted by the Authority based on the 1996 statute that created the Authority itself. Public and private sector capabilities are leveraged throughout the course of the implementation and the operation of the rail system.

The Authority's organization model is comprised of the following:

- Oversight by multiple external State and Federal agencies.

- A Board of Directors responsible to set policy and make key decisions regarding alignment, environment impact and analysis, compliance, contracting and finances.
- A senior executive management team with extensive project development experience.
- Interagency support for standard state administrative functions.
- Reliance on the private sector to deliver the project under contracts negotiated and managed by government employees and legal counsel.
- Core governmental functions common to all state agencies staffed with state employees.
- Individuals with skillsets required specifically to support the development, construction and operation of the project are staffed through limited-term contracts.
- Special committees formed and facilitated to address key program areas (i.e. Business Oversight Committee, Finance and Audit Committee etc.)

Board of Directors

The Authority's Board of Directors (Board) was established in 2003 by California Public Utilities Code section 185020. When the Public Utilities Code Section 185020 was amended by Assembly Bill 1813 in 2016, two (2) non-voting ex-officio members were added to the Board effective 2017.

The Board of Directors are selected and appointed by governing bodies of the California State Legislature. Each Board member represents the entire State and serves a term of four (4) years. The current Board consists of nine (9) members: five (5) appointed by the Governor, two (2) appointed by the Senate Rules Committee, and two (2) appointed by the Speaker of the Assembly.

The Authority's Board of Directors is responsible for setting policy directives for the Authority and for the development and approval of the Authority's' business plans, financial plans and strategic plans.

The key responsibilities of the Board are as follows:

- Approve Authority policies and key organizational documents such as the business and strategic plans.
- Select, appoint, and review the performance of the CEO and may approve the hiring of other management staff.
- Approve the annual budget, other financial plans, and all environmental documents and contracts.
- Accountable for the Authority's performance.

In addition, the Board manages the following committees dedicated to overseeing specific aspects of the high-speed rail project:

- Executive/Administrative Committee
- Finance and Audit Committee
- Operations Committee
- Transportation/Land Use Committee

During the 2019 reporting year, there were three (3) new appointments made to the Board:

- Lenny Mendonca, Governor Appointee
- James C. Ghielmetti, Governor Appointee
- Henry R. Perea, Sr., Senate Appointee

As of November 2019, there were no vacant seats on the Board.

Additional information about the Board and its members can be viewed on the Board's webpage at: <https://hsr.ca.gov/about/board/>.

Chief Executive Officer and Executive Management Team

The Authority's Chief Executive Officer (CEO) reports directly to the Board of Directors and seeks approval and guidance on a broad range of issues regarding the ongoing program including certifying environmental documents and adopting business plans. The Authority's Executive Management Organizational Chart can be found in the Attachments section.

The primary responsibility of the CEO is to define the Authority's strategic direction in coordination with the Board of Directors. Additionally, the CEO oversees the Authority's program committees that provide internal decision-making rigor, accountability, and transparency for major decisions.

Proposed changes are subject to a comprehensive review through a highly structured process requiring consideration of the full effects of a proposed change. This includes any increases to level of effort, or increased costs in one area versus savings in another, potential effects on schedule and understanding all potential tradeoffs before a decision is made.

The program committees, which include broad representation across the agency, forward recommendations to the CEO and/or the Board for final resolution and decisions. This has generated better inter-departmental interaction, greater understanding of the effects of various decisions and earlier identification of issues that need to be resolved. The committees are:

- Strategic Initiatives Group
- Business Oversight Committee
- Program Delivery Committee

The Strategic Initiatives Group manages the development of the Authority's Business Plans and associated analyses and forecasts based on the requirements of Proposition 1A and Senate Bill 1029. The group oversees the development of ridership, revenue forecasts and economic analyses, and they work with other offices within the Authority to analyze and develop implementation and procurement approaches.

The Business Oversight Committee (BOC) was commissioned on behalf of the Chief Financial Officer, to assess and review requests and/or proposed commitments relating to the use of public funds against Business Plan objectives, started priorities and funding availability. The BOC concentrates on a core set of principles with a focus on the future enterprise value of an operational business and fiscal discipline.

The Program Delivery Committee (PDC), chaired by the Chief Operating Officer, has the primary responsibility for the delivery of the program and is accountable for overall capital program scope, schedule, and adherence to budget. The committee reviews and acts upon items involving changes in scope, schedule, budget, and/or priorities that require BOC, CEO or Board approval.

By adopting these new governance models, the Authority continues to enhance its responsibilities to properly protect and manage public funds. The Strategic Initiative Group and the BOC help the High-Speed Rail transition from a planning focused organization to a project delivery organization. The groups are fully committed to delivering the nation’s first High-Speed Rail operational enterprise in a cost-effective manner.

The Authority’s executive management staff’s primary role is to execute the high-speed rail project to achieve the vision for high-speed rail in California. Key positions are specifically called out in statute [Section 185024 Public Utilities Code]. The Legislature put provisions in place to allow the Authority to work outside the traditional state hiring process in filling some of the executive staff positions, which consist of the following:

Title	Name
Chief Executive Officer	Brian P. Kelly
Chief Operating Officer	Joe Hedges
Chief Deputy Director	Pam Mizukami
Chief Financial Officer	Brian Annis*
Chief of Strategic Communications	Melissa Figueroa*
Chief Council	Alicia Fowler*
Chief Administrative Officer	Jeannie Jones
Chief Information Officer	Patty Nisonger
Chief Auditor	Paula Rivera

**Appointed in 2019*

The executive management team provides leadership for all Authority activities, manages state and contract personnel, makes decisions as delegated by the Board of Directors and provides management and oversight for the day-to-day operations of the organization.

In addition, the executive management team also has responsibilities related to determining the appropriate organizational structure for the Authority, selecting management staff, and establishing management plans while executing the risk management, budgetary, compliance, and other organizational processes.

TITLE VI CIVIL RIGHTS PROGRAM OVERVIEW

The Authority, under Title VI of the Civil Rights Act of 1964 and related statutes, and 49 Code of Federal Regulation (CFR) Section 21 ensures that no person shall on the grounds of race, color, national origin, age, sex, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, service or activity it administers.

In support of non-discrimination and compliance, the Authority's Board of Directors approved and adopted three (3) separate policies and program plans in 2012: Title VI, Limited English Proficiency (LEP), and Environmental Justice (EJ).

To facilitate the programs, the Authority adopted and implemented a systematic interdisciplinary approach whereby the Authority's Program and Project Managers, Project Management Teams, Consultants and Contractors work closely with the Title VI Coordinator and Title VI Program Managers for the effective implementation and success of the Title VI Civil Rights Program and its requirements.

As part of its mission to support non-discrimination and provide equity and fairness, the Authority provides free language assistance for individuals whose first language is not English (Limited English Proficiency or LEP) so they are afforded the same access to Authority programs and services as English-speaking individuals.

The Authority is also committed to the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. This is referred to as Environmental Justice.

The provisions to support LEP and Environmental Justice are essential in ensuring nondiscrimination hence, they are key components of the Authority's Title VI Civil Rights Program Plan.

This is accomplished by analyzing the demographics of impacted communities and identifying the native languages representative of the populations impacted. This information is leveraged to engage interpreters and ensure all required documents are available in translated version and made available to the public.

Demographic information is obtained from and verified by several available sources:

- U.S. Census Bureau
- U.S. Environmental Protection Agency (EPA): EJScreen
- Office of Environmental Health Hazard Assessments (OEHHA): CalEnviroScreen 3.0
- State, City, and County Websites
- Authority Resource Partner Associations
- Authority Outreach Coordinators and Staff
- Self-Identifying Title VI Public Participation Survey

The data is analyzed to assess the characteristics of the impacted populations. Assessments are used to confirm the program is engaging with disadvantaged communities and individuals with limited English proficiency to effectively provide free language assistance and including them in the development, implementation, and enforcement of environmental laws, regulations, and policies.

The Authority's Title VI Civil Rights Program team responsibly supports data collection, analysis and reporting to measure, monitor and provide status regarding Title VI, Environmental Justice and Limited English Proficiency compliance. The program team actively collects analyzes and reports on details regarding outreach events, demographic information, and Title VI related complaints.

Additionally, the Title VI Civil Rights Program Team exercises extreme care, and urgency with regards to supporting requests for public assistance and discrimination complaints by strictly following active policies and procedures.

The Authority's Title VI Civil Rights Program Team (Interdisciplinary/Program Team) partners with the following internal branches and organizations to implement processes to ensure Title VI (including Environmental Justice and LEP) compliance:

- Contracts and Procurement
- Environmental Planning
- Tribal Relations
- Sustainability
- Small and Disadvantaged Business Program
- Strategic Communications (Regional and Statewide Outreach)

Title VI Civil Rights

The Authority is committed to administering and maintaining nondiscrimination principles and goals to all its programs and other activities that are undertaken, funded, or approved by its governing regulatory agencies.

Title VI Civil Rights Policy

To showcase the Authority's commitment to nondiscrimination practices project-wide, its Title VI Civil Rights Policy states:

"The California High Speed-Rail Authority is committed to ensuring that no person is excluded from participation in, nor denied the benefits of its programs, activities and services on the basis of race, color, national origin, age, sex, or disability as afforded by Title VI of the Civil Rights Act of 1964 and related statutes.

The Authority, as a federal grant recipient, is required by the Federal Railroad Administration to conform to Title VI of the Civil Rights Act of 1964 and related statutes. The Authority's sub-recipients and contractors are required to prevent discrimination and validate non-discrimination in all of their programs, activities and services.

As permitted and authorized by Title VI, the Authority will administer a Title VI Program in accordance with the spirit and intent of the non-discrimination laws and regulations.”

The Authority’s Title VI Policy was approved and adopted by the Board of Directors in September 2012.

Title VI Civil Rights Complaints

Any individual, group of individuals, or entity who feels they have been denied equal access to any California High-Speed Rail Authority program, service, or activity because of race, color, or national origin, sex, age, disability, or low-income, is encouraged to file a formal complaint with the High-Speed Rail Authority’s Title VI Coordinator. Depending upon the complaint, the US Department of Transportation (DOT), and the U.S. Department of Justice (DOJ) may also be contacted.

Publications referencing Title VI rights and directions for obtaining complaint forms and instructions for filing a complaint are available in an array of formats. Title VI Posters, and Title VI Brochures (“What is Title VI?”) are distributed to the public at Authority headquarters, regional offices and at Authority-hosted and partner outreach events. Translated versions of these publications are also available for LEP individuals.

All complaints are submitted to the Authority’s Title VI Coordinator via phone, U.S. Mail, email, or in person. From the day of receipt, the entire complaint process takes 90 days at a minimum. Discrimination complaints from the public are considered serious and they are addressed with the utmost urgency and care.

Received Complaints

In 2019, the Authority had not received any formal complaints.

Title VI Civil Rights Training

It is the responsibility of the Authority’s Title VI Civil Rights Team to provide training and education about Title VI, Limited English Proficiency and Environmental Justice to Authority staff, contractors and subcontractors to ensure compliance with Title VI of the Civil Rights Act of 1964 and environmental justice principles.

Training is conducted biannually to all Authority staff, and on an as-needed basis via a classroom or virtual setting. Training materials and “FAQ” (Frequently Asked Questions) are available on the Authority’s intranet and available for desktop review as a PowerPoint Presentation for real-time reference.

Provided Training

In 2019, the team conducted three (3) state-wide training sessions for Title VI Program Updates and Outreach Training to Authority staff and outreach partners:

- HSR 101: The Title VI Program – provided to statewide staff via webinar/Skype call.
 - November 2019

- Title VI Outreach Portal Training – provided regional outreach personnel with a refresher course on the outreach portal.
 - April 2019
 - July 2019

Purpose of Title VI Training

The purpose of the training is to:

- Summarize the importance of Title VI Civil Rights to the overall high-speed rail program
- Review the Authority’s policies on Title VI, Environmental Justice and LEP
- Share and discuss effective strategies to implement the Authority’s commitment to inclusive and meaningful public engagement
- Provide examples of how to conduct Environmental Justice focused outreach under NEPA reviews of Authority actions
- Present best practices for effectively engaging low-income and minority stakeholders on an ongoing basis during project environmental review and clearance
- Emphasize the importance of compliance reporting on community engagement

Limited English Proficiency

Limited English Proficiency (LEP) refers to individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, and understand English. California is home to millions of individuals from diverse cultures and backgrounds with limited English proficiency. Language for LEP individuals can be a barrier to accessing important benefits or services, understanding, and exercising important rights, complying with applicable responsibilities, or understanding other information about federally funded programs and activities.

The Authority’s Title VI Civil Rights Program seeks to address and provide “equity and fairness toward low-income and minority persons” pursuant to the Title VI of Civil Rights Act of 1964 and all related statutes. In compliance with Title VI regulations, Authority personnel work diligently to prevent discrimination against individuals with limited ability to read, write, speak, or understand the English language. It is the Authority’s policy that LEP persons seeking access to the Authority’s programs, services, or activities; are entitled to free language (translation and interpretation) assistance.

Supporting free language assistance is accomplished by analyzing the demographics of impacted communities and identifying the native languages representative of the populations impacted. The Authority contracts interpreter service providers to perform interpretation and to translate key documents, notifications and briefings in the languages spoken by a substantial number of LEP individuals. Assessments are performed on a defined cadence to ensure effective communications are occurring with LEP individuals, and to validate interpreter services are adequately provisioned.

Regulatory Governance

The Authority is state and federally mandated to provide LEP individuals with an equal opportunity to benefit from, or have access to, services normally provided in English. The

federal and state laws and regulations the Authority adheres to, and is in compliance of, are Executive Order 13166 and the Dymally-Alatorre Bilingual Services Act (Government Code Sections 7290-7299.8).

The Dymally-Alatorre Bilingual Services Act requires all State Departments who interact with a substantial number (5% percent) of non/or limited English speaking persons, employ a sufficient number of qualified bilingual persons in public contact positions to ensure information and services are provided in the language of the non-English speaking person. This Act further mandates that every State agency shall provide materials in any non-English language spoken by a substantial number of the public served by the agency. The Authority complies with the mandated regulations by providing translated vital and non-vital documents to LEP communities that are impacted or potentially impacted by the high-speed rail project.

LEP Policy

The Authority is dedicated to implementing LEP principles and goals to all its programs and other activities that are undertaken, funded, or approved by federal regulatory agencies its LEP policy is as follows:

“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 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).”

Under the guidance of the Title VI Civil Rights Program, the LEP policy was developed, then approved and adopted by the Board of Directors in 2012.

LEP Data

Limited English Proficiency access is provided to individuals who represent more than five percent of the LEP population in California or the county in which the Authority is providing an activity or service.

The table below identifies the counties impacted by the High-Speed Rail Project and the languages spoken at home during 2013 - 2017. This information is acquired from the American Community Survey 5-Year Estimates - U. S. Census Bureau Language Spoken at Home demographics.

LANGUAGE SPOKEN AT HOME 2017 American Community Survey 5-Year Estimates (C16001)														
State/County	Population Estimates	% Speak English	% Speak Spanish	% Speak French, Haitian, or Cajun	% Speak German or other West Germanic languages	% Speak Russian, Polish, or other Slavic languages	% Speak Other Indo-European languages	% Speak Korean	% Speak Chinese (incl. Mandarin, Cantonese)	% Speak Vietnamese	% Speak Tagalog (incl. Filipino)	% Speak Other Asian and Pacific Island languages	% Speak Arabic	% Speak Other and unspecified languages
California	36,489,302	56.0%	28.7%	0.4%	0.35%	0.64%	3.1%	1.0%	5.78%	2.68%	3.89%	3.45%	0.87%	0.93%
Fresno County	892,606	55.7%	34.1%	0.1%	0.19%	0.20%	2.9%	0.1%	0.90%	0.78%	1.24%	7.90%	0.64%	0.43%
Kern County	806,894	55.9%	39.1%	0.1%	0.11%	0.08%	1.4%	0.2%	0.64%	0.35%	1.93%	1.47%	0.96%	0.27%
Kings County	138,382	59.8%	35.5%	0.1%	0.15%	0.03%	1.3%	0.1%	0.35%	0.33%	2.57%	0.83%	0.44%	0.57%
Los Angeles County	9,473,811	43.4%	39.3%	0.5%	0.30%	0.72%	3.8%	1.9%	9.20%	2.02%	5.62%	4.04%	1.07%	1.43%
Madera County	142,745	54.5%	42.4%	0.1%	0.13%	0.20%	1.0%	0.1%	0.27%	0.08%	0.42%	0.96%	0.76%	0.55%
Merced County	246,042	47.7%	43.3%	0.1%	0.11%	0.08%	3.8%	0.1%	1.02%	0.25%	1.34%	6.64%	0.39%	0.30%
Orange County	2,966,864	54.4%	25.8%	0.3%	0.37%	0.43%	3.0%	2.6%	4.85%	11.08%	2.92%	3.09%	1.49%	0.52%
Riverside County	2,197,304	59.8%	33.3%	0.2%	0.29%	0.16%	1.4%	0.4%	1.41%	1.03%	2.37%	1.36%	0.72%	0.49%
Sacramento County	1,396,167	67.9%	13.6%	0.2%	0.29%	2.74%	4.3%	0.4%	3.74%	2.27%	2.72%	5.43%	0.70%	0.64%
San Benito County	54,782	59.4%	37.0%	0.1%	0.22%	0.21%	1.3%	0.2%	0.31%	0.14%	0.86%	0.68%	0.05%	0.38%
San Bernardino County	1,967,150	58.9%	33.8%	0.1%	0.17%	0.11%	1.1%	0.5%	2.40%	0.91%	2.44%	1.72%	0.98%	0.59%
San Diego County	3,070,763	62.3%	24.8%	0.4%	0.41%	0.56%	1.9%	0.5%	2.46%	2.17%	4.96%	2.42%	1.33%	1.38%
San Francisco County	825,057	56.2%	11.0%	1.2%	0.61%	1.70%	2.6%	0.7%	32.68%	2.34%	5.30%	4.04%	0.75%	1.00%
San Joaquin County	671,597	58.8%	26.6%	0.1%	0.25%	0.13%	4.6%	0.2%	1.77%	1.61%	5.00%	6.52%	0.64%	0.42%
San Luis Obispo County	266,471	81.8%	14.0%	0.3%	0.45%	0.21%	1.0%	0.1%	0.73%	0.15%	0.71%	0.68%	0.29%	0.15%
San Mateo County	718,121	53.8%	19.3%	0.6%	0.70%	1.48%	3.7%	0.6%	15.71%	0.83%	12.41%	5.92%	1.27%	0.67%
Santa Clara County	1,791,341	47.6%	18.1%	0.5%	0.52%	1.18%	6.6%	1.2%	17.60%	13.93%	6.61%	9.93%	0.78%	2.06%
Stanislaus County	496,438	58.3%	32.9%	0.1%	0.24%	0.22%	3.2%	0.1%	0.76%	0.46%	1.29%	2.45%	1.00%	2.48%
Tulare County	419,508	48.5%	47.4%	0.1%	0.21%	0.08%	1.0%	0.1%	0.38%	0.14%	1.61%	2.51%	0.78%	0.04%
Tuolumne County	51,492	92.1%	5.4%	0.1%	0.50%	0.15%	1.0%	0.1%	0.16%	0.01%	0.21%	0.29%	0.02%	0.03%
Yolo County	200,208	62.3%	22.2%	0.4%	0.42%	2.24%	4.3%	0.7%	6.38%	1.36%	1.12%	2.35%	0.43%	0.48%

Environmental Justice

Environmental Justice is defined as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with regard to the development, implementations and enforcement of environmental laws, regulations, and policies. Simply stated, Environmental Justice addresses the unequal environmental burden often borne by minority and low-income communities and individuals.

Regulatory Governance

To promote Environmental Justice, federal and state governments have enacted legislation to safeguard the environment and protect the health and safety of the public. The Authority developed, implemented, and maintains an Environmental Justice Program in compliance with Title VI of the Civil Rights Act of 1964, Presidential Executive Order 12898 and California State Law Government Code Section 65040.2 et. seq. and Public Resources Code Section 71110 et. Seq.

Environmental Justice Policy

The Authority is committed to continuing to apply Environmental Justice principles and goals to all its programs and other activities that are undertaken, funded, or approved by the FRA. The Authority's Environmental Justice Policy states:

“The California High-Speed Rail Authority promotes Environmental Justice into its programs, policies, and activities to avoid, minimize or mitigate disproportionately high human health, 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 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 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 in compliance with Title VI of the Civil Rights Act of 1964, Presidential Executive Order 12898 and California State law—Government Code Section 65040.2 et. seq. and Public Resources Code Section 71110 et. seq.”

This Environmental Justice Policy applies to policy decisions, system planning, project development and environmental reviews under the NEPA/CEQA, preliminary and final design engineering efforts, Right-of-Way acquisition process, and construction, operations, and maintenance activities.

There are three (3) fundamental Environmental principles the Authority is committed to:

- To avoid, minimize, or mitigate disproportionately high human health and environmental effects, including social and economic effects, on minority and low-income populations.

- To encourage the full and fair participation by all affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The Authority is committed to the following goals to achieve the principles:

- Protect environmental quality and human health in all communities.
- Apply environmental and civil rights laws to achieve fair environmental protection.
- Promote and protect community members' rights to participate meaningfully in environmental decision-making that may affect them.
- Promote full and fair opportunity for access to environmental benefits and minimize activities that result in a disproportionate distribution of environmental burdens.

Small and Disadvantaged Business Enterprise Program

Within the Authority's organizational structure, the Title VI Program works in conjunction with the Small and Disadvantaged Business Enterprise Program (SB Program) to assist the Authority with nondiscrimination compliance.

The Authority is committed to making active participation of small businesses a priority in all contracting phases of the High-Speed Rail project. As such, it is the mission of the Authority's Small Business (SB) Program to provide Small Businesses (SB), Disadvantaged Business Enterprises (DBE) and Disabled Veteran Business Enterprises (DVBE) have an equitable opportunity to compete for and benefit from public works projects.

There are a number of established statewide goals for small business participation in government contracts. For example, California Executive Order D-37-01 (Davis) and S-2-06 (Schwarzenegger) establishes a 25 percent participation requirement by SBs on contracts issued by California state agencies. Also, the California DVBE Program (Military and Veteran Code section 999 et seq) establishes a 3 percent participation requirement for DVBEs on state contracts. In addition to these California specific goals, the US Department of Transportation (DOT) established mandatory 10 percent DBE participation on public works projects receiving financing from the DOT.

After consideration of these and other state and federal statutes and regulations, the Authority's Board approved and implemented the SB Program in 2012. The SB Program set a combined, overall participation goal of 30 percent for all small businesses inclusive of SBs (including micro businesses), DBEs, and DVBEs. The Authority's 30 percent goal is inclusive of ten percent DBE and three percent DVBE participation.

The SB Program is consistent with state and federal law and with directives from the Civil Rights Office of the Federal Railroad Administration (FRA). By taking these measures, the Authority provides small businesses opportunities to participate in the Authority's contracting and procurement activities.

In order to achieve and maintain the small business goal, the Authority must actively engage with the small business community. The Small Business Advocate (SB Advocate) is responsible for ensuring the Authority's goals for small business utilization, as well as identifying and

implementing innovative small business development and outreach strategies. Community engagement is a vital component to the team's outreach strategy and includes, but is not limited to the following:

- Collaborate with external resource partners and potential/active Primes to explore and utilize innovative methods to meet the overall small business participation goal.
- Participate in forums to identify SB/DBE/DVBE concerns, and research and implement agreed upon, sustainable solutions.
- Develop, implement, and promote methods of outreach to the small business community to highlight the Authority's contract opportunities.

In addition to the Advocate, the SB Program Team consists of the following:

- Small Business and Title VI Civil Rights Programs Manager
- Small Business Outreach Coordinator
- Assigned Information Officer
- Small Business Technical Associate
- Title VI Civil Rights Technical Associate

The SB Program Team focuses on assisting small business in gaining the ability to compete in the marketplace by establishing partnerships, providing education, and training, and fostering transparency.

PROGRAM ACCOMPLISHMENTS

To establish trust and support, the Authority engages with stakeholders from federal, state, and local communities to educate, inform and to obtain insight that helps contribute to and strengthen key decisions regarding the high-speed rail project.

Pursuant to Title VI, the Authority takes affirmative steps to ensure that discrimination does not occur in its organization. It also acknowledges public involvement is fundamental and essential in achieving equitable programs, services, and activities.

Public participation provides for the public involvement of all persons (including Native American Tribal Governments), minorities and low-income persons, affected public agencies, employees, the public, transportation service providers, public transit users and other interested parties in communities affected, or potentially affected, by rail programs and projects.

The Authority conducts public outreach activities to encourage public interaction comments and makes them accessible to all, including persons with disabilities (access includes visual and tactile presentation tools and techniques). Such events include Board of Directors meetings, community open houses and industry forums.

The Authority further recognizes public participation is a successful measure to notify the public of their civil rights under Title VI, Limited English Proficiency and Environmental Justice requirements for the Authority's services, projects, and activities.

Creating Opportunities for Disadvantaged Workers and Fostering Diversity



Program Statewide

Program Accomplishments

NEPA Assignment Memorandum of Understanding (MOU)

July 2019 - California Governor Gavin Newsom and FRA Administrator Ronald Batory have signed a Memorandum of Understanding (MOU), by which the Authority was assigned the FRA's responsibilities as lead agency under the NEPA.

Pursuant to Section 327 of Title 23 of the United States Code, effective July 23, 2019 the MOU is authorized under the Surface Transportation Project Delivery Program, otherwise known as NEPA Assignment.

Project Update Report

May 2019 – The Authority submitted its Project Update Report (PUR) to the California Legislature on May 1, 2019. The report provided reviews of progress made on the project since the 2017 Project Update Report and 2018 Business Plan, and what was learned since the 2018 Business Plan was published. Additionally, the report contained an analysis of early service, updated cost and funding information, issues, and risks, including plans to mitigate those risks, and a discussion of recommendations to deliver early service in the Central Valley.

The report laid out a path forward for the Merced-Fresno-Bakersfield line, a building block approach that matches the funding that is currently available while keeping the Authority's commitments in Northern and Southern California. It is the Authority's commitment to deliver a working section, demonstrating the project's feasibility and attracting other funding to complete the line north to south.

Industry Forum for Track and Systems Request for Qualifications (RFQ)

July 2019 – The Authority hosted an Industry Forum for the Track and Systems RFQ in Sacramento. The scope of work includes design and construction of trackwork, railway systems, electrification, as well as testing and commissioning. The contract also includes a 30-year term of maintenance for both the underlying civil works and track and systems work, which would include construction of necessary maintenance facilities.

The Track and Systems Contractor would perform interface and integration duties with respect to the Authority's other Contractors. As proposed, the Track and System work would be issued through multiple Notices to Proceed (NTP), ranging from San Francisco to the Central Valley.

Regional Offices

Northern California Region Accomplishments

Staff Recommendations for Preferred Alternatives

July 2019 – The Authority released the staff recommendations for the State's Preferred Alternatives for the high-speed rail routes in Northern California.

In the San Jose to Merced project section, Authority staff recommended Alternative 4 as the State's Preferred Alternative. Alternative 4 utilizes a blended configuration between San Jose and Gilroy in the existing Union Pacific Railroad corridor before continuing to a dedicated high-speed rail alignment through Pacheco Pass.

In the San Francisco to San Jose project section, Authority staff recommended Alternative A as the State's Preferred Alternative. Alternative A includes a light maintenance facility on the east side of the tracks in Brisbane and does not include additional passing tracks in the middle of the corridor.

In September 2019, staff presented its recommendations along with the feedback received during outreach and sought direction from the Board of Directors for which alternatives to identify as the State's preferred routes. Subsequently, the draft environmental documents were due out in December 2019 for the San Jose to Merced project section and in March 2020 for the San Francisco to San Jose project section.

While all alternatives are evaluated equally in the draft environmental documents, identifying the State's Preferred Alternatives will guide the public to what is most likely to become the project. Final route decisions will be made at the conclusion of the project sections' environmental review process.

Central Valley Region Accomplishments

New Housing Complex in Wasco

January 2019 - the City of Wasco opened Rosaleda Village, a new housing complex to residents, with the help of several federal and state agencies, including the California High-Speed Rail Authority (Authority). The new 17-acre complex located on the southside of Gromer Avenue features more than 200 units and allows for easier access to schools, shopping centers and other activities. The former housing facility was located east of the BNSF railroad line on 6th and J Street and next to the high-speed rail alignment being constructed through Wasco.

As an alternative to building a sound barrier wall to mitigate noise impacts, the Authority instead allocated \$10 million to the Wasco Farmworkers Housing Relocation Project. The allocation helped the relocation project leverage several other existing resources and programs to improve the living conditions for residents.

Overpasses Open to Traffic in Madera County

July 2019 – Two newly constructed overpasses were opened on Avenue 8 and Avenue 11 in Madera County. This will allow traffic to travel over the high-speed rail system. This marks the first completed high-speed rail grade separations for Madera County.

Several small businesses took part in constructing the new grade separations including Becho, Inc., Landavazo Bros., Inc. Martinez Steel Corporation, Oliveira Fence, Inc., McCormick Biological, Inc., Avison Construction, Inc., Con-Fab California, Valverde Construction, Inc. and Safety Striping Service, Inc.

Three Major Agreements Reached Between Authority and Kings County

August 2019 – The Authority and the King County Board of Supervisors announced that they had signed three major agreements that will clear the way for substantial progress on the high-speed rail program in Kings County.

The Authority and the Kings County Board have reached a settlement that will result in the dismissal of the final pending CEQA lawsuit against the Authority for the Fresno to Bakersfield Project Section EIR/EIS. The Final EIR/EIS for the Fresno to Bakersfield section of the high-speed rail project was adopted in 2014 and identified the high-speed rail route from Fresno to Bakersfield.

The Authority and the Kings County Board also signed cooperative agreements related to coordinating ongoing construction efforts in Kings County, and the maintenance of several grade-separation projects crossing King County roadways.

Southern California Region Accomplishments

Partnership to Advance LA Union Station Project

September 2019 – Together with the California State Transportation Agency (CalSTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) an agreement was reached to steer more than \$400 million in Proposition 1A funds towards the transformative Link Union Station (Link US) project.

The Link US project will transform how the regional rail system operates in Southern California by allowing trains to enter and exit the station from both the existing northern tracks and new tracks to the south over the 101 freeway. This is anticipated to significantly increase capacity for rail service while reducing train idling times. The project will also accommodate future high-speed rail service and greatly expand the station's capacity with a new expanded passageway under the tracks and new platforms, escalators, and elevators.

Title VI Civil Rights Program

Title VI Civil Rights Accomplishments

The Authority is committed 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.

The Title VI Civil Rights Program accomplishments for CY 2019 include:

- Provided requested Title VI compliance metrics for state and federal regulatory agency reporting requirements.
- Maintained the Small and Disadvantaged Business Enterprise Program, Policy, and a 30 percent overall goal, inclusive of DBE and DVBE participation on Authority contracts.
- Reviewed and approved the inclusion of the Title VI statutory language in contract documents prior to procurement solicitations.

- Participated in the California Climate Investments (CCI) Outreach Working Group, a group facilitated by the California Air Resource Board (CARB), which meets to discuss outreach methods, upcoming events and partnering opportunities.
- Updated the Title VI website and posted revised or new information and forms for public review, education, and comment.
- Updated and maintained the Title VI Portal Landing Page to provide regional outreach personnel with updated Title VI documents and forms to be disseminated to the public regarding their rights under Title VI.
- Reviewed and commented on the Regions revised public participation outreach plans for compliance with Title VI.
- Provided Authority Program Staff with continuous assistance regarding Title VI compliance measures and requirements.
- Continued to have adequate resources through the support of the Title VI Project Management Team to implement Title VI, LEP and EJ.
- Continued to maintain the email inbox: TitleVICoordinator@hsr.ca.gov for the public, consultants, Authority staff and Regional Outreach Teams to submit requests for information or technical assistance.
- Continued to disseminate information at monthly Board meetings regarding the public's rights under Title VI.

Limited English Proficiency Accomplishments

The Authority interacts with LEP individuals in a variety of ways during the program planning stages and the initial construction. As the project progresses, the Authority continues to provide language assistance services and accommodation to LEP individuals in languages they understand.

The LEP Accomplishments for 2019 were:

- Entered into a new contract with language assistance services provider, Focus Interpreting, Inc., a certified small business.
- Updated the LEP Desk Manual for Authority personnel to include new procedures and protocols for how to utilize the services provided by Focus Interpreting, Inc.
- Drafted a program-wide memo that provides guidance on conducting outreach with LEP communities in compliance with state and federal laws and guidelines.
- Provided language translation and interpreter services to the public via telephone, in-person requests, Board meetings and outreach events in various languages when requested.
- Provided community outreach notifications in English and Spanish with instructions on how to submit language requests to the Authority in the most commonly encountered languages.
- Provided qualified and certified language assistance services during public meetings where an LEP community threshold was over 5 percent, as mandated by the Dymally-Alatorre Bilingual Services Act of 1973.
- Provided construction and road closure notifications in English and Spanish with instructions on how to submit language requests to the Authority in the most commonly encountered languages.
- Continued offering LEP outreach methodology training to all members of the High-Speed Rail Program including Authority and Consultant staff.
- Conducted the biannual LEP compliance assessment. This assessment is in compliance to the Dymally-Alatorre Bilingual Services Act of 1973, where the Authority maintains compliance by reporting the results of its assessments every two years to the California Department of Human Resources (CalHR) from its Office of Equal Employment Opportunity (EEO).

CONSTRUCTION & ROAD CLOSURE ALERT

Intermittent Lane and Shoulder Closures at Clayton Avenue in Fresno County

Fresno County, Calif. – The California High-Speed Rail Authority (Authority) in cooperation with design-builder contractor Dragados-Faltron Joint Venture (DFJV), announces intermittent lane and shoulder closures at Clayton Avenue, west of Maple Avenue in Fresno County for utility relocation. Work is scheduled to begin Thursday, Oct. 17 and continue through Monday, Nov. 4, 2019.

This work is part of Construction Package 2-3 (CP 2-3), the 65-mile stretch of high-speed rail between East American Avenue in Fresno County and one-mile north of the Tulare-Kern County line.

CLOSURE **DETOUR**

Intermittent lane and shoulder closures at Clayton Avenue, west of Maple Avenue, in Fresno County for utility relocation. Work is scheduled to begin Thursday, Oct. 17 and continue through Monday, Nov. 4, 2019.

Signage and flaggers will be present to direct traffic.

Closures will be intermittent Monday through Saturday, between 7 a.m. and 5 p.m.

This schedule is subject to change. For up-to-date information please visit BuildHSR.com or the Caltrans Quickmap. Traffic laws will be fully enforced and commuters are expected to be aware of the surrounding activities, remain alert and watch for construction vehicles and personnel. The public is asked to drive carefully and be extra cautious while traveling through construction areas.

Para información o preguntas, por favor llame al teléfono (559) 445-6770 directo o visite el sitio web www.hsr.ca.gov.

如有疑問或需要索取工程最新資料，請致電郵助熱線或參閱上列網頁

Đề biết thêm thông tin hoặc là có câu hỏi, xin quý vị vui lòng gọi số điện thoại hoặc là viếng thăm trang web liệt kê phía dưới trang này.

Thank you for your patience and cooperation.

Contact: Toni Tinoco, California High-Speed Rail (559) 274-8675, Toni.Tinoco@hsr.ca.gov; Jill Camete, California High-Speed Rail (559) 591-8440, JillCamete@hsr.ca.gov

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Environmental Justice Accomplishments

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 rail system since 2000, when it commenced a programmatic environmental review process.

During 2019, the Authority continued to enhance its environmental justice goals to ensure consistent regulatory compliance. The Authority continues its community and stakeholder engagement throughout the planning and environmental review process.

- Collaborated with members of the Environmental Planning Branch to review, edit, and update the Authority's Title VI Program Plan.
- Provided increased technical assistance to outreach personnel as regions prepare to release project section environmental documents to the public.

- Continued offering Environmental Justice training to all members of the High-Speed Rail Program including Authority and Consultant staff.
- Provided guidance to the Environmental Division as they update Project Section Environmental Justice Outreach Plans.
- Continued the ongoing commitment to:
 - Building the High-Speed Rail System in a manner that is environmentally responsible and sustainable for all affected communities.
 - Use of clean and green construction practices will continue to be utilized as activities increase.
 - Recycling 100 percent of all usable concrete and steel resulting from the demolition of buildings and structures along the alignment.

The Environmental Justice accomplishments for 2019 are also visible within the following individual Authority programs:

- Tribal Relations Branch
- Environmental Planning Branch
- Contracts and Procurement Branch
- Sustainability Branch
- Regional Offices

Small Business Program

To achieve its aggressive small business participation goals, the Authority must actively engage with California’s small business community and assist them in getting contract ready. The SB Program provides oversight which is a hybrid between adhering to statutes (federal and state), and advocacy which equals outreach, education, and supportive services.

Accomplishments – Events and Special Projects

As the high-speed rail project continues to grow, so does the need for additional small businesses. In order to achieve and maintain the SB Program goals, the Authority must actively engage with California’s small business community. Outreach and training are vital to reaching businesses statewide.

California Procurement Technical Assistance Center MOU

On September 1, 2019, the Authority and California Capital Procurement Technical Assistance Center (Ca. Capital PTAC) entered into an MOU for the purposes of establishing a partnership. The mission of this partnership is to prepare small businesses, through the exchange of information, and identify resources that will:

- Assist small businesses in getting contract ready; and
- Assist contracted small businesses throughout the duration of their contract.

ConnectHSR

Connect^{HSR} is an online vendor registry that provides any interested businesses with a quick and easy way to get connected to high-speed rail business opportunities and stay connected to the High-Speed Rail Project.



Since the launch of Connect^{HSR}, the Authority has gained the interest of over 750 registered businesses, which is an increase of 150+ firms from the previous year.

Small Business Supportive Services Symposium

The Authority hosted its first Small Business Supportive Services Symposium on October 23, 2019 in Fresno, CA. The purpose of the event was to educate, inform and connect small businesses to the various resources available to enable them to become successful in the contracting marketplace, as well as the high-speed rail project. Attendees had the opportunity to:

- Speak with representatives from certifying agencies
- Hear from the Authority's Prime Contractor Small Business representatives and liaisons
- Learn more about qualifications for bonding, insurance, and small business loans
- Hear about how to market their business for state and federal contracts
- Learn about procurement technical assistance

Attendees also heard from Authority staff about the Small Business and Sustainability Programs and how each program impacts small businesses on the project. The event drew in over 40 small businesses with requests for follow-up events to take place throughout the state.

Small Business Participation

As of January 31, 2020, 553 certified small businesses are, or have been, contracted to do work on the high-speed rail project. The metrics are inclusive of small businesses, micro-businesses, DBEs, and DVBEs doing work on projects in the Northern, Southern, and Central Valley regions.

Of the small businesses contracted to do work on the high-speed rail project, 270 are working on the construction packages. As of January 31, 2020, the following subcontractor agreements were executed for the corresponding construction packages: 97 for TPZP on CP 1, 115 for DFJV on CP 2-3, and 58 for CRB on CP 4.



Tribal Relations Branch

The Authority's Tribal Relations Branch fosters and promotes awareness about the High-Speed Rail Program within California's diverse tribal communities. This Branch also encourages tribal participation and helps establish connections for future consultations and collaboration between the Authority and California Native American tribes on individual high-speed rail sections during the project planning process. The Authority endorses meaningful government-to-government

communication with Tribes with a strong emphasis on fostering mutual respect among all parties.

Accomplishments – Studies and Special Projects

NEPA Assignment MOU

The NEPA Assignment MOU provides that the FRA assigns, and the State assumes, environmental review responsibilities under NEPA and other federal environmental laws with respect to projects in California’s High-Speed Rail system and projects that directly connect to stations on the high-speed rail system.

The FRA retains its responsibility for government-to-government tribal consultation; however, the Authority conducts all day-to-day tribal outreach and coordination.

Collaboration with the California Native American Heritage Commission

Working with the California Native American Heritage Commission (NAHC), early outreach efforts included notifications to over 109 California Native American Tribes throughout the state. The Authority relies on the NAHC to provide current lists of local tribal representatives whose interests/cultural affiliations and traditional tribal territories lay within the High-Speed Rail project areas.

Using the tribal contact lists provided by the NAHC, the Authority conducts project section specific outreach to solicit input from tribal communities near the alignment. This is also how the Authority begins to identify tribal Consulting Parties under Section 106 of the National Historic Preservation Act for each high-speed rail section.

These early stages of project development are critical, as this is when decisions about which alternatives to carry forward for analysis in the draft environmental document are made. Through the outreach and consultation process, the Authority has met with tribes to discuss alignment alternatives.

As a result, tribes have provided their input regarding the potential impacts to sacred sites which are an important part of the Authority’s decision-making process. Confidentiality and security are the Authority’s responsibility to tribes, and the tribal community trusts that we always endeavor to keep the location and nature of their sacred places protected from public disclosure. For that reason, additional details regarding these specific sites is not further discussed here.

In addition, the Authority has made provisions to include tribal monitors during various project activities to enable tribes to have firsthand exposure and representation in the field and to provide direct input during activities that may have the potential to identify and/or affect sensitive tribal cultural resources.

The Authority works directly with the tribal leadership to identify the individuals designated to represent the tribe during monitoring efforts on the high-speed rail project. Monitors receive compensation for their time and expertise.

Contracts and Procurement Branch

The high-speed rail system is being built through numerous contracts that are phased over time. The Authority continues to utilize the State Contracting Manual, published by the Department of General Services (DGS), as a resource for its procurement process. The State Contracting Manual provides policies, procedures, and guidelines to promote sound business decisions and practices in securing goods and services for the Authority.

Accomplishments – Special Procurements

The 2018 report included the release of a Request for Proposal for habitat mitigation requirements of the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Services for California Tiger Salamander Aquatic Habitat, Hairy Orcutt Grass Occupied Habitat, and Vernal Pool Habitat suitable for Hairy Orcutt Grass Habitat translocation. This contract was executed in June 2019.

In July 2019, the Authority released the Request for Qualification for Track and Systems (RFQ HSR19-13). Three teams were shortlisted in December 2019 (dropped to two firms in 2020) and the Authority released the Request for Proposal (RFP HSR19-13) to the shortlisted teams that same month. The Track and Systems contractor will enter into a design-build-maintain contract with a scope of work that includes design and construction of trackwork, railway systems, electrification, as well testing and commissioning.

The contract includes a 30-year term of maintenance for both the underlying civil works and the track and systems work, which includes construction of necessary maintenance facilities. The contractor will perform specified interface and integration duties with respect to the Authority's other contractors.

Environmental Planning Branch

The Environmental Planning (EP) Branch is part of the Authority's Program Delivery Office responsible for the overall construction of the high-speed rail system. As part to the Program Delivery Office, EP is responsible for formulating, implementing, and enforcing policies relative to environmental issues and adherence to environmental requirements. The Environmental Planning Branch is responsible for developing and publishing all Environmental Impact Statements (EIS) and Environmental Impact Reports (EIR) while operating in strict compliance to the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA).

The EP Branch also ensures adherence to Title VI and related statutes, and most specifically, Environmental Justice. To endorse and apply these principles, the EP branch collects and studies demographic information from sources including the Office of Environmental Health Hazard Assessments (OEHHA) CalEnvironScreen reporting application to assess the social and economic impact to local communities impacted by the project. This social and economic information is a component of the EIS/EIR and scrutinized during the transportation decision-making process.

Outreach events and activities supporting environmental planning consist of demographic studies and engaging with local governments, and the public. This is to inform, educate and collaborate with stakeholders on the project and to assist in mitigating issues.

Accomplishments- Studies and Special Projects

Release of Draft Supplemental Environmental Document Under CEQA

May 2019 – The Authority released the draft supplemental environmental impact report pursuant to the CEQA entitled “Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement”.

This document supplements the 2012 Final EIR/EIS for the Merced to Fresno Project Section and is focused on the Central Valley Wye portion of the alignment that would create the east-west connection between the San Jose to Merced Section to the west and the approved Merced to Fresno alignment.

NEPA Assignment MOU

The NEPA Assignment MOU provides that the FRA assigns, and the State assumes, environmental review responsibilities under NEPA and other federal environmental laws with respect to projects in California’s High-Speed Rail system and projects that directly connect to stations on the high-speed rail system, which include the Link Union Station and West Santa Ana Branch Transit Corridor projects in Los Angeles.

The MOU also includes the ACEforward project in the Altamont Corridor Express system. The High-Speed Rail Authority will perform federal responsibilities, with oversight by the California State Transportation Agency.

Release of Draft Supplemental Environmental Document Under NEPA

September 2019 – The Authority took its first action under NEPA assignment by releasing the draft supplemental environmental impact statement pursuant to the National Environmental Policy Act (NEPA) entitled “Merced to Fresno Section: Central Valley Wye Draft Supplemental Environmental Impact Report/Environmental Impact Statement” (referred to below as “Draft Supplemental EIR/EIS”).

The Authority issued the document under NEPA pursuant to 23 U.S.C. 327 and an MOU effective as of July 23, 2019, between the State of California and the FRA under the NEPA assignment (the MOU assigned FRA’s responsibilities for the project to the State of California).

Completion of Environmental Clearance into Bakersfield

November 2019 – The Authority issued the Record of Decision for the final 23-mile route between Shafter and Bakersfield in the Central Valley. This completes the state’s environmental review process between Fresno and Bakersfield and allows the Authority to move toward project construction into Bakersfield.

The section receiving clearance extends from Shafter east towards State Route 99 and the existing Union Pacific Railroad tracks, then southward into Bakersfield, ending at a station location at F Street in downtown Bakersfield. This builds upon analysis done previously in the region, narrowing down the specific alignment route that was most amenable to the local communities.

The document released is a Final Supplemental EIS under NEPA. It evaluates potential environmental effects of the Locally Generated Alternative, the alternative developed through

city and state collaboration. The associated federal approval document also issued is a Supplemental Record of Decision.

Sustainability Branch

Sustainability represents the degree to which actions taken today enable current and future generations to lead healthy and rewarding lives. This implies a need for consideration of environmental, social, and financial actions and impacts taken now to meet current developmental and transportation needs; without sacrificing future generations' capacity to meet their needs.

Therefore, it is the Authority's policy to incorporate a comprehensive sustainable approach to the planning, design, construction, and operation of the high-speed rail system that permeates every element of the project lifecycle and all aspects of the project as an organizing framework similar to other organizations and infrastructure projects.

In an effort to comply with directives by Executive Orders, State Administrative Manual Chapter 1800, Energy and Sustainability, and Senate Bills 862 and 350 for sustainability measures; the Authority has stated its commitment to implementing a comprehensive sustainability policy. The policy includes the following measures for the high-speed rail project:

- Net-zero greenhouse gas and criteria pollutant emissions in construction
- Operating the system entirely on renewable energy
- Net-zero energy, LEED platinum facilities
- Planning for climate change adaptation
- Prioritizing life-cycle considerations

In 2012, Authority staff and stakeholders identified five sustainability priorities. In 2015 stakeholder engagement confirmed the relevance of these priorities. In 2019, stakeholder engagement confirmed the relevance of these priorities with refinements to language that reflect evolution of the project and sustainability concepts:

- **Energy and Emissions** refers to the conservation and type of energy resources used to construct and operate the rail systems, as well as to the tracking and minimization of emissions (both greenhouse gas and criteria air pollutant emissions) associated with both construction and operation.
- **Station Communities and Ridership** refers to collaborative planning activities that promote transit-oriented development and sustainable land use decisions that will help bring riders into the system, encourage and promote proximity co-location for education, health and business institutions and ancillary consumer concession services.
- **Sustainable Infrastructure** refers to the set of principles and actions in planning, siting, design, construction, mitigation, operation, maintenance, and management of infrastructure that reflect a balance of social, environmental, and economic concerns.
- **Natural Resources** refers to the environment and its resources, addressed in and within ecological systems.
- **Economic Development and Governance** refers to responsible leadership and management, transparency practices, and sound business planning.

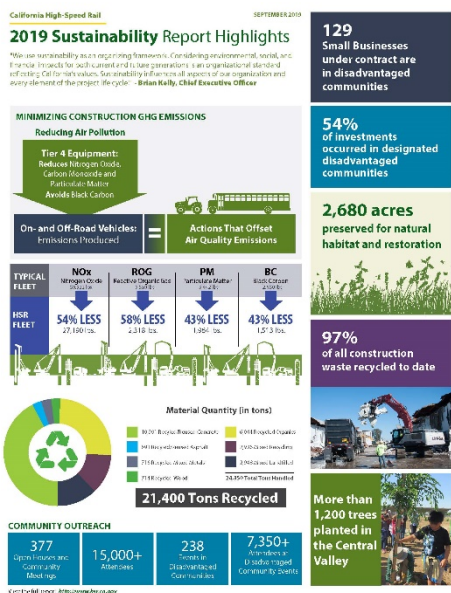
Accomplishments- Studies and Special Projects

Sustainability Report

On September 23, 2019, the Authority issued its annual Sustainability Report which details how the Authority is already putting sustainability into action. The report covers the Authority's sustainability activities from January 1 to December 31, 2018 and details the contributions of the project toward the State of California's social equity, environmental and economic development objectives.

The report highlights several sustainable achievements including the Authority's receiving 5 stars and is one of the top ranked sustainable rail infrastructure projects in North America, as evaluated by the GRESB Infrastructure Assessment, the leading benchmark for environmental, social and governance policies, practices, and performance of real estate and infrastructure investments around the world.

The report lists several additional sustainability milestones, which include:



- Working with the California Farmland Conservancy Program to secure 273 deeded acres of agricultural land for conservation.
- Working in partnership with cities along the alignment, including San Jose, Los Angeles, Bakersfield, Millbrae, and Fresno, on city building at stations.
- Preserved and restored more than 2,680 acres of natural habitat.
- Awarding grant funding to the California Urban Forests Council, leading to 1,200 trees planted in the Central Valley and 750 trees being planted in Southern California cities including Glendale, South Los Angeles, Paramount, and Norwalk to help offset greenhouse gas emissions.
- Avoiding nearly 70,000 pounds of criteria air pollutants during construction, keeping harmful pollutants out of the Valley.
- Keeping more than 21,000 tons of material out of landfills, the Authority continues the progress of recycling construction materials.

The Authority relies on the Global Reporting Initiative (GRI) Reporting Guidelines, the world's leading and most widely adopted sustainability reporting framework, to inform how data is selected and reported. This process reveals environmental, social, and economic impacts that matter most to Authority stakeholders.

To view the report, please visit:

https://www.hsr.ca.gov/docs/programs/green_practices/sustainability/Sustainability_Report_2019.pdf

Environmental Mitigation Management Application (EMMA)

As part of implementing its Sustainability Policy, the Authority developed and uses Environmental Mitigation Management Application (EMMA) to collect data on the sustainability performance of its Design-Build contractors. The Authority uses approved data in EMMA to evaluate contractor compliance and then assembles the information to report progress against stated targets, goals, and commitments. Reported, actual information is used to revise and reformulate strategy and policy, enabling data-driven decision making. Contractors report monthly usage and resource consumption in EMMA for the following categories:

- On- and off-road construction equipment usage
- Fuel usage
- Water usage
- Recycling and waste management
- Materials content and sourcing
- Energy usage
- Sustainability narrative (to describe methodologies for data collection and calculation, and describe project activities that explain changes in reported figures)

EMMA streamlines data collection and management by providing a single system of record for the Authority and its Project and Construction Management services (PCMs) to ensure Design-Build contractors are complying with contract requirements. Creating a custom application allows the Authority to:

- Tailor reporting in a manner that promotes quality assurance and control by increasing data uniformity (e.g., numeric values are always numeric, which cannot be easily controlled in non-custom applications)
- Building in a multi-step review process for evaluating submitted data.

Supporting documentation provided in submittals helps to demonstrate that reported values are accurate and verifiable. This enables the Authority to assure the quality of submitted records.

Information reported in EMMA is analyzed against spatial data on priority populations in California. This analysis helps illustrate the benefits of the high-speed rail investment in priority communities. Data from EMMA supports monthly reporting in the program delivery status report.

Early in 2019, EMMA Sustainability underwent a complete redesign through a web application framework conversion from MVC to Angular. This conversion provided an opportunity for the Sustainability team to refine the user interface to improve the reporting workflow, create greater transparency in how users conduct reviews and what is required for reporting, better managing user privileges to improve data security, and comprehensively address issues discovered during actual use.

Further enhancements created during this upgrade also created an opportunity for users who are EMMA administrators for their organization (Obligant Admins) to reassign submittals and records between users in their own organization, as needed and immediately, rather than through a time-intensive database change that could delay the reporting process.

2019 also provided EMMA Sustainability with numerous enhancements to its dashboard page (Sustainability Dashboard). The initial Angular conversion improved upon the Sustainability Dashboard, but it did not provide a way to directly connect with the system data to dashboard

contractor performance against contract requirements. Later enhancements created this connection for more dynamic evaluation of contractor performance over time and against contract requirements.

The majority of improvements and refinements to specific modules occurred during the Angular conversion. However, 2019 provided an opportunity to refine the Construction Equipment module. The Authority decided to implement a new feature that would require front end review of vehicle equipment specifications prior to contractors assigning usage to these vehicles.

By placing specification review on the front end and locking approved specifications from future edits, reviewers can review monthly equipment usage knowing that equipment specifications are valid. This provided a large time savings for reviewers since this feature required one-time review of specifications, rather than requiring reviewers to evaluate the validity of reported specifications for every vehicle in each monthly report.

The Authority uses Construction Equipment usage reporting as the basis for estimating quantities of criteria air pollutants and greenhouse gas emissions generated as a result of construction activities, which the Authority offsets through the Voluntary Emissions Reduction Agreement (VERA) with the San Joaquin Valley Air Pollution Control District (Air District) and a partnership with CAL FIRE for tree planting, respectively.

The Authority built additional modules to track these offsets in EMMA. For criteria air pollutants, the Authority built a VERA module to capture the estimated emissions generated and lifecycle emissions offset. For greenhouse gas emissions, the Authority built the Trees & Vegetation module to track tree planting activities, alongside the lifecycle emissions offset and the secondary benefits provided by the trees (e.g., energy savings through building shading).

The Authority is using 2020 to enhance EMMA to accommodate reporting requirements for the upcoming Track and Systems contract, build in greater controls for the Authority to manage and tailor contractor reporting based upon differing contract requirements across active and future contracts, and have EMMA manage more of the contract requirements spanning from notice to proceed through to substantial completion, rather than in active construction.

OUTREACH METHODS AND ACTIVITIES

Providing accurate and timely information to the public, stakeholders, and oversight agencies is critical to the success of the High-Speed Rail Project. The Authority's Strategic Communications function fulfills this need by coordinating communications, legislation, and stakeholder outreach.

Strategic Communications oversees and directs the Authority's public and stakeholder-related communications. It ensures consistency and accuracy of information, as well as the efficient operation of these functions internally and across the three primary regions covering the Bay Area, Central Valley, and Southern California.

The formats utilized by the Authority include (but are not limited to):

- The California High-Speed Rail Authority Website
- The BuildHSR Website
- Frequent email notifications sent to statewide internal and external stakeholders regarding up-to-date project information, milestones, and project updates
- Social Media Outreach (Facebook, Twitter, LinkedIn, etc.) to encourage public feedback on the Authority's programs and activities

During calendar year 2019, the Authority interacted with over 20,000 community members statewide. The Authority actively continues to promote public participation through various outreach methods. They include but are not limited to:

- Participate in public involvement activities (meetings, hearings, advisory groups, workshops, and task forces) to help the community understand the project, identify community interests and needs, manage perceptions, and define project goals.
- Host tables or booths at community-based events.
- Encourage public comments at monthly Board of Directors meetings.
- Stream live webcast of the monthly Board of Directors meetings.
- Coordinate with individuals, institutions, or organizations and implementation of community-based public involvement strategies to:
 - Reach out to members in the affected minority and/or low-income communities.
 - Reach people within their own communities and during existing meeting schedules, coordinating time, location, and accessibility.
 - Reach underrepresented populations and minority and women business organizations.
 - Encouraging collaboration between diverse groups of community leaders. This collaboration enables various communities to help shape the High-Speed Rail Project.
 - Identify barriers to overcome public participation.
- Distribute information such as flyers or handbills through mass mailings, postings at community centers, retail stores, religious centers, and social gathering events.
- Provide opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
 - Use of locations, facilities, and meeting times that are convenient and accessible

- to low-in- come and minority communities.
 - Use of different meeting sizes or formats or varying the types and number of news media; to announce public participation opportunities.
 - Use social media to target specific areas to encourage participation.
- Provide interpretation and translation services:
 - Using Limited English Proficiency factors to determine outreach methods and placement of meeting announcements and flyers through different types of media and different languages.
 - Maintaining toll free hotlines that include multiple language options.
- Use traditional and non-traditional media (website, local newspapers, radio and television stations, signs, etc.) to provide the public, including Environmental Justice groups with information about upcoming public participation events.
- Develop clear, concise, and understandable documents for members of the public, including Environmental Justice individuals, to provide comments on proposed projects.
- Make public information available in electronically accessible formats.
- Maintain the email account: TitleVICoordinator@hsr.ca.gov for the public to submit requests for information, comments or concerns.

Statewide Outreach Activities

Board of Directors Meetings

The Authority benefits from several oversight mechanisms. First among these, the Board of Directors oversees the planning, construction and operation of the high-speed rail system and sets policy directives for the overall project. During the 2019 calendar year, ten (10) Board meetings took place.

Board meetings are noticed and conducted in compliance with the Bagley-Keene Open Meeting Act, which requires “state” boards and commissions to publicly announce their meetings, prepare agendas, accept public testimony and conduct their meetings in public unless specifically authorized to meet in closed session. The Authority complies with the Act by sending Board Meeting notifications to the public 10 days prior to the meeting date. All necessary meeting information is posted to the website and provided to the public the day of. Public testimony is a constant on the Board Meeting agenda as the first item.

The Board of Directors also has subcommittees dedicated to overseeing specific aspects of the high-speed rail project. These subcommittees include:

- Finance and Audit Committee
- Transit-Land Use Committee

The Board meetings are recorded and available for streaming.

Board of Directors- Studies and Special Projects

In 2019, the Board of Directors approved and adopted several key Authority Project items that provide the legislature, stakeholders, and the public with project related information:

- Updates to the June 2018 Program Baseline: May 21, 2019
- Release of the Track and Systems Procurement RFQ: July 16, 2019
- Approval for the Staff Recommended Preferred Alternative Identification (CEQA/NEPA) for the San Francisco to San Jose Project Section Draft EIR/EIS: September 17, 2019
- Approval for the Staff Recommended Preferred Alternative Identification (CEQA/NEPA) for the San Jose to Merced Project Section Draft EIR/EIS: September 17, 2019
- Approval of the Track and Systems Procurement RFP: December 10, 2019

Real Property Branch

The Authority understands and acknowledges that private and commercial property owners throughout the state are affected by the proposed construction of the high-speed rail system. As such, the Authority's Real Property Branch is committed to do everything it can to educate, inform and work collaboratively with affected property owners.

In compliance with federal and state mandates required by the California Property Acquisition Law and the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act), the Branch implements the Authority's policies and procedures for the appraisal, acquisition and management of real property.

The Authority's Real Property Branch establishes that all appraisals, acquisitions, relocations, and land sales are conducted on a non-discriminatory basis. This is achieved by the standardization of procedures, uniformity of administration, and published information that concerns Title VI considerations in brochures and public notices.

Small Business Program Outreach Activities and Current Practices

To achieve and maintain the SB Program goals, the Authority must actively engage with California's small business community. Currently, the SB team collaborates with external resource partners to partake in small, disadvantaged, and disabled veteran-focused workshops. During the workshops, the main goal is to educate and connect firms with administering agencies responsible for issuing Authority recognized certifications such as, the Department of General Services (DGS), the Small Business Administration (SBA), and certifying agencies of the California Unified Certification Program (CUCP). Additionally, these workshops introduce firms to other state agencies and their contracting opportunities.

Attending and speaking at statewide conferences, workshops and expos is a vital outreach mechanism. Such events have resulted in hundreds of direct touchpoints with the small business community. As the high-speed rail project continues to grow, so does the need for additional small businesses. As a result, outreach efforts will increase in a manner that promotes small business' involvement.

Additionally, the Authority issues a quarterly Small Business Newsletter, which documents the progress of the project and the contributions of small businesses in building the nation's first high-speed rail system. The publication is a valuable tool which includes the faces of high-speed

rail profiles, highlights the work of esteemed partners, and outlines how small businesses can connect with the Authority to pursue contracting opportunities.

Outreach Partnerships

The SB team continues to develop strategic partnerships with local and statewide associations that focus on gaining additional supportive resources to SB/DBE/DVBEs. One of the most recent resources includes the California Procurement Technical Assistance Center (PTAC). The goal of PTAC is to assist small businesses in getting contract ready, and assist contracted small businesses throughout the duration of their contract by providing:

- Training through workshops, webinars, and technical assistance through one-on-one counseling.
- Customized automated Bid Match Tool for small businesses that want to sell their products and services to state, local, and/or federal governments.
- Free business services and resources designed for emerging and established small businesses with an emphasis on finding financing, developing strategy, and gaining the tools to increase their business's prosperity and growth.

The SB team, along with Title VI Civil Rights and Sustainability, also participates in the California Climate Investments (CCI) Outreach Working Group. This Group is facilitated by the California Air Resource Board (CARB). Membership of this group consist of approximately 20-30 agencies that receive CARB funding and work together to market agency grant program information to the public: from local communities to small and disadvantaged businesses. On a monthly basis, representatives of CalTrans, DOT, various CARB departments, etc., meet to discuss outreach methods, upcoming events and partnering opportunities.

Business Advisory Council

To aid in removing barriers and assisting the small and disadvantaged business community, the SB team continues to work with members of the Business Advisory Council (BAC). The BAC serves as a forum to provide input to the Authority in implementing practices that affect and/or impact the small business community. BAC Membership is comprised of representatives from state and local agencies, and business trade associations that have small business interests.

Pre-Bids/Industry Forums

The SB team understands the importance for small businesses to network and connect with each other and prime contractors/consultants. In addition to outreach efforts, the Authority hosts pre-bid conferences and industry forums. These public events are meant to highlight the proposed work on a specific Request for Proposal or Request for Qualification. The SB Advocate's role at these events is to educate potential primes on the Authority's Small Business Program and goals. For small businesses, these events are meant to provide a chance to meet and greet with potential primes and/or additional small businesses who are interested in subcontracting opportunities.

Small Business Outreach Events

- Authority Hosted Events
 - Track & Systems Industry Forum/Pre-Bid, Sacramento, August 5, 2019

- Small Business Supportive Services Symposium, Fresno, October 23, 2019
- Non-Authority Hosted Events
 - Procurement Workshop hosted by Margaret Jackson/Business on the Edge, Newark, February 22, 2019
 - North Region Procurement Fair hosted by Caltrans, West Sacramento, March 7, 2019
 - Manufacturing Supply Chain & Procurement Fair, hosted by California Capital Procurement technical Assistance Center (PTAC) Sacramento, May 16, 2019
 - Central California Veterans SB Expo hosted by California Dept of Veterans Affairs (CalVet), Fresno, May 22, 2019
 - PTAC Norcal Procurement Expo hosted by Norcal Procurement technical Assistance Center (PTAC), San Ramon, May 31, 2019
 - Ron Brown/Aubry Stone Memorial Business Economic Conference hosted by California Black Chamber, Sacramento, August 16, 2019
 - Annual Conference hosted by the California Hispanic Chamber, Stockton, August 21, 2019
 - Technical Assistance Training hosted by WSP and Small Business Administration, Citrus Heights, September 10, 2019
 - Sacramento Area Public Agency Expo hosted by AGC of California, Sacramento, September 12, 2019
 - Ecology and Transportation Conference hosted by International Conference on Ecology and Transportation, Sacramento, September 23, 2019
 - Business Expo hosted by California Public Utilities Commission, Citrus Heights, October 31, 2019
 - Small Business Expo hosted by the Business Outreach Committee (BOC), Oakland, November 5, 2019
- External Partner Meetings
 - BOC Meeting, Teleconference Call, Sacramento, January 8, 2019
 - BAC Quarterly Meeting, Department of General Services, Sacramento, February 12, 2019
 - CCI Outreach Liaisons Working Group Meeting, CalEPA, Sacramento, February 26, 2019
 - CCI Outreach Liaisons Working Group Meeting, CalEPA, Sacramento, March 19, 2019
 - BAC Quarterly Meeting, Department of General Services, May 14, 2019
 - BAC Quarterly Meeting, Department of General Services, August 13, 2019
 - CCI Outreach Liaisons Working Group Meeting, CalEPA, Sacramento, August 20, 2019
 - CCI Outreach Liaisons Working Group Meeting, CalEPA, Sacramento, September 17, 2019
 - CCI Outreach Liaisons Working Group Meeting, CalEPA, Sacramento, October 22, 2019
 - BAC Quarterly Meeting, Department of General Services, November 12, 2019
 - CCI Outreach Liaisons Working Group Meeting, CalEPA, Sacramento, December 17, 2019

Tribal Relations Outreach Activities and Events

The Authority recognizes that Tribal input is essential in supporting tribal values and community needs. Efforts to engage tribes include:

- Hosting section-specific focus meetings for tribes to ensure the Authority received direct input from the tribal community.
- Providing to the tribes Geographical Information System shape files and/or Google Earth KMZ files of alignment alternatives, as well as cultural resources locations to assist in identifying areas of tribal concern.
- Providing tribes the opportunity to contribute tribal ethno-history write-ups for inclusion in the cultural resource's technical reports, which allows the tribes to tell their own story (for which they receive authorship credit within the report).
- Providing tribes the opportunity to review and comment on all draft cultural resources technical reports prior to finalization.
- Notifying tribes of the project status at key milestones in the project delivery process.
- Providing tribes opportunities to review and provide input regarding any changes in the project's Area of Potential Effect.
- Inviting tribes to participate in the development of agreement documents and treatment plans for addressing the treatment of cultural resources affected by the project.

In 2019, the Authority participated in the Governor's Tribal Liaison Meeting hosted by the Office of the Tribal Advisor. This meeting is a forum to discuss state legislation, regulations, and policies that affect California tribal communities, and effective government-to-government consultation between state agencies and California Tribes.

In 2019, the Authority participated in the Native American Advisory Committee (NAAC) quarterly meetings hosted by Caltrans Native American Liaison Branch to discuss transportation issues that impact tribal communities throughout the state and offer a chance to further government-to-government working relationships.

In September 2019, the Authority participated in the 52nd Annual Native American Day at the State Capitol. Native American Day is a yearly celebration of Native American culture and native youth, leaders, and community members. The 2019 Native American Day theme was "Strength in Unity: One People, One Purpose." The Authority, along with other state and government agencies, participated in this event to share information about the High-Speed Rail program with California's Native American community.



Environmental Planning Outreach Activities and Events

The Authority understands that robust and meaningful public involvement is fundamental and essential in achieving equitable programs, services, and activities. It also understands that an active and engaged citizenry can assist in developing programs, policies and projects that best meet the needs of the communities while achieving the Authority's mandated responsibilities.

Therefore, the public is encouraged to provide input on the scope of an EIR/EIS throughout the environmental review process. The Authority uses the following outreach methods to provide the public with current project information:

- Hold public hearings after the publication of the Project Draft EIR/EIS.
- Provide meeting notices in multiple languages to environmental justice interest groups that serve local communities, and at community facilities that serve low-income and minority populations.
- List advertisements in multiple languages to reach impacted or potentially impacted individuals in non-English communities.
- Provide translated materials at public hearings and meetings, and interpreters for the non-English community when requested.
 - All meeting materials provide contact information for those with special needs, allowing them to make necessary arrangements.
- Provide the executive summary of the Project Draft EIR/EIS in Spanish at the meetings and online at the project web site.
- Establish a telephone hotline with interpreter services to receive Draft Project EIR/EIS related comments
 - Information for using the hotline is provided in all Spanish-language materials.

Alongside the EIR/EIS documentation process, the Authority is consistently committed to implementing public involvement strategies that encourage public comments and feedback on Authority activities, programs, and projects.

By actively reaching out and listening to minority and low-income persons, also businesses and the organizations that serve them, the Authority can understand how its actions may impact others. The Authority can more effectively identify strategies to avoid or minimize disproportionately high and adverse human health or environmental effects on minority and low-income populations.

Regional Outreach Activities

Based upon the extremely different geographical, environmental, and economic issues of each region, outreach activities are analyzed and then adjusted based on demographics. When communicating with the public regarding regional outreach opportunities and events, the Authority continues to adhere Title VI and LEP state and federal regulations and guidelines by following the standard policy of outreach communications:

- Sending mailers to those within 50 miles of the proposed alignment for any given project section. Mailers have Authority contact information in up to 6 languages, so that the public will have the option to request language assistance at the upcoming outreach event.
- Outreach Event notifications are sent out to the public via email that can be electronically translated. Notifications have Authority contact information in up to 6 languages to provide the public with the option to request language assistance prior to the upcoming outreach event, as well as the option of making ADA accessibility requests. These notifications are formatted to be Section 508 compliant.
- Interpretation and translation services are automatically provided to the public during

an outreach event at no cost. The languages in which the services are provided are chosen based on demographic data presented by the U.S. Census Bureau and the event location's current demographic studies and data. This allows the Authority to stay in compliance with the California State Dymally-Alatorre Bilingual Services Act of 1973.

The Authority hosts several different types of informational meetings with the regional communities to ensure full and complete engagement, and to obtain insight that helps contribute to and strengthen key decisions regarding the project:

- City/County Staff Coordinating Group (CSCG)
- Community Working Groups (CWG)
- Construction Package Informational Meetings (CP)
- Industry Forums
- Local Policy Makers Group (LPMG)
- Open House Community Meetings
- Public Hearings
- Scoping Meetings
- Technical Working Groups (TWG)

Below is a listing of Authority-hosted community meetings that took place during 2019 based on region:

Northern California Region

San Francisco to San Jose

- Community Working Group Meeting, San Mateo, March 12, 2019
- Community Working Group Meeting, Santa Clara, March 14, 2019
- Community Working Group Meeting, San Francisco, March 18, 2019
- Community Working Group Meeting, Santa Clara, May 7, 2019
- Community Working Group Meeting, San Mateo, May 20, 2019
- Community Working Group Meeting, San Francisco, May 28, 2019
- Community Working Group Meeting, San Francisco, July 22, 2019
- Community Working Group Meeting, Burlingame, July 24, 2019
- Community Open House Meeting, Santa Clara, August 6, 2019
- Community Open House Meeting, San Francisco, August 12, 2019
- Community Open House Meeting, Redwood City, August 19, 2019

San Jose to Merced

- Community Working Group Meeting, San Jose, February 21, 2019
- Community Working Group Meeting, Morgan Hill, March 5, 2019
- Community Working Group Meeting, Gilroy, April 22, 2019
- Community Working Group Meeting, San Jose, May 2, 2019
- Community Working Group Meeting, Morgan Hill, July 10, 2019
- Community Working Group Meeting, San Jose, July 16, 2019
- Community Open House Meeting, San Jose, August 15, 2019

- Community Open House Meeting, Los Banos, August 21, 2019
- Community Open House Meeting, Gilroy, August 22, 2019
- Los Banos Community Meeting, Los Banos, January 1, 2019
- Gardner Neighborhood Community Meeting, San Jose, May 13, 2019

Central Valley Region

Merced to Fresno (includes the Central Valley Wye (“Y”))

- Community Open House Meeting, Chowchilla, May 15, 2019
- Community Open House Meeting, Chowchilla, June 5, 2019
- Community Open House Meeting, Madera, July 18, 2019
- Community Open House Meeting, Fresno, September 20, 2019
- Community Open House Meeting, Chowchilla, October 1, 2019
- Community Open House Meeting, Fresno, November 12, 2019

Fresno to Bakersfield

- Community Open House Meeting, Selma, August 28, 2019
- Community Open House Meeting, Wasco, September 19, 2019

To further connect with the public, especially disadvantaged communities, Authority staff and personnel attend many local city and county meetings and events (i.e.: local Chamber of Commerce, City Hall Meetings, city/county fairs and festivals, etc.) to continue providing an open line of dialogue with impacted individuals.

FORECASTED ACTIVITIES – 2020

The Authority continues its commitment to compliance with Title VI, Limited English Proficiency and Environmental Justice to ensure that the public it serves is provided every opportunity to provide input, participate in and have the benefits of ridership on the high-speed rail train. The Authority recognizes calendar year 2020 will result in greater public awareness of the High-Speed Rail Program as construction in the Central Valley continues and the environmental review process advances in the Northern and Southern California project sections.

As the High-Speed Rail Program expands and impacts more communities, the Authority will continue to enforce and implement the Title VI, Limited English Proficiency, and Environment Justice Programs.

Planned Outreach Events

- Regional Community Open House Meetings
- Regional Community Working Group (CWG) Meetings
- Regional Technical Working Group (TWG) Meetings
- Regional Local Policy Makers Group (LPMG) and City/County Staff Coordinating Group (CSCG) Meetings
- Regional Environmental Justice Outreach
- Public Hearings
 - 2020 Business Plan (3)
 - Draft Supplemental EIR/EIS Documents
- Monthly Board of Directors Meetings (11)
- Monthly Finance and Audit Meetings (11)
- Industry Forums for the Track and Systems Procurement
- Ad hoc regional/local community meetings and events
- Ad hoc Speakers Bureau activities and events

Planned Public E-Notifications

- Monthly Construction Updates
- Regional E-Updates for Northern and Southern California
- Road-Closure E-Updates
- Quarterly Small Business Newsletter

Planned Special Projects

- Release of the 2020 Business Plan
- Release of the final Draft Supplemental EIR/EIS for the Bakersfield to Palmdale Project Segment
- Release of the final Draft Supplemental EIR/EIS for the Burbank to Los Angeles Project Segment
- Release of the final Draft Supplemental EIR/EIS for the Palmdale to Burbank Project Segment
- Release of the final Draft Supplemental EIR/EIS for the Los Angeles to Anaheim Project Segment
- Release of the final Draft Supplemental EIR/EIS for the San Jose to Merced Project Segment
- Release of the final Draft Supplemental EIR/EIS for the San Francisco to San Jose Project Segment

Planned Title VI Civil Rights Activities

- Regional and Statewide Training on the Title VI Civil Rights Online Event Portal
- Regional and Statewide Training on current and updated Title VI Civil Rights Program Regulations
- Revision of the Title VI Civil Rights Program Plan and Policy

Planned Small Business Activities

- Quarterly Authority-hosted Events
- Small Business Events for the Authority Track and Systems Procurement
- Annual Small Business Supportive Services Symposium

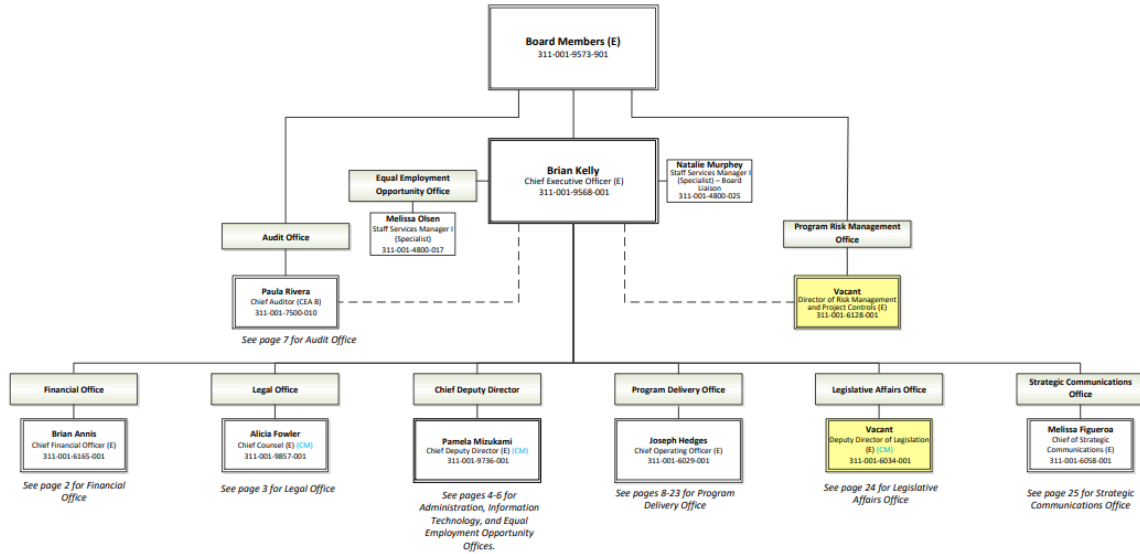
ATTACHMENTS

- Attachment A: Authority Executive Management Organizational Chart
- Attachment B: Authority Board of Directors

Authority Executive Management Organizational Chart



Integrated Org Chart
Executive Staff



Legend	
Vacant	Filled
Contract Manager (CM)	*RDP

HSRA Filled Positions:	203
HSRA Vacant Positions:	68
HSRA Total Positions:	271
Filled Board Positions:	15
Vacant Board Positions:	2
Total Board Positions:	17
RDP Filled Positions:	422
RDP Vacant Positions:	91
RDP Total Positions:	513
RTMS:	12
Revised:	12/19/19

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Approved By: _____ Date: _____

Authority Board of Directors

*As of December 30, 2019:

