



November 3, 2017

BOARD MEMBERS

Dan Richard
CHAIR

Thomas Richards
VICE CHAIR

Ernest M. Camacho

Daniel Curtin

Bonnie Lowenthal

Nancy Miller

Lorraine Paskett

Michael Rossi

Lynn Schenk

**EX-OFFICIO
BOARD MEMBERS**

**Honorable
Mr. Joaquin Arambula**

Honorable Jim Beall

Mr. Calvin Gibson, Director
Office of Civil Rights
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20509

Dear Mr. Gibson:

Enclosed is the California High-Speed Rail Authority Title VI, Limited English Proficiency and Environmental Justice Annual Accomplishments Report for the period of January 2016 through December 31, 2016. The annual report supplements the approved Title VI Program Plan.

Should you have any questions, please contact Alex McCracken, Title VI Program Manager at (916) 612-2671 or via email at alex.mccracken@hsr.ca.gov.

Sincerely,

Rosemary E. Sidley
Title VI Coordinator
Chief Administrative Officer
Rosemary.Sidley@hsr.ca.gov

Enclosures:

(1) Title VI, Limited English Proficiency and Environmental Justice Annual Accomplishments Report

cc: Tom Fellenz
Interim Chief Executive Officer

Lisa Marie Alley
Chief of Communications

Alice Rodriguez
Deputy Director of External Affairs

EDMUND G. BROWN JR.,
GOVERNOR





Title VI, Limited English Proficiency & Environmental Justice Annual

Accomplishments Report

Rosemary E. Sidley, Title VI Coordinator

October 2017



www.hsr.ca.gov

BOARD MEMBERS

Dan Richard

CHAIR

Thomas Richards

VICE CHAIR

Ernest M. Camacho

Daniel Curtin

Bonnie Lowenthal

Nancy Miller

Lorraine Paskett

Michael Rossi

Lynn Schenk

EX-OFFICIO

BOARD MEMBERS

Honorable

Dr. Joaquin Arambula

Honorable Jim Beall

EDMUND G. BROWN JR.

GOVERNOR



Table of Contents

Introduction	4
Letter of Assurance and Policy Statement	4
Board of Directors & Organizational Structure	4
Activities and Accomplishments: Title VI, Limited English Proficiency & Environmental Justice	7
• Statewide Outreach Activities	7
• Regional Outreach Activities	17
Title VI Complaints	30
Title IV Training	30
Forecasted Outreach Activities For Calendar Year 2017	31
Attachments A-D	32
A- Letter of Assurance of Nondiscrimination	33
B- Language Data: Limited English Proficiency	34
C- Outreach Methods	35
D- Community Engagement & Public Outreach Partners	37

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

770 L Street, Suite 1160
Sacramento, CA 95814

p: (916) 324-1541
e: TitleVICoordinator@hsr.ca.gov



[facebook.com/
CaliforniaHighSpeedRail](https://facebook.com/californiaHighSpeedRail)



twitter.com/cahsra



[youtube.com/user/
CAHighSpeedRail](https://youtube.com/user/CAHighSpeedRail)



instagram.com/cahsra

The California High-Speed Rail Authority (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. To view past reports, and to access and download more information visit: www.hsr.ca.gov

Introduction

The California High-Speed Rail Authority (Authority) presents to the Federal Railroad Administration (FRA) the annual report on the Authority's Title VI Program. This report reflects accomplishments, organizational structure, policy, complaints, implementation changes, and planned activities. The intent of this report is to demonstrate the Authority's compliance with its nondiscrimination policy to involve the public, regardless of race, national origin, color, sex, minority or low-income status and language proficiency, in all of its programs and activities.

This report follows the best practices of 49 Code of Federal Regulations Part 21 and encompasses Title VI, Limited English Proficiency and Environmental Justice activities during January 1, 2016 to December 31, 2016, and planned activities for 2017, January 1, 2017 to December 31, 2017.

Letter of Assurance and Policy Statement

Jeff Morales, former Chief Executive Officer (CEO), signed the Letter of Assurance and Certification of Nondiscrimination in its Services and Activities on March 18, 2015. The policy statements and the 2015 Letter of Assurance are posted on the Authority's website within the Title VI Limited English Proficiency & Environmental Justice Annual Accomplishment Report for Federal Fiscal Year 2015 found at:

http://www.hsr.ca.gov/docs/programs/title_VI/TitleVI_Annual_Report_2015.pdf

Board of Directors & Organizational Structure

The Authority has an organizational approach that takes into account the unique nature of California's High-Speed Rail Program and the various responsibilities that will arise under the phased implementation strategy outlined in the Authority's 2016 Business Plan. Its basis is the 1996 statute that created the Authority. Of particular note is the efficient organizational approach the Authority has adopted to execute a business model in which public and private sector capabilities are leveraged over the course of implementation and operation of the high-speed rail program.

This model includes: oversight provided by multiple external agencies, both state and federal; an active Board of Directors to set policy and make routing, environmental, contracting and financial decisions; a senior executive management team with extensive project development experience; interagency support for many standard state administrative functions; and reliance on the private sector to deliver the project under contracts negotiated and managed by government employees and legal counsel. Such a structure is needed to support the nature of the Authority's single project focus to develop the high-speed rail program. Core governmental functions common to all state agencies are staffed with state employees; however, there are skillsets and experience levels specific to the development, construction, and operation of a high-speed rail program that are not typically found in state government. It is more appropriate to retain those skillsets through limited-term contracts than to build a new capacity that would have limited or no application elsewhere in state government.

Board of Directors

The Authority's Board of Directors consists of nine members (five appointed by the Governor, two appointed by the Senate Rules Committee, and two appointed by the Speaker of the Assembly). Each Board member represents the entire State and serves a four-year term. In 2016, Public Utilities Code Section 185020, as amended by Assembly Bill 1813, added two non-voting ex-officio members to the Authority's Board taking effect in 2017.

The Board sets direction for and governs the organization through broad policies and objectives. Other responsibilities include the approval of key actions, including various contracts, reports, plans, and financial allocations and expenditures. The Board convenes on a monthly basis, or more or less frequently as needed. The Board is responsible for approving Authority policies and key organizational documents, such as the Authority's business and strategic plans. The Board selects, appoints, supports, and reviews the performance of the CEO and may approve the hiring of other management staff. The Board is also responsible for approving the annual budget, other financial plans, all environmental documents, and contracts. Ultimately, the Board is accountable to the public and other stakeholders for the Authority's performance.

The Chair of the Board of Directors is Dan Richard and the Vice Chair is Tom Richards. There were changes to the Board during the reporting period: Board member Lou Correa resigned, as he was sworn in as a member of Congress in early 2017. At the end of CY 2016, there were two Board vacancies with the departures of Jim Hartnett and Katherine Perez-Estolano.

To learn more about the Board members visit: www.hsr.ca.gov/Board/Members/index.html

Chief Executive Officer and Executive Management Team

The Authority has a dedicated executive management team including a CEO, chief counsel, chief financial officer, chief program manager and other senior management. Several of these key positions are specifically called out in statute [Section 185024 Public Utilities Code] and the Legislature provided specific authority to work outside the traditional state hiring process in filling them. The Authority's executive management function is responsible for executing the high-speed rail program and working with the Board, external oversight bodies, and other stakeholders to achieve the vision for high-speed rail in California. The executive management team provides leadership for all of the Authority's activities, manages state and contract personnel, and holds primary responsibility for making those decisions that the Board has delegated. The team is responsible for providing management and oversight for the day-to-day operations of the organization. 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.

The CEO has primary responsibility for defining the Authority's strategic direction, in coordination with the Board. The CEO has a strategic initiatives group that 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. Additionally, the strategic initiatives group oversees the development of ridership and

revenue forecasts and economic analyses, and works with other offices within the Authority to analyze and develop implementation and procurement approaches. The group also sets direction on cross-cutting initiatives such as sustainability.

The 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, entering into contracts, making project alignment decisions, and adopting business plans.

To learn more about the Authority's organizational structure visit:

www.hsr.ca.gov/docs/about/HSRA_Executive_Org_Chart.pdf

Activities and Accomplishments: Title VI, Limited English Proficiency & Environmental Justice

Title VI of the Civil Rights Act of 1964 and related statutes state that no persons in the United States shall, on the grounds of race, color or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, receiving federal financial assistance. Pursuant to this mandate, the Authority takes affirmative steps to ensure that discrimination, as addressed by Title VI, does not occur in its organization.

We also acknowledge public involvement is fundamental and essential in achieving an equitable program, 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 general public, transportation service providers, public transit users and other interested parties in communities affected, or potentially affected, by rail programs and projects. We also recognize 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.

The Authority seeks out and considers the viewpoints of all communities in the course of conducting public outreach and involvement activities. Our public participation strategy offers early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed rail decisions.

Statewide Outreach Activities

We recognize that trust and support are vitally important to what we do. Engaging our many stakeholders from a federal, statewide, and local community level provides the Authority with invaluable insight, and helps inform and strengthen our key decisions.

The Authority conducts public meetings that are accessible to all, including persons with disabilities (access includes visual and tactile presentation tools and techniques). We hold events that are open to the public and encourage public comments such as Board of Directors meetings, community open houses and industry forums.

Board of Directors Meetings

The Authority held ten (10) Board meetings during calendar year 2016. Board meetings are noticed and conducted in compliance with the Bagley-Keene Open Meeting Act. The Board of Directors meetings are generally held once a month. Special meetings may be held as needed to address Authority business; those meetings are announced ten days in advance in compliance with the Bagley-Keene Open Meeting Act.

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

1. Finance and Audit Committee
2. Transit-Land Use Committee

2016 Business Plan

The Business Plan is required by Public Utilities Code Section 185033 to prepare, publish, adopt and submit a business plan to the California Legislature every two years. The Authority's Business Plan is an overarching policy document used to inform the Legislature, the public, and stakeholders of the project's implementation, and assist the Legislature in making policy decisions regarding the project. In 2014, the Authority adopted its 2014 Business Plan which built on and updated the 2012 Business Plan, implementing the requirements of Senate Bill 1029. Subsequently, we have updated and submitted a Business Plan for adoption by the Board of Directors every two years.

On February 18, 2016, the Authority released the Draft 2016 Business Plan, a foundational document for implementing the California High-Speed Rail Program that reflects the transition from planning to construction to providing passenger service.

There was a 60 day public comment period spanning February 18, 2016 through April 18, 2016 where the public was able to provide comments. We offered five (5) methods to submit comments:

1. Via online web comment form
2. Via email at 2016businessplancomments@hsr.ca.gov
3. Via mailed comments to:

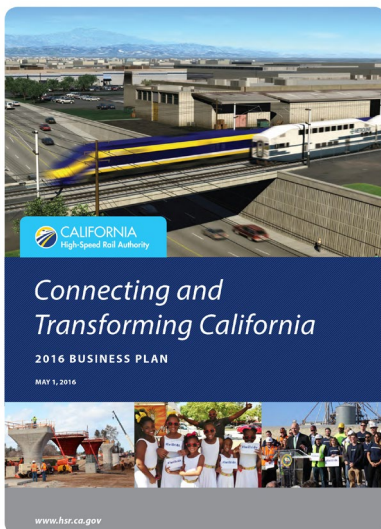
Attn: Draft 2016 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1, Sacramento, CA 95814

4. Via verbal comment on the Draft 2016 Business Plan voicemail at (916) 384-9516 or,
5. Via submitting public comment during the Board of Director's March 8 and April 12 meetings

After a review process that spanned two public comment periods, three legislative hearings and more than 300 public comments, the Authority amended the original draft, and the Board of Directors adopted the final version of the 2016 Business Plan on April 28, 2016. The Business Plan was delivered to the Legislature on May 2, 2016.

You can read the 2016 Business Plan here:

www.hsr.ca.gov/About/Business_Plans/2016_Business_Plan.html



Delivering Sustainable High-Speed Rail

The Authority partnered with various entities to work together to mitigate environmental impacts, and advance economic development and public benefit to those communities that will be or potentially will be impacted by the high-speed rail system.

- ▶ The Authority contracted with the Lazy K Ranch, a working horse and cattle ranch in Chowchilla, to secure a 446 acre parcel for habitat mitigation. This is a unique parcel that is contiguous with a much larger site, allowing the expansion and connection necessary for quality habitats and providing a matrix of seasonal ponds, thereby improving the overall quality of the mitigation site.
- ▶ In addition to the Lazy K Ranch, the Authority, working through its contractor Westervelt Ecological Services, recently secured the rights to establish a conservation easement on 822 acres along Cross Creek in Kings and Tulare Counties. This conservation easement will preserve some of the last remaining intact parcels of pristine vernal pool grasslands along an important wildlife movement corridor that supports the California tiger salamander, San Joaquin kit fox, and vernal pool invertebrates.
- ▶ Through April 2016, the agreement with the Valley Air District has delivered 207 tons of total life-time reductions of criteria air pollutant emissions. This was done through its Heavy-Duty Engine Program and resulted in lower levels of criteria air pollutants and black carbon.
- ▶ In March 2016, the Authority entered into an agreement with the California Department of Forestry and Fire Protection to plant hundreds of thousands of trees to offset emissions that have been created during construction. The Statewide Urban Forestry Program will target communities in the vicinity of the rail system, with special focus on providing benefits to disadvantaged communities. Trees will provide added benefits by improving urban air quality, reducing energy use by providing shade, improving storm water runoff, preventing soil erosion and restoring habitats.
- ▶ In June 2016, the Authority and the California Energy Resources Conservation and Development Commission executed a Memorandum of Understanding (MOU) to explore the latest green technology and best practices during the design and construction of the nation's first high-speed rail system. This MOU will help facilitate the use of renewable energy, the delivery of zero net energy buildings and incorporation of zero-emission vehicle infrastructure in California as part of the high-speed rail system.
- ▶ In November 2016, the Authority and the Corporation for Education Networking Initiatives in California (CENIC) entered into an MOU that will foster initiatives to expand the availability and accessibility of high-capacity broadband to communities and institutions throughout California. As a part of the high-speed rail system corridor, the Authority and CENIC will create an ultra- fast broadband network, connecting into CENIC's statewide research and education network as well as to other public and private sector broadband networks.
- ▶ In December 2016, the Authority released the first Sustainability Report that describes the innovative approach the Authority is taking to designing and building the system. As



the back-bone of a modern, statewide rail network, High-Speed Rail is a cornerstone of California's cutting edge policies to tackle climate change and protect the environment. The report highlights the Authority's objectives, plans and progress on several fronts including energy, natural resources, public health, station communities, habitat protection and other priorities.

Contracts and Procurements

The high-speed rail system is being built through numerous contracts that are phased over time. The Authority utilizes the State Contracting Manual, specifically Volumes 2 and 3, published by the Department of General Services, as a resource for its procurement process. The State Contracting Manual provides the policies, procedures and guidelines to promote sound business decisions and practices in securing necessary non-information technology goods and information technology goods and services for the Authority.

The Authority hosted three pre-bid conferences associated with procurements in 2016 including:

- ▶ Pre-Bid Conference for Request for Qualifications for As-Needed Environmental Services in Fresno
- ▶ Pre-Bid Conference for Request for Proposals for Right-of-Way Support Services in Fresno
- ▶ Pre-Bid Conference for Request for Qualifications for Geotechnical Site Investigation Services for the Silicon Valley to Central Valley Line in West Sacramento

In January 2016, the Authority identified California Rail Builders as the Apparent Best Value Proposer for the Design-Build Services Contract for Construction Package 4, the next segment of construction through the counties of Tulare and Kern and the cities of Wasco and Shafter. This contract contains the Authority's 30 percent Small Business participation goals and assents to the Community Benefits Agreement, which is designed to target disadvantaged workers and provide them with job and training opportunities.

The Authority released a request for qualifications for early train operator services to assist with the development and management of the initial operations of the planned San Francisco-to-Los Angeles rail system in December 2016. The early engagement of a train operator represents a "critical step" that moves the program beyond planning, design and construction toward a commercial operations phase. This contract contains the Authority's 30 percent small business participation goals and assents to the Community Benefits Agreement, which is designed to target disadvantaged workers and provide them with job and training opportunities.

Right of Way

The Authority understands that private and commercial property owners throughout the state will be affected by the proposed construction of the high-speed rail system. In light of this fact, the Authority's Right-of-Way Branch is committed to do everything it can to educate, inform and work collaboratively with affected property owners.

During calendar year 2016, the Right-of-Way Branch delivered 405 parcels to the Authority's Design-Builders. The negotiators' logs were reviewed for compliance and no noted disparities exist.

The Right of Way team assisted in several successful relocations and negotiations including:

- ▶ Main Event Graphics owned by Al Perez in Fresno. Mr. Perez didn't move just one business... he moved two, Main Event Graphics and Main Event Boxing. When he found out he would have to move his printing business, he was nervous. "I was very fearful in the beginning," Perez explains in a letter to the Authority's contractor that coordinated his relocation. "We were the second in line to be moved and nobody really knew how things would flow." Perez says, despite his early fears, the agents he worked with were attentive and helpful, and the Authority offered him fair compensation for his property and the move. Now, just four blocks away from its previous location, business is booming at Main Event Graphics.
- ▶ 'Cosmopolitan Tavern & Italian Grill owned by Gary Lanfranco in Fresno. High-Speed Rail needed to relocate his longtime downtown Fresno restaurant to a new location, he hoped most of his loyal customers would follow him. They did. And so did others, lots of others. Open for just two weeks, customers have packed the restaurant's new and much larger location near the Selland Arena. The new Cosmopolitan restaurant bears little resemblance to the old space. The new restaurant has an open floor plan with plenty of natural light and comfortable seating. For the first time, patrons have an option to be waited on or to seat themselves and order at a counter, much like at the old restaurant.' (Source: "Cosmopolitan Tavern & Italian Grill Celebrate New Downtown Restaurant with Strong Community Support," Fresno Bee August 2, 2016, <http://www.fresnobee.com/living/food-drink/article92735407.html#storylink=cpy>)



Relocation Assistance

"My business has grown," says Mr. Perez, owner of Main Event Graphics in Fresno. "I occupy a larger shop and take on more clients."

Tribal Relations

The Authority's Tribal Relations Division fosters tribal awareness about the High-Speed Rail Program, encourages tribal participation in the project planning process, and helps establish connections for future consultations and collaboration between the Authority and California Indian tribes on individual high-speed rail sections during the project planning process.

The Authority recognizes that Tribal input is essential in guiding the direction of the plans and ensuring that the recommendations and strategies in them reflect and support tribal values and community need; therefore, the Authority's Tribal Relations Division partnered with the California Department of Transportation (Caltrans) to host listening sessions throughout the state.

The purpose of these listening sessions was to establish a meaningful dialogue with California Native American Tribes about the critical state government plans focusing on state rail and freight transportation issues and identify the concerns and priorities of tribal communities.

During 2016, three listening sessions were held.

- ▶ Redding Rancheria Community Center, Redding
- ▶ Caltrans District 11, San Diego
- ▶ AECOM Consulting, Sacramento
 - Webinar participation provided

To facilitate further tribal involvement in the program, we have expanded our Tribal Monitor Policy to include tribal monitors in the field during pedestrian archaeological surveys (previously, the policy only provided for monitors during excavations/construction).

- ▶ In February 2016, the Authority hosted a Tribal Informational meeting pertaining to the Los Angeles to Anaheim Project Section.
- ▶ In March 2016, the Authority's Tribal Relations Division updated and released two Tribal Relations specific fact sheets:
 - Tribal Participation in the High-Speed Rail Program - How to Get Involved
 - This fact sheet provides information for Tribal representatives who wish to voice their concerns and participate in meaningful dialogue regarding the program.
 - Tribal Monitoring
 - Tribal monitoring 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.

Other efforts to engage tribes include:

- ▶ Hosting bus-chartered alignment tours, so tribes can directly view the landscape in which the alignment alternatives are proposed.
- ▶ Providing to the tribes Geographical Information System shape 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 resources 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 September 2016, the Authority participated in the 49th Annual Native American Day at the State Capitol. The event featured cultural presentations, arts and crafts, food vendors and more as part of a day-long celebration of California's Native American Tribes.

Small And Disadvantaged Business Enterprise Program

In 2012, the Authority established its Small and Disadvantaged Business Enterprise Program to ensure that small businesses, inclusive of Disadvantaged Business Enterprises (DBE) and Disabled Veteran Business Enterprises (DVBE), are afforded every practicable opportunity to participate in the High-Speed Rail Program. The Small Business Program is consistent with state and federal law and established a 30 percent small business participation goal. The 30 percent goal includes:

- ▶ 10 percent DBE participation goal
- ▶ 3 percent DVBE participation goal

Since then, the Authority has been actively engaging with the small business community and contractors through a variety of methods, including:

- ▶ Participated in 83 Small and Disadvantaged Business Enterprise Program outreach events, as sponsored by government entities and the business community, to disseminate information on the Small Business Program and contracting opportunities.
- ▶ Hosted seven free Small Business certification and Meet the Primes workshops at no cost to small businesses. These workshops provided hands-on technical assistance for certification from the California Department of General Services.
- ▶ Developed the Authority's Vendor Registry, called *ConnectHSR*. This registry allows businesses interested in subcontracting opportunities with our design-build and other prime contractors to enter their business information through a quick and easy registration process. The registry also provides the Authority's prospective and current prime contractors the capability to search for businesses interested in working on the High-Speed Rail Program.
- ▶ Held six (6) Business Advisory Council (BAC) meetings which serves as a forum to provide input and advice in implementing best practices for the small business community. The BAC is also a valuable resource for expanding the network of small and disadvantaged businesses.



Since implementing small business goals in 2012, the Authority has paid more than \$244 million to small businesses, DBEs and DVBEs in California for their work on the program through October 2016. For the same period, professional services contractors have collectively met the 30 percent small business

utilization target, while design-build contractors are working to attain their utilization target as construction activities ramp up.

As of October 2016 small business participation includes:

- ▶ 334 Small Businesses
- ▶ 102 Certified DBEs
- ▶ 39 Certified DVBES

In July 2016, the Authority submitted a Contract Activity Report to Department of General Services for the 2015-16 FY. The report showed small business participation, including Microbusinesses (MB) and DVBES, on state funded contracts on the High-Speed Rail Program. Of approximately \$55.4 million in state funded contracts, \$16.7 million or 30.25 percent went to small businesses and MBs. Another \$5.3 million or 9.76 percent went to DVBES.

To learn more about the Small Business Program visit here:

www.hsr.ca.gov/Programs/Small_Business/policy.html

Job Growth and Economic Impacts

Within the state, the Central Valley region has experienced the most substantial economic impacts as construction has started and ramped up over the last several years.

From July 2006 through June 2016, the Authority has invested more than \$2.3 billion in planning and constructing the nation's first high-speed rail system. More than 630 different private sector firms have worked for the program during this period. These contractors have hired workers throughout the state and have, in turn, paid suppliers for goods and services -- further stimulating industries in each of the state's economic mega regions. Together these direct and indirect jobs have induced wider economic activity by pumping money back into California's local economies with dollars spent in places such as local coffee shops, restaurants and/or grocery stores.

Overall this investment has resulted in 19,900 to 23,600 job-years of employment, and generated \$3.5 to \$4.1 billion in total economic activity. Our spending forecast of approximately \$1 billion during FY 2016-2017 will support approximately 12,000 additional job-years.

Of the \$2.3 billion invested through mid-2016:

- ▶ 52 percent of the spending occurred in disadvantaged communities.
- ▶ 94 percent of the spending went to companies and people within California.
- ▶ 70 percent was funded by the American Recovery and Reinvestment Act (ARRA), infusing the state's economy with federal dollars.

The impact of the high-speed rail investment between July 2015 and June 2016 represents about 11% of the 32,000 jobs that the Central Valley economy grew by over the same period.

SMALL BUSINESS PARTICIPATION

OF OCTOBER 2016

334

Certified Small Businesses
working on the high-speed
rail program statewide

102

Certified Disadvantaged Business Enterprises

39

Certified Disabled Veteran Business Enterprises

NORTHERN CALIFORNIA:

122

Certified
Small
Businesses

CENTRAL VALLEY:

85

Certified
Small
Businesses

SOUTHERN CALIFORNIA:

115

Certified
Small
Businesses

OUTSIDE OF CALIFORNIA:

12

Certified
Small
Businesses

Continued the Community Benefits Agreement (CBA) with 79 labor unions and the design-build contractors. The CBA Policy and Agreement require the Authority to engage with public partners, contractors and labor unions to ensure that the construction career and related jobs and opportunities created by the high-speed rail program are afforded to the community, including providing priority to those who are economically disadvantaged, thereby providing meaningful benefits and reinvestment to communities at large.

Maintained a National Targeted Hiring Initiative (NTHI) Plan. The construction related targeted hiring requirements for construction contracts are: (1) A minimum of 30% of all hours of Project Work shall be performed by National Targeted Workers; and (2) A minimum of 10% of the 30% National Targeted Workers hours shall be performed by Disadvantaged Workers.

- ▶ The Construction Package 1, Contractor achieved 69 percent in NTHI hours worked. This represents that the 30 percent worker hours' goal was exceeded.
- ▶ The Construction Package 2-3, Contractor achieved 77 percent in NTHI hours worked. This represents that the 30 percent workers hours' goal was exceeded.

Outreach and Educational Information

- ▶ Increased our public outreach to Limited English Proficiency individuals by translating community event flyers, fact sheets, and presentations in various languages including Spanish, Hmong, Chinese, Filipino, and Vietnamese.
- ▶ Entered into a new contract with Interpreters Unlimited, Inc. to provide translation and interpretation services.
- ▶ Ensured monthly Board of Directors meetings provided opportunities for public comment on each agenda item under consideration and included "Language and Other Needs" verbiage on all Board meeting agendas.
- ▶ Launched Google translation feature on the Authority's website www.hsr.ca.gov.
- ▶ Continued to maintain hotlines in multiple languages such as Spanish and Hmong
- ▶ Increased the use of the Public Participation Survey forms significantly and will continue to encourage participants to complete the forms. Completion of the survey by the public is voluntary.
 - In an effort to increase the use of the self-identifying public surveys, we translated the Public Participation Surveys into various languages including: Spanish, Japanese, Chinese, Armenian, Korean, Thai, and Filipino.
- ▶ Developed new fact sheets and informational handouts for the public with specific information in the following areas:
 - Noise and High-Speed Rail - The Authority receives a lot of questions about how high-speed

train noise compares to traditional trains. This fact sheet compares train noises and what influences noise levels on a train system.

- Safety and High-Speed Rail - The Authority is committed to safety on our trains and surrounding our train lines. This fact sheet provides the tools and examples of how a ride on the California high-speed rail system will be among the safest train rides in the world.
- ▶ In 2016, the Authority began issuing monthly construction updates that provides the latest highlights on construction. In addition, up-to-date information on the high-speed rail construction can be found at www.buildhsr.com. This site provides the latest information about construction, local road closures and detours, upcoming public forums and the latest photos, animations and renderings of what's being built.
- ▶ The Authority Board of Directors is also provided monthly updates on construction as part of regular Finance and Audit Committee monthly status reports on the design-build contracts, including financial information as well as what work is currently underway and coming up next.
- ▶ Launched a new interactive map which provides the latest information into an easy to navigate, central location with the goal of helping the public gain a better understanding of the High-Speed Rail Program. The new interactive map brings together information on several aspects of the High-Speed Rail Program including detailed project descriptions, corridor alignments, station locations and connectivity projects. Clicking on the map also provides multimedia information including videos, photos, fact sheets and detailed maps.
- ▶ Engaged students and expanded #IWILLRIDE chapters on college campuses to allow students to show support for a high-speed rail system that will connect and transform California. #IWILLRIDE groups allow students to network with professionals, attend exclusive events and learn about internships and other opportunities.

Regional Outreach Activities

The high-speed rail system planned for California will eventually encompass over 800 miles of rail, with up to 24 stations. Because of the enormity, this project has been broken into various regions – Northern California, Central Valley and Southern California. Based upon the extremely different geographical, environmental and economic issues of each region, outreach activities are analyzed and then adjusted based on demographics.

NORTHERN CALIFORNIA REGION

Northern California includes three project sections: San Francisco to San Jose, San Jose to Merced and Merced to Sacramento. Both San Francisco to San Jose and San Jose to Merced sections have active environmental analyses underway. Community engagement in both of these sections continues to be an essential part of this process as the Authority works toward environmental clearance. While the environmental process moves toward its conclusion, the Authority is collaborating with its Northern California

partners, communities, and stakeholders to prepare for the next steps toward passenger rail service for the Silicon Valley to the Central Valley Line as outlined in the 2016 Business Plan.

San Francisco to San Jose Project Section

The San Francisco to San Jose project section is part of the first phase of the California high-speed rail system connecting the communities from San Francisco and Silicon Valley to the rest of the state. The approximately 51-mile project section will travel between stations at the Transbay Transit Center, 4th and King, near the San Francisco Airport (Millbrae), and in San Jose (Diridon).



Public Outreach

San Francisco to San Jose Section Public Scoping Meeting, May 2016

The San Francisco to San Jose project section differs from others because the alignment has been defined by state legislation, Senate Bill 1029 (SB1029) and regional, multi-agency agreements. Per the requirements of SB 1029 high-speed rail service along the San Francisco to San Jose corridor will be a blended service with Caltrain and high-speed rail service sharing tracks.

On May 9, 2016, the Authority issued a Notice of Preparation (NOP) to initiate a project level Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) for the San Francisco to San Jose project section. At the same time, the Federal Railroad Administration (FRA) issued a new Notice of Intent (NOI) to initiate the federal environmental review process for the project section. The issuance of the NOP/NOI informed stakeholders (members of the public, tribes, federal, state and local agencies, organizations and other parties) about the blended system and solicited their input on the scope of the environmental document and proposed project. The Authority hosted section-specific public scoping meetings to provide information and solicit public comment including:

- Mission Bay
- San Mateo
- Mountain View

San Francisco to San Jose Project Section Public Scoping meeting flyers were translated in Spanish, Tagalog, Vietnamese and Chinese and language interpreters in these languages were provided at all meetings.

Ongoing public engagement is essential in this corridor, and the Authority is convening community working groups, open house community meetings, and collaborating with Caltrain to alternately host both a Local Policy Makers Group (LPMG) and a City/County Staff Coordinating Group (CSCG). These two groups function as well-established forums of outreach to stakeholders and communication with elected officials and city and county staff, which provides a collaborative process for sharing information and seeking input and comments. The Authority hosted six LPMG and CSCG meetings in 2016.

The San Francisco to San Jose Project Section team also hosted six community working groups. Community Working Groups are comprised of community representatives from various constituencies in proximity to the San Francisco to San Jose corridor and local interest groups involved in transportation, environmental sustainability, and social issues in the region. Each group is designed to be small enough for constructive collaboration (approximately 15-20 members) to support the route planning process.

In August 2016, the Board of Directors approved executing an MOU to contribute \$84 million towards three connected grade separations. This work is subject to further technical and environmental analysis, but would allow for the construction of improvements associated with the blended service corridor. These grade separations are on the California Public Utilities Commissions list of top priorities for safety improvements and will be necessary for high-speed rail operations.

San Jose to Merced Project Section

The San Jose to Merced project section is part of the first phase of the high-speed rail system and will provide an important rail link between the Silicon Valley and the Central Valley. The approximately 85-mile project section will connect stations in San Jose (Diridon), Gilroy and (passing through the Central Valley Wye) north to Merced and south to Fresno.

This project section generally follows the Caltrain corridor and then the Union Pacific Rail Road (UPRR) corridor through San Jose. From south of San Jose through Morgan Hill and Gilroy, the corridor could traverse either east of the UPRR corridor or along US 101. From Gilroy, the corridor extends east through Pacheco Pass, generally following State Route 152, and then along Henry Miller Road up to Carlucci Road, approximately eight miles east of Los Banos in Merced County.

Throughout 2016, community open house meetings, technical and community working groups were held. These meetings were designed to create and maintain a collaborative and informative conversation with stakeholders, environmental justice communities and residents along the alignment. The Authority hosted section-specific community meetings to provide information and solicit public comment located in:

- Los Banos
- San Jose
- Gilroy

San Jose to Merced Project Section Community Open House meetings flyers were translated in Filipino, Vietnamese, and Chinese and language interpreters in these languages were provided at all meetings.

The San Jose to Merced Project Section team also hosted five community working groups. Community Working Groups are comprised of community representatives from various constituencies in proximity to the San Jose to San Francisco corridor and local interest groups involved in transportation, environmental sustainability, and social issues in the region. Each group is designed to be small enough for constructive collaboration (approximately 15-20 members) to support the route planning process.

Station locations studied in this project section include Diridon Station in San Jose, and a station in either Downtown Gilroy or East Gilroy. Diridon Station in San Jose is being planned as a transformative community asset, offering multimodal connectivity with a wide range of transportation services, including: Caltrain, Bay Area Rapid Transit, (Santa Clara) Valley Transit Authority, Altamont Corridor Express, and Capitol Corridor, among others. For a number of years, the Authority has been working with stakeholders and local communities, to identify and evaluate potential alignments and planning alternatives. Throughout the past year, the Authority has been a partner with these agencies in an inter-modal working group whose members have a role in the planning and development of the station and the surrounding area.

Merced to Sacramento Project Section

As part of its efforts 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 as part of the Northern California Unified Rail Service and for the 2018 California State Rail Plan work (stakeholder engagement and coordinating with nearly 30 public agencies, including congressional, state, regional, and local governments planning for the Merced to Sacramento project section). The purposes of the Authority's stakeholder outreach are to inform and engage stakeholders in the Merced to Sacramento area of planning efforts, identify tradeoffs between near term and long term investments, and gain valuable feedback from the community and technical service providers.

Planning in this corridor focuses on connectivity improvements in anticipation of future high-speed rail service. Staff works closely with local partners and collaborates with the California State Transportation Agency and Caltrans on the 2018 California State Rail Plan, which will advance additional efforts to develop a seamless statewide rail network.

CENTRAL VALLEY REGION

The Central Valley, which includes the Merced to Fresno and Fresno to Bakersfield project sections, serves as the backbone of the initial passenger rail service from Silicon Valley to the Central Valley. While the primary environmental processes have been completed to allow construction within portions of the two project sections, some additional engineering and environmental analysis remains at both ends of this corridor. Supplemental documents related to the Central Valley Wye, in the north, and the Bakersfield Locally Generated Alternative in the south, are being prepared and will be available for public review and environmental clearance and alignment selection, allowing construction to expand.

Construction Activities

Final design and construction is underway between Madera and Kern Counties. This work is covered by three design-build contracts covering 119 miles and an inter-agency agreement with Caltrans for work on State Route 99.



Build HSR

Up-to-date information on the high-speed rail construction can be found at www.buildhsr.com.



In February of 2016, the third construction contract was executed bringing the total investment in the region to more than \$3 billion for construction related activities. In Madera and Fresno Counties, there is visible work at several locations in which structures are taking shape that will support passenger rail service connecting the Central Valley to the Silicon Valley in 2025.

The design-build teams utilize small businesses and various skills and crafts trade workers as each construction package progresses. As of November 2016, the contractors had paid nearly \$81 million to 281 small businesses for construction services.

In addition to supporting well-paying jobs, the high-speed rail project has also contributed to local business growth. The Quinn Company in Selma, Hertz in Fresno, and Sonsray Equipment in Stockton have all received more than \$8 million from sales and from leasing construction equipment on the project. Another \$2.5 million in construction materials has also been purchased locally. Everything from concrete to plywood to gravel and reinforcing steel has helped to pump money into the local economy.

In May 2016, the Center for Business and Policy Research published the California and Metro Forecast. This report noted that the Fresno economy has experienced some of the fastest job growth in the state and unemployment has dropped to single-digits. It is expected that with construction on high-speed rail expanding, this will help keep the expansion going over the next two years.

The Authority partners with the design-builders to host open houses to provide information about the progress of the construction packages. Staff is on hand to review details and answer questions related to the design, right-of-way and traffic management surrounding high-speed rail construction. Staff is also available to discuss small business and employment opportunities. Meetings included:

- Construction Package 1 Outreach Meeting Regarding Demolition and Construction Project Tuolumne Street Bridge
- Construction Package 1 Open House in Madera County
- Construction Package 2-3 Open House Meeting in Fowler
- Construction Package 1 Community Open House in Fresno
- Construction Package 2-3 Community Open House in Selma
- Construction Package 4 Community Open House in Wasco
- Construction Package 1 Community Open House in Madera
- Construction Package 4 Community Open House in Wasco

Construction Community Open House flyers were translated into Spanish and language interpreters were provided at all meetings.

The Authority is leading the way in green practices and sustainable construction. As highlighted in the 2016 Sustainability Report, contracts with construction contractors include a range of specific methods associated with reducing greenhouse gases and other air pollutants, and increasing the recycling of materials. As part of its sustainability program, the Authority monitors several aspects of construction including waste management, cycled materials, fuel and water use and the use of environmentally-friendly equipment. Contractors are required to track and report the use of materials, fuel, water, electricity, recycling and reuse volumes, as well as the type and age of on and off-road equipment utilized.

Early results show that the High-Speed Rail Program has avoided emissions in several ways during construction:

- Prioritizing the use of renewable and bio diesel fuels.
- Using more efficient vehicles by contractors.
- Implementing an aggressive construction waste recycling program avoiding over 12,000 metric tons of greenhouse gas emissions through 2015.

SUPPLEMENTAL ENVIRONMENTAL ANALYSIS IN THE CENTRAL VALLEY

Merced to Fresno Project Section: Central Valley Wye

The Central Valley Wye is located near the City of Chowchilla and will serve as the junction for the high-speed rail system connecting San Jose to Fresno, San Jose to Merced, and Merced to Fresno. The Authority considered input from stakeholders and regulatory agencies which it used to narrow 14 separate alternatives down to four that are being evaluated as part of the Merced to Fresno Project Section Supplemental EIR/EIS. The following four Central Valley Wye alternatives share logical termini at Henry Miller Road/Carlucci Road to the west, Ranch Road/SR 99 to the north, and Avenue 19 near Madera Acres on the south.

The Central Valley Region hosts section-specific meetings that include community meetings and open houses to provide information on components of the project, including design, right-of-way, small business and employment opportunities. It also allowed for input regarding the alignment alternatives that will be studied in the draft documents. Central Valley Wye meeting flyers were translated into Spanish and language interpreters were provided at all meetings.

In addition to the supplemental environmental document, station area planning work is underway with the cities of Fresno and Merced. The Authority executed agreements with these cities to assess the land uses and access around the station area to support land use and transportation planning updates. The city of Fresno anticipates completing a Master Area Plan and Implementation Strategy that will help turn the vision of the Fresno Station District into reality. This work is to leverage investment in the area, fuel economic development and ensure attention and investments surrounding the station. Merced is in the process of developing a District Scale Plan after holding public meetings in late 2016. This joint effort will create a vision for the station area and identify plans to generate economic development through enhanced access.

Fresno to Bakersfield Project Section: Locally Generated Alternative

In December 2014, the Authority and the City of Bakersfield announced that they would study an alternative alignment, known as the Locally Generated Alternative (LGA), that includes a high-speed rail station at F Street and that the City agreed to dismiss its California Environmental Quality Act (CEQA) lawsuit. The Authority has continued outreach and collaboration with local communities and stakeholders to inform and involve the people of these communities through the next steps of the process in delivering high-speed rail.

In May 2016, the Authority's Board of Directors concurred with the staff's recommendation to identify the Locally Generated Alternative and the F Street Station as the preferred alternative in the Fresno to Bakersfield Project Section Supplemental EIR/EIS. Collaboration and communication is also continuing with the city of Shafter and with Kern County regarding high-speed rail in the region.

An agreement was also executed with the city of Wasco in May 2016 to address environmental issues related to project impacts to farmworker housing along the high-speed rail alignment near the Wasco Amtrak station. The Authority will contribute \$10 million to support city efforts to relocate the housing within the city.

The Central Valley Region hosts section-specific meetings that include community meetings and open houses to provide information on components of the project, including design, right of way, small business and employment opportunities. It also allowed for input regarding the alignment alternatives that will be studied in the draft documents. Locally Generated Alternative meeting flyers were translated into Spanish and language interpreters in these languages were provided at all meetings.

SOUTHERN CALIFORNIA REGION

The Southern California portion of the high-speed rail system includes four Phase 1 project sections: Bakersfield to Palmdale, Palmdale to Burbank, Burbank to Los Angeles, and Los Angeles to Anaheim. Through community and stakeholder outreach, the Authority has advanced the environmental review process for all four project sections and is moving toward identification of preferred alternatives and the release of draft environmental documents. For each of the four project sections, the selection of a preferred alternative will come after years of technical analysis and public engagement. Each of these sections has unique circumstances, including several that are part of the nation's second busiest passenger rail corridor and are also vital for freight and goods movement.



Open House

Active and continued public engagement remains an essential part of the Authority's process.

Active and continued public engagement, as well as technical analysis in all four project sections, remains an essential part of the Authority's process as it works toward the environmental mile-stones. Additionally, while the environmental process moves forward, the Authority is collaborating with regional transportation partners to identify, fund and develop early investments in local and regional rail lines that will improve and enhance this corridor and provide early benefits to Southern California communities even before high-speed rail service begins as discussed earlier in this report.

Bakersfield to Palmdale Project Section

The Bakersfield to Palmdale project section is part of the first phase of the high-speed rail system and will connect the Central Valley to the Antelope Valley, closing the existing passenger rail gap between Northern and Southern California over the Tehachapi Mountains. The approximately 80-mile project section will travel through or near the cities of Edison, Tehachapi, Rosamond, Lancaster and Palmdale with stations in Bakersfield and at the Palmdale Transportation Center.

The Authority completed a Supplemental Alternatives Analysis (SAA) in April 2016, identifying four alignment alternatives (Alternatives 1, 2, 3 and 5) to carry forward for further analysis. The alignment alternatives address comments from government agencies, the public, employers, land owners, and lo-

cal and regional governments. The alignments avoid or minimize potential impacts to existing facilities, land uses, and environmental resources. All four alternatives are being fully evaluated in the draft EIR/EIS for this section. Preliminary geotechnical drilling, and a substantial amount of environmental field work and data gathering was completed in 2016.

Throughout 2016, community open house meetings, technical and community working groups were held. These meetings were designed to create and maintain a collaborative and informative conversation with stakeholders, environmental justice communities and residents along the alignment. The Authority hosted section-specific community meetings to provide information and solicit public comment located in:

- Bakersfield
- Tehachapi
- Lancaster
- Rosamond

Bakersfield to Palmdale Project Section Community Open House meeting flyers were translated into Spanish and language interpreters were provided at all meetings. They also translated informational items, exhibits and community open house material was translated in Spanish. Bakersfield to Palmdale Project Section provided live webcast of presentation during one open house meeting that include providing the entire presentation in Spanish.

The Bakersfield to Palmdale Project Section team also hosted four community working group meetings. The Community Working Groups (CWG) and Stakeholder Working Group (SWG) are comprised of community representatives from various constituencies in proximity to the Bakersfield to Palmdale corridor and local interest groups involved in transportation, environmental sustainability, and social issues in the region. These meetings are accessible to the public, but not publicly advertised as the format is designed for small group (approximately 30 members) discussions for constructive collaboration to support the route planning process.

During the course of the outreach, the Authority has met with numerous federal, state and local entities, including the U.S. Department of Defense, Bureau of Land Management, Kern County, the community of Rosamond, and the cities of Tehachapi, Lancaster and Palmdale, local farm bureaus, and land and business owners along the alignments. Coordination with key resources agencies including the U.S. Army Corp of Engineers, and the U.S. Fish & Wildlife Service was also conducted during this time.

Palmdale to Burbank Project Section

The Palmdale to Burbank project section is part of the first phase of the high-speed rail system connecting the Antelope Valley to the San Fernando Valley to bring high-speed rail service to the urban Los Angeles area. The approximately 40-mile project section will connect stations at the Palmdale Transportation Center to a new high-speed rail station at the Hollywood Burbank Airport. The corridor travels through extremely diverse areas from rural and mountainous to suburban and dense urban environments.

The Authority completed an SAA in April 2016, identifying three alignment alternatives (SR 14, E1 and E2) to be carried forward for further analysis. After careful analysis and review with communities, these three alignment alternatives incorporated refinements that further avoid or minimize potential impacts to the existing communities, facilities, land uses, and environmental resources, while improving future high-speed rail operations and constructibility. The three alignment alternatives identified in the SAA will be fully analyzed in the draft EIR/EIS.

Throughout 2016, community open house meetings, technical and community working groups were held. These meetings were designed to create and maintain a collaborative and informative conversation with stakeholders, environmental justice communities and residents along the alignment. The Authority hosted section-specific community meetings to provide information and solicit public comment located in:

- Palmdale - presented in English and Spanish
- Acton
- Sun Valley

The Palmdale to Burbank Project Section team also hosted section six community working groups. The CWG and SWG are comprised of community representatives from various constituencies in proximity to the Palmdale to Burbank corridor and local interest groups involved in transportation, environmental sustainability, and social issues in the region. These meetings are accessible to the public, but not publicly advertised as the format is designed for small group (approximately 30 members) discussions for constructive collaboration to support the route planning process.

Palmdale to Burbank Project Section Community Open House meeting flyers were translated into Spanish and language interpreters were provided at all meetings. They also translated informational items, exhibits and community open house material into Spanish. Palmdale to Burbank Project Section provided live webcast of presentation during one open house meeting that included providing the entire presentation in Spanish.

In addition, the Authority has worked with multiple federal, state, county and local agencies, including the U.S. Forest Service for geotechnical work that was conducted in the Angeles National Forest. This work included investigating rock quality and tunnel depth, as well as optimizing tunnel alignments while minimizing impacts.

In January 2016, the Authority entered into separate station area planning agreements with the cities of Palmdale and Burbank to begin the planning process to develop world class multimodal transportation hubs. The Palmdale agreement incorporates the proposed high-speed rail station at the Palmdale Transportation Center and the Palmdale Civic Center area. The Burbank agreement incorporates the proposed high-speed rail station, the Regional Intermodal Transportation Center (RITC), Amtrak and Metrolink Stations, bus services, ride share, and active transportation all adjacent to the Hollywood Burbank Airport.

Burbank to Los Angeles Project Section

The Burbank to Los Angeles project section is part of the first phase of the high-speed rail system connecting 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 12-mile project section proposes to utilize the existing railroad right-of-way to the extent possible, adjacent to the Los Angeles River, through the cities of Burbank, Glendale and Los Angeles.

This project section is of regional and statewide significance and is essential to the economy of Southern California. In addition to moving people, it is a vital for freight and goods movement. While the ongoing environmental analysis is happening in this project section, early investments are being made and focus is on grade separations. These early benefits for this congested corridor will increase capacity, as well as improve safety and air quality in a disadvantaged community.

The Authority completed the SAA for the Burbank to Los Angeles project section in April 2016. As part of the development of the SAA, an updated alternative was recommended with design variations and options at specific locations. The alignment has been further refined with respect to street and rail crossings that will need to be modified.

Throughout 2016, community open house meetings, technical and community working groups were held. These meetings were designed to create and maintain a collaborative and informative conversation with stakeholders, environmental justice communities and residents along the alignment. The Authority hosted section-specific community meetings to provide information and solicit public comment located in:

- Burbank
- Glendale
- Downtown Los Angeles
- Cypress Park - presented in English and Spanish

Burbank to Los Angeles Project Section informational items, exhibits and community open house materials were translated into Spanish. The Burbank to Los Angeles project section also provided a live webcast presentation entirely in Spanish, during the Cypress Park Open House Meeting.

The Authority continues to work with LA Metro on planning and design at and around LAUS, including the Link Union Station Project, which will integrate high-speed rail into the historic station while providing for improved regional rail operations and passenger experience for all users of this important station. This is part of a broader regional undertaking with other major transit operators to plan for how all



Members of the public attended an open house community meeting in 2016 in the Burbank to Los Angeles project section. At the meeting, they viewed potential alignments and learned more about the project.

services operating at the station will be integrated. It is designed to increase rail capacity, improve access and connectivity, improve air quality and modernize the passenger concourse area.

Los Angeles to Anaheim Project Section

The Los Angeles to Anaheim project section connects Los Angeles and Orange counties by traveling from 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.

Similar to investments in the north, improvements in this section will involve sharing tracks with other providers in the rail corridor, which will result in blended passenger operations with existing passenger and freight rail systems. The corridor will be augmented with additional tracks that will improve overall passenger and freight rail operations, increase capacity, and improve the speed, safety and efficiency of existing passenger and freight services. The investments in this corridor will enhance safety at current grade crossings with roads that are grade-separated.

The Authority completed an SAA in April 2016, analyzing two build alternatives. Alternative 2 would have fewer right of way impacts, have lower capital costs, have less impact on parks, trails and bike-ways, schools, historic architectural resources, and generally have less impacts on wildlife, waters and wetlands, and would also satisfy the needs of the shared use corridor. As such, Alternative 2 will be fully analyzed in the draft EIR/EIS.

In 2016, the Authority committed early investment bookend funds appropriated in 2012 by Senate Bill 1029 for the Rosecrans/Marquardt Grade Separation Project – the highest-priority rail grade separation project in the state as rated by the California Public Utilities Commission, which is located in this project section. This critical grade separation will provide immediate operational and safety benefits that will be shared by Metrolink, BNSF, and Amtrak passenger rail services (and eventually high-speed rail), as well as improve the local traffic in the area.

Los Angeles to San Diego Project Section

The Authority meets every other month and/or as needed with regional transportation partners from the four-county Southern California Inland Corridor Group (ICG) to coordinate the High-Speed Rail Program with regional land use planning and transportation plans. The ICG has been essential in fostering integrated regional planning in order to promote synergy among the many systems and agencies along the 170 mile Los Angeles to San Diego alignment. With input from the ICG, advancement of conceptual engineering and preliminary environmental review activities continue as the Authority addresses stakeholder feedback received on the alignments presented in the Preliminary Alternatives Analysis Report. A draft alignment refinement report has been developed and continues to be updated to reflect the most recent coordination efforts. The Authority will document these efforts and present its findings and recommendations in an SAA Report.

Concurrently, other agencies are advancing planning efforts that will support and enhance the Southern California passenger rail network, including the 2018 California State Rail Plan. The Los Angeles to San Diego planning work is being performed collaboratively with these efforts. Upon completion, it will reflect these plans and inform other ongoing studies.

Title VI Complaints

During calendar year 2016, the Authority received zero (0) Title VI complaints. A handful of written and verbal questions regarding the Title VI program and Environmental Justice were received and responded to accordingly.

In December 2016, the FRA notified the Authority that they officially closed a Title VI complaint from 2011 (DOT Complaint Number 2011-0065) and that the Authority fulfilled its required actions that were a result of the complaint.

Title VI Training

The Title VI program team provides Authority personnel training on Title VI, Limited English Proficiency and Environmental Justice protocols. The training delves into how these three components provide meaningful access to the public on the Authority's programs and services.

During calendar year 2016, the Title VI team presented training to over 100 personnel including both Authority staff and consultants.

Forecasted Outreach Activities For Calendar Year 2017

The Authority recognizes calendar year 2017 will result in greater public awareness of the High-Speed Rail Program as construction in the Central Valley continues and we advance planning and environmental review in Northern and Southern California. As the High-Speed Rail Program expands and impacts more communities, we will continue to enforce and implement the Title VI, Limited English Proficiency, and Environment Justice Programs.

Here is a sample of some, but not all, forecasted outreach activities for 2017:

- ▶ Monthly Board of Directors Meeting
- ▶ Monthly Finance & Audit Committee Meeting
- ▶ Monthly Transit & Land Use Committee Meeting
- ▶ Quarterly Business Advisory Council Meeting
- ▶ Monthly Construction Updates
- ▶ Launch of redesigned BuildHSR.com
- ▶ Regional E-Updates for Northern and Southern California
- ▶ Community Working Group Meetings in Northern and Southern California
- ▶ Technical Working Group Meetings in Northern and Southern California
- ▶ Bi-Monthly Local Policy Makers Group (LPMG) and a City/County Staff Coordinating Group (CSCG) meetings in the San Francisco to San Jose Project Section
- ▶ Speakers Bureau activities to educate and inform the public about the High-Speed Rail Program
- ▶ Environmental Justice outreach to communities and organizations along the proposed alignments statewide
- ▶ Open House meetings in Northern and Southern California and the Central Valley focused on environmental process, alignment alternatives under consideration and community feedback
- ▶ Open House meetings in Central Valley focused on ongoing construction and upcoming activities
- ▶ Pre-bid conference, industry forums and meet the prime events surrounded around contracting opportunities
- ▶ Small Business certification workshops
- ▶ Property acquisition and right of way work
- ▶ Informational meetings with federally recognized and non-federally recognized tribes

ATTACHMENTS A-D

Attachment A: Letter of Assurance of Nondiscrimination

Attachment B: Language Data: Limited English Proficiency

Attachment C: Outreach Methods

Attachment D: Community Engagement & Public Outreach Partners

**TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AND RELATED STATUTES
ASSURANCE AND CERTIFICATION OF
NONDISCRIMINATION IN ITS SERVICES AND ACTIVITIES**

The California High-Speed Rail Authority (Authority) understands it must comply with Title VI of the Civil Rights Act of 1964 and related statutes, and 49 Code of Federal Regulation Section 21.7, to ensure that no person shall on the grounds of race, color, national origin, sex, disability or age be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, service or activity it administers.

The Authority agrees to comply with all federal statutes and regulations, and follow applicable federal directives, and comply with certifications and assurances as applicable to each grant application submission to the Federal Railroad Administration (FRA) in Federal Fiscal Year 2015.


The Authority affirms the truthfulness and accuracy of the certifications and assurances it has made in statements submitted herein. The Authority further acknowledges that the *Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 et seq.*, and implementing U.S. DOT regulations, *Program Fraud Civil Remedies, 49 Code of Federal Regulation, Part 31* apply to any certification, assurance or submission for grants made to FRA.

Any questions related to this Assurance and Certification may be directed to the Deborah Harper, Title VI Coordinator, at (916) 324-1541 or email: titlevicoordinator@hsr.ca.gov.

By signing this document on behalf of the Authority, I declare assurance of compliance with Title VI of the Civil Rights Act of 1964 and related statutes.



Jeff Morales
Chief Executive Officer



Date

Language Data: Limited English Proficiency

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

The table below identifies the counties impacted by the High-Speed Rail Program and the languages spoken at home during 2009-2013. This information is acquired from the American Community Survey 5-Year Estimates - U. S. Census Bureau Language Spoken At Home demographics.

LANGUAGES SPOKEN AT HOME 2009 2013				
State/County	Population	% Speak Spanish	% Speak Asian/Pacific Islander languages	% Speak Languages Other Than English
California	35,131,429	28.8%	9.6%	5.3%
Merced County	236,786	42.3%	4.7%	5.4%
Madera County	139,475	40.5%	1.2%	2.4%
Fresno County	860,123	33.3%	6.4%	3.9%
Tulare County	405,633	45.1%	2.5%	1.6%
Kings County	139,092	37.6%	2.5%	2.7%
Kern County	775,294	37.4%	2.5%	2.3%
Los Angeles County	9,247,301	39.5%	10.8%	6.5%
Santa Clara County	1,688,748	19.0%	23.0%	9.2%

Outreach Methods

Providing accurate and timely information to the public, stakeholders, and oversight agencies is critical to the success of the High-Speed Rail Program. The Authority's External Affairs function fulfills this need by coordinating communications, legislation, stakeholder outreach, and the small business program. External Affairs oversees and directs the Authority's public and stakeholder-related communications to ensure 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.

During calendar year 2016, the Authority interacted with over 2,300 community members statewide. The Authority promotes public participation through various outreach methods. They include but are not limited to:

- ▶ Reaching people within their own communities and during existing meeting schedules.
- ▶ Participating in public involvement activities (meetings, hearings, advisory groups, work-shops and task forces) to help the community understand the project, identify community interest and needs, eliminate perceptions, and define project goals.
- ▶ Hosting tables or booths at community-based events.
- ▶ Partnering with community-based organizations that serve underrepresented populations and minority and women business organizations.
- ▶ Encouraging public comments at monthly Board of Directors meetings and quarterly Business Advisory Council meetings.
- ▶ Streaming live webcast of the monthly Board of Directors meetings.
- ▶ Maintaining toll free hotline that includes multiple language options.
- ▶ Encouraging collaboration between diverse groups of community leaders. This collaboration enables various communities to help shape the High-Speed Rail Program.
- ▶ Identifying barriers to overcome public participation.
 - Coordination 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.
 - 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-income and minority communities.
 - Use of different meeting sizes or formats, or varying the type and number of news media used to announce public participation opportunities, so that communications are tailored to the particular community or population.
- ▶ Making focused presentations to specific interests of groups.
 - ▶ Providing of Limited English Proficiency interpreters at meetings.
 - ▶ Coordinating time, location, and accessibility of meetings.
 - ▶ Using Limited English Proficiency factors to determine outreach methods and placement of meeting announcements and flyers through different types of media and different languages.
 - ▶ Using 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.
 - ▶ Distributing information such as flyers or handbills through mass mailings, postings at community centers, retail stores, religious centers and social gathering events.
 - ▶ Utilizing social media to target specific areas to encourage participation.
 - ▶ Developing clear, concise and understandable documents for members of the public, including Environmental Justice individuals, to provide comments on proposed projects.
 - ▶ Making public information available in electronically accessible formats.
 - ▶ Maintaining the email account: TitleVICoordinator@hsr.ca.gov for the public to submit requests for information, comments or concerns.

Community Engagement & Public Outreach Partners

The Authority partnered with over 200 local community organizations and elected officials to provide community engagement and public outreach as ways to educate and inform the public about the High-Speed Rail Program. The Authority also participated in dozens of outreach events hosted by other organizations to provide information related to the progress being made, small business opportunities and job readiness.

Here is a list of organizations:

20th Annual Central Avenue Jazz Festival	Boys & Girls Club of Merced
Acton Chamber of Commerce	Burbank Temporary Aid Center
Acton Town Council	CA Black Chamber of Commerce
Acton Women's Club	CA Coalition for Rural Housing
Acton/Agua Dulce Trails Council	CA Indian Education Association, Central Valley Chapter
Acton-Agua Dulce -Unified School District	CA Rural Legal Assistance
Ad 39	California Endowment
Agua Dulce Town Council	California Environmental Justice Alliance
Agua Dulce Women's Club	California Environmental Rights Alliance
Albion ES (Public Elementary School)	California Wellness Foundation
Alliance for Community Research and Development	Canyon Country Advisory Committee
Alliance Tennenbaum Family Technology High School	Canyon Coyotes 4-H Club Coalition on High Speed Rail
Alview Dairyland School District	Castaic Chamber of Commerce
American Federation of State, County and Municipal Employees (AFSCME)	Castaic Lions Club
Armenian Relief Society	Central Avenue Jazz Festival
Ascencia	Central Valley Coalition of Affordable Housing
Asian Americans Advancing Justice	Central Valley Opportunity Center, Inc.
Assemblyman Scott Wilk	Chinatown Business Improvement District
Assemblywoman Patty Lopez	Chowchilla District Chamber of Commerce
Association of Mexican Educators	Chowchilla School District
Atwater Avenue Elementary School	Chowchilla Union High School District
Atwater Chamber of Commerce	Church of the Canyons
Atwater Village Neighborhood Council	City of Chowchilla
Atwater Village ReStore	City of Los Angeles Equine Advisory Committee
Bayview Citizens Advisory Committee	City of Madera
Berenda Elementary School	City of Merced
BIENESTAR Latino Community Services	City of Santa Clarita
Big Brothers and Big Sisters of Central California Community & Government	Coalition for Clean Air
	Coalition on High Speed Rail
	Communities Against Displacement

Community Action Partnership of Madera County	HOPE Latinas
Community Build	Hope of the Valley Rescue Mission
Councilmember Gilbert Cedillo's Latin Jazz Festival	Housing Authority of the City of Madera
Crescenta Valley Town Council	Housing Leadership Council of San Mateo
Cypress Park Neighborhood Council	Initiating Change in Our Neighborhoods
Downtown LA Neighborhood Council	Community Development Corporation
Downtown Women's Center - Los Angeles	International Brotherhood of Electrical Workers (IBEW)
Earth Day LA	JBS Development
EarthFest Los Angeles	Kagel Canyon Civic Association
El Nido Family Center	Kern County
El Proyecto del Barrio	Kings County
Elysian Valley Neighborhood Council	Kore Communications
Environmental Science and Technology High and Alliance College-Ready Public Schools (LAUSD)	Korean Resource Center (KRC)
Fair Oaks Ranch Homeowners Association	LA City Council
Fairmead Community & Friends	La Petite Academy
Fairmead Elementary School	La Raza Centro Legal
Felicitas & Gonzalo Mendez High School	La Raza Unida
Fiesta Broadway	LA River Frogtown Art Walk
Filipino-American Women's Club of Fresno Vicinity	LA River Ride
First5LA	LA Trails Project
Foothill Trails District Neighborhood Council	La Tuna Canyon Community Association
Fresno County	Lake View Terrace Neighborhood Watch
Glassell Park Elementary School	Lakeview Terrace Improvement Association
Glassell Park Neighborhood Council	Lax-C Market
Glendale Concert in the Park	Le Grand Union High School District
Glendale Earth Day	Legal Aid Society of San Mateo County
Glenwood Elementary School	Lincoln Heights Neighborhood Council
Golden State Gateway	Literacy for Environmental Justice
Golden Valley Health Centers	Little Tokyo Service Center
Grace Community Church	Live Oak Farms
Grand Avenue Farmers Market	Local District 2
Grassland Environmental Educational Center	Look for Realty Association
Grassland Water District	Los Angeles Boys & Girls Club
Greater Merced Chamber of Commerce	Los Angeles Boys and Girls Club, Teen Summit
Greenaction	Los Angeles Mission
Greenbelt Alliance	Los Angeles Neighborhood Land Trust
Habitat for Humanity, Merced County	Los Angeles Unified School District
Hansen Dam Park Advisory Board	Los Banos Chamber of Commerce
Hansen Hills Neighborhood Watch	Los Feliz Charter School for the Arts
Hanson Dam Advisory Board	Madera County
Healthy House Within A MATCH Coalition	Madera County Arts Council
Hispanic Leadership Council	Madera County Economic Development Commission
Historic Cultural Neighborhood Council	

Madera County Office of Education	Plainsburg Union Elementary School District
Madera County Workforce Assistance Center	Preserve Our Heritage
Madera Farm Bureau	Ribet Academy – Los Angeles
Madera Hispanic Chamber of Commerce	Roscoe Elementary School
Marukai Market	Rossotti Ed-Zoo-Cation Center
Meet Each Need with Dignity	Samaritan House
Mercado Cypress Farms	San Fernando Valley Social Justice Coalition
Merced College	San Gabriel Valley Habitat for Humanity
Merced County	San Mateo County Health Department
Merced County Chamber of Commerce	Sand Canyon Homeowners Association
Merced County Community Action Agency	Santa Clarita Valley Business Group
Merced County Hispanic Chamber of Commerce	Santa Clarita Valley Chamber of Commerce
Merced County Hispanic Network	Santa Clarita Valley Council Parent Teacher Association
Merced County NAACP	Santa Clarita Valley Historical Society
Merced County Office of Education	Santa Nella Chamber of Commerce
Merced Farm Bureau	Saugus Action Committee
Merced Lao Family Community	Scenic Hills Homeowners Association
Merced Mariposa CLC	School of History and Dramatic Arts
Merced Organizing Project	Self-Help Enterprises
Merced Senior Center	Senator Hertzberg
Mercy House	Senator Liu
Mexican American Political Association	Shadow Hills Equestrian Center
Mexican Independence Day – Fiesta Patrias	Shadow Hills Neighborhood Council
Mexican-American Political Association	Shadow Hills Neighborhood Watch
Minturn Huller Cooperative	Shadow Hills Property Owners Association (SHPOA)
NAACP - Madera & Modesto-Stanislaus Chapters	Shepherd University
National Council of Negro Women	Sierra Club
National Resources Defense Council (NRDC)	Skid Row Housing Trust
Nishi Hongwanji Child Development Center	Soroptimist International of Glendale
North Fair Oaks Community Council	Sotomayor Learning Academies
Office of Los Angeles County Supervisor	Southeast Asian Community Action
Old Orchard 1 Homeowners Association	Southeast Asian Community Action (SEA-CA)
Old West Masonic Lodge	Stonehurst Elementary School
Pacoima Beautiful	Stop Abuse For Everyone (S.A.F.E)
Pacoima Chamber of Commerce	Sulphur Spring School District
Pacoima Charter School	Sun Valley Area Chamber of Commerce
Pacoima Neighborhood Council	Sun Valley Area Neighborhood Council
Peninsula Interfaith Action	Sun Valley Beautiful
People's Community Organization for Re-form and Empowerment (People's CORE)	Sunland Tujunga Chamber of Commerce
People Organizing to Demand Environmental and Economic Rights (PODER SF)	Sunland Tujunga Historical Society
Physicians for Social Responsibility -- Los Angeles	Sunland-Tujunga Business Association
Placerita Canyon Property Owners Association	Sunland-Tujunga Neighborhood Council

Super King Market	Valley Harvest Church
Supervisor Warren Slocum's Office	Valley Industry Association
The Midnight Mission	Valley Land Alliance
Theodore Payne Foundation for Wild Flowers and Native Plants	Veterans Coalition of Glendale and the Verdugos
Thomas Edison Elementary School - Glendale	Visitacion Valley Planning Alliance
Tia Chucha's Centro Cultural	Vista Ridge Homeowners Association
TransForm, Silicon Valley	Voice of the Village
UC Merced	Volta Elementary School
Union Rescue Mission	Walk Bike Glendale
United Domestic Workers Association	West Modesto/King Kennedy Neighbor Collaborative
United Way Merced	West Ranch Town Council
Val Verde Civic Association Programs	William Meade Homes: Public Housing
Valencia Lakeshore Homeowners Association	Working Partnerships USA
Valley Care Community Consortium (VCCC)	Youth United for Community Action