



Title VI, Limited English Proficiency & Environmental Justice Annual Accomplishments Report

January 01, 2018 through December 31, 2018

Pam Mizukami, Title VI Coordinator



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INTRODUCTION

It is a pleasure to present the California High-Speed Rail Authority's (Authority) "*Title VI, Limited English Proficiency, & Environmental Justice Annual Accomplishments Report*". 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 the period of January 01, 2018 to December 31, 2018.

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 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) Program 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 HSR 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 HSR program. 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 2019.

TITLE VI 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 21.7 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 3 separate policies and program plans in 2012: Title VI, Limited English Proficiency, and Environmental Justice.

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 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 (EJ).

The provisions to support LEP and EJ are essential in ensuring nondiscrimination hence, they are key components of the Authority's Title VI 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
- HSR Resource Partner Associations
- HSR 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 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 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 Program Team (Interdisciplinary/Program Team) partners with the following internal branches and organizations to implement processes to ensure Title VI (including EJ and LEP) compliance:

- Sustainability
- Right-of-Way
- Environmental Planning
- Contracts and Procurement
- Tribal Relations
- External Affairs and Communications

Title VI Policy

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.

To showcase the Authority's commitment to nondiscrimination practices program-wide, its Title VI 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 Assurance of Non-Discrimination

The Authority is required to sign a Title VI Assurance stating it will comply with Title VI of the Civil Rights Act of 1964 and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 21 and other pertinent directives that, no person in the United States shall, on the ground of race, color, national origin, sex, age, disability, limited English proficiency, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Authority receives federal financial assistance.

The Title VI Assurance is a federally mandated statement from state agencies or programs applying for or receiving federal financial assistance.

The key components of the Letter of Assurance include:

- A verification of the named grantee and their dedication to nondiscrimination practices under Title VI of the Civil Rights Act of 1964 and all related statutes,
- A statement of agreement to comply with Title VI regulatory mandates as required by the FRA,
- An acknowledgement that all information provided regarding the Authority's Title VI Program Plan is truthful in accordance to mandated regulations, and
- A declaration of assurance for compliance.

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 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.

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.

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 It's 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 Program, the LEP policy was developed, then approved and adopted by the Board of Directors in 2012.

Environmental Justice

Environmental Justice (EJ) 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.

To promote EJ, 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 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.

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 EJ 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 EJ principles the Authority is committed to:

1. To avoid, minimize, or mitigate disproportionately high human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. To encourage the full and fair participation by all affected communities in the transportation decision-making process.
3. 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.

Title VI 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 HSR headquarters, HSR 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.

In 2018, the Authority has not received any formal complaints.

Title VI Training

It is the responsibility of the Authority's Title VI 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 scheduled and delivered based on the branch's Title VI Training Plan. Training is conducted via a classroom setting or video conference call. Training materials and "FAQ" (Frequently Asked Questions) are available on the Authority's internal website and available for desktop review as a PowerPoint Presentation for real-time reference.

Authority staff will receive annual training provided by Title VI Division personnel, and contractors will receive training every two years. In 2018, 5 training sessions (statewide and departmental) for Title VI Program Updates and Outreach Portal Training were conducted to Authority staff and outreach partners:

1. Authority Staff, HSR Headquarters - Sacramento, August 15, 2018
2. Central Valley Region Outreach Team, Skype, August 21, 2018
3. Southern California Outreach Partners, Skype, August 31, 2018
4. Title VI Systems Administrators, HSR Headquarters – Sacramento, September 7, 2018
5. Northern California Outreach Partners, Oakland, December 5, 2018

The purpose of the training is to:

- Summarize the importance of Title VI 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

The Title VI Program Team provides comprehensive training about Title VI, EJ and LEP to Authority staff, contractors and subrecipients to ensure all parties diligently execute non-discrimination policies and procedures as outlined by the program plan.

HIGH-SPEED RAIL PROGRAM OVERVIEW

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

By 2029, 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 HSR 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 environmental review and preliminary design stages, which is considered early in the project lifecycle process. Because of that, the Authority is applying ranges to cost estimates based on the status of project development. This is a new approach, but one that is consistent with best practices for large-scale, multibillion-dollar projects.

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

Central Valley Region

Construction of the HSR 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

In 2009, the United States was at the height of a major economic recession. California’s unemployment rate spiked to 12.4 percent in 2010, and the Central Valley’s unemployment rate stood at nearly 17 percent.

To address this unprecedented national economic crisis, the president and Congress enacted the American Recovery and Reinvestment Act of 2009 (ARRA) to provide economic stimulus to save and create jobs through infrastructure investment. California received \$2.55 billion in ARRA funds for high-speed rail, which was combined with state and other federal funds to advance and build the system. Initially, these funds were invested primarily in advancing environmental reviews, design and outreach, and had a deadline with a requirement that they be fully spent by September 30, 2017, and the Authority achieved that statutory deadline.

Although the Authority endeavored to quickly transition to construction, the enormous amount of preconstruction activities, such as environmental clearance, right-of-way acquisition and third-party agreements, meant that progress on the physical infrastructure was slower than hoped. By the end of 2015, only 265 construction craft laborers had worked on the project.

However, over the last two years, the pace picked up. By the end of December 2018, 1,632 construction labor workers had been sent to work at various CP-1 construction sites. Additionally, a milestone was reached in May 2018, when the number of construction labor workers reached 2,000 for all construction projects along the alignment.

Thus, the largest economic impact from the state’s investment in high-speed rail has been felt in the Central Valley, stimulating an estimated 4,550 job-years of employment (FY 2017-2018); 15,880 Program totals and approximately \$3 billion in total economic activity. The economic activity generated by high-speed rail construction in the Central Valley will continue to grow in the coming years, as construction activities expand further.

In the Central Valley, strong partnerships were formed with local unions, contractors and groups, such as the Fresno Workforce Investment Board (WIB), through the Community Benefits Agreement. The WIB has also partnered with the Building Trades Pre-Apprenticeship Training Program to offer a seven-week pre-apprenticeship training program for area residents where they can receive training in a variety of trades before entering apprenticeship programs—and some of those graduates are working on the high-speed rail program today.

Even with these great partnerships, the Authority continues to look for new training opportunities. The Authority intends to enter into an agreement with the Fresno Economic Development Corporation to support and fund a Mandela Training Center in Fresno. The Mandela Pre-Apprenticeship Program is a nationally recognized, independent 501(c)3 nonprofit organization that has received acclaim for excellence in training, and it has a long history of successful operation and placement of students in the construction trades.

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.

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.

Overall, 2018 was a year of progress for planning, design and construction on the High-Speed Rail program. Significant advancements have been made in the Merced to Fresno project section, including the following:

San Joaquin River Viaduct and Pergola, North Fresno

The San Joaquin River Viaduct will stand approximately 4,700 feet tall and span the San Joaquin River in north Fresno and the UPRR tracks, parallel to SR-99. It will feature arches representing the northern gateway into Fresno, and a pergola structure that will allow high speed trains to cross over the Union Pacific Railroad tracks.

The completed viaduct, nearly a mile in length, will be one of the largest structures on this first phase of the high-speed rail project.



Fresno Trench & State Route 180 Passageway, Central Fresno

This project is a 2-mile trench through central Fresno, traveling under State Route 180 (SR-180), a railroad spur and Dry Creek Canal. This will be the first section of the alignment to go below grade, at depths of roughly 40 feet.

Upon completion, the trench will extend approximately one mile in length.

Cedar Viaduct, South Fresno

The Cedar Viaduct will stand 3,700 feet tall and will carry high-speed trains over SR-99, Cedar Avenue and Golden State Boulevard.

In 2018, crews were nearly complete with the barrier wall construction along sides of the Cedar Viaduct, with only a small section remaining. Now, construction crews continue to extend the structure across State Route 99 south of Fresno. Columns for several support piers have risen on both sides of the highway.

The viaduct will eventually be connected to the smaller Muscat Viaduct a little further to the south. One of the largest structures on Construction Package 1, the Cedar Viaduct will be about three-quarters of a mile long when complete.

Avenue 12 Grade Separation, Madera County

Most recently, crews have poured the concrete deck and are working on the back walls and traffic barrier for the bridge over the high-speed rail line at the Avenue 12 grade separation. The realignment of the busy roadway with two separate bridges will take traffic over the high-speed rail line and the BNSF freight tracks a little further east.

To the east, rebar and carpenter crews continue to work on the cast in place wall footings adjacent to the structure which will cross over the BNSF freight rail tracks. The structure will eventually carry traffic over the high-speed rail and a nearby freight line, a little east of Madera Community College.

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.

In October 2018, the Authority announced the availability of the Final Supplemental Environmental Impact Report (Final Supplemental EIR) for the Fresno to Bakersfield project section of the California High-Speed Rail System.

The Final Supplemental EIR complemented the 2014 Final EIR/EIS for Fresno/Bakersfield and focused on the southern portion of the alignment between Poplar Avenue in Shafter and a station location in Bakersfield. The 2014 Final EIR/EIS evaluated alignments that generally followed the existing BNSF tracks from Shafter into Bakersfield. Since then, a new alignment was developed, known as the Locally Generated Alternative (LGA), extending from Shafter east towards State Route 99 and the existing Union Pacific Railroad tracks, then southward into 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

More notably, the Authority has awarded station-area planning grants to the cities of Gilroy and San Jose to allow those cities to initiate the planning process for high-speed rail stations. In San Jose, that process has led to ongoing collaboration with Caltrain, the Santa Clara Valley Transportation Authority, and the City of San Jose to plan for the future of Diridon Station beyond the introduction of high-speed rail service.

Authority representatives are also working in collaboration with Caltrain, Bay Area Rapid Transit (BART) San Francisco International Airport and the City of Millbrae to develop strategies for activities in and around the Millbrae Station.

San Francisco to San Jose

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 will allow for both operations to share tracks in a blended system.

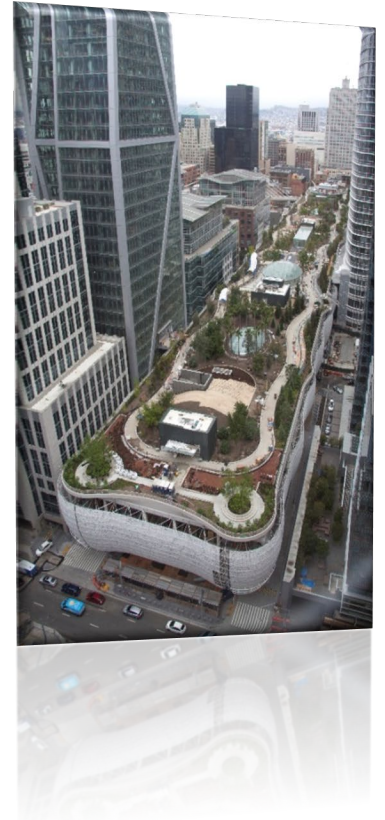
This project section will link the communities from San Francisco and Silicon Valley on an electrified and blended corridor, with Caltrain and high-speed rail service. This corridor spans approximately 51-miles joining stations at the Transbay Transit Center (Transbay Center), 4th and King, Millbrae (near the San Francisco Airport), and in San Jose (Diridon).

Transbay Transit Center

The HSR program has made significant progress in this project section, such as the initial opening of the Transbay Transit Center. The Transbay Transit Center received a \$400 million in Authority funding through the federal governments High-Speed Intercity Passenger Rail Program, via the American Recovery and Reinvestment Act (ARRA) and opened to the public in August 2018. It features a 5.4-acre rooftop public park, a public art program and 100,000 square feet of shopping and dining. At 1 million square feet, the Transbay Center stretches four blocks with four stories above ground and two stories below.

The Authority continues to collaborate with its external partners, specifically the Transbay Joint Powers Authority (TJPA), governed to construct the Transbay Transit Center (TTC). This structure will connect the eight counties of the San Francisco Bay Area through 11 transportation modules:

- AC Transit
- Amtrak (Bus Connection)
- Bay Area Rapid Transit (BART)
- Caltrain
- Golden Gate Transit
- Greyhound
- High-Speed Rail
- San Francisco Municipal Transportation Agency (MUNI)
- San Mateo County Transit District (SamTrans)
- WestCAT Lynx
- Paratransit



The Transbay Center serves as the northern California hub for future high-speed rail service from Los Angeles to San Francisco.

San Mateo's 25th Avenue Grade Separation Project

The Authority continues construction of San Mateo's 25th Avenue Grade Separation Project. The Authority, in partnership with the City of San Mateo and the Peninsula Corridor Joint Powers Board, is in the midst of construction of a grade separation project at East 25th Avenue, which will raise the Caltrain tracks and slightly lower East 25th Avenue. Grade separations raise or lower roadways to improve safety for motorists and pedestrians as well as reduce traffic congestion.

Funding for the \$180 million project came from the State section 190, the California High-Speed Rail Authority, local Measure A and the city of San Mateo. Completion of the project is estimated in fall 2020.

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 85-mile project section will connect stations in San Jose (Diridon), Gilroy (passing

through the Central Valley Wye) and north to Merced and south to Madera and Fresno.

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. In the meanwhile, community engagement activities will continue throughout the process in communities along the corridor.

Similar to the San Francisco to San Jose project section, the Authority will continue to evaluate route alternatives and conduct technical studies to support the planning and environmental process of the High-Speed Rail program.

Southern California Region

The Southern California Region will be developed after 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.

Funding has already been allocated to several key projects that will help reshape mobility in Southern California to the statewide rail modernization. Regional high-speed rail investments have aided in the support of the following projects:

Los Angeles Urban Mobility Corridor

The Los Angeles Urban Mobility Corridor connecting Burbank, Los Angeles and Anaheim is of regional and statewide significance and is critical to supporting the economy of Southern California. The corridor is a vital freight and goods movement corridor that facilitates cargo movements to and from the ports of Los Angeles and Long Beach, the nation's two busiest ports based on container traffic.

Also, it is part of the nation's second busiest Amtrak line, and is served extensively by Metrolink commuter rail service and will be an essential link in the future high-speed rail system. The 2018 California State Rail Plan identified the Los Angeles Urban Mobility Corridor as a critical piece of the statewide rail network and specified service goals and improvements for the corridor through the year 2040.

Regional Connector Transit Project

The Authority is providing almost \$115 million to the 1.75 billion project that will connect Metro Rail's Gold line to the 7th Street/Metro Center with a nearly 2-mile underground light rail system. The Metro Regional Connector Project extends from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles, allowing passengers to transfer to Blue, Expo, Red and Purple Lines, bypassing Union Station. The 1.9-mile alignment will serve Little Tokyo, the Arts District, Civic Center, The Historic Core, Broadway, Grand Av, Bunker Hill, Flower St and the Financial District.

This new Metro Rail extension will also provide a one-seat ride for travel across Los Angeles County. From the Metro Gold Line, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines.

- Metrolinks' Positive Train Control System: Will improve safety and eliminate accidents.
- Metrolink's New Tier IV Locomotive: Will improve the speed, safety and reliability of train service and dramatically reduce emissions.

Rosecrans/Marquardt Grade Separation

Eliminates the state's most hazardous at-grade rail crossing, according to the California Public Utilities Commission ranking.

In May 2018, the Authority and the Los Angeles County Metropolitan Transportation Authority (LA Metro) announced the approval of a joint funding agreement that allocates \$76.7 million in Proposition 1A bond funds toward the Rosecrans Avenue/Marquardt Avenue Grade Separation Project in the City of Santa Fe Springs. This contribution will be matched by other local funding sources to complete the \$155.3 million project.

The project will separate vehicle traffic from the rail traffic by constructing an elevated overpass structure which will greatly improve safety, eliminate delays and improve air quality. The crossing, traversed by about 110 freight and passenger trains and over 52,000 vehicles per 24-hour period, has been rated by the California Public Utilities Commission as one of the most hazardous grade crossings in California. Construction is anticipated to start as early as 2021 and the project is targeted for completion in 2023.

In the meanwhile, technical studies and planning and development will continue to support the production of the Rosecrans / Marquardt Grade Separation. Additionally, environmental studies will continue in order to determine the exact alignments to sustain Southern California's five (5) project sections comprised of the following:

1. Bakersfield to Palmdale
2. Palmdale to Burbank
3. Burbank to Los Angeles
4. Los Angeles to Anaheim
5. Lost Angeles to San Diego (Phase 2)

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.

In October 2018, the Board of Directors concurred with the Staff Recommended State Preferred Alternative as Alternative 2, one of four routes being studied. The route bypasses the Cesar Chavez National Monument, minimizing noise and visual impacts to the national park and does not require the relocation of State Route 58.

The draft EIR/EIS for this project section is anticipated to be released in Summer 2019 and will include information on any public hearings as well as agency and public comment opportunities.

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 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.

In November 2018, the Board of Directors concurred with the Staff Recommended State Preferred Alternative known as Refined State Route 14 Alternative or "Refined Alternative" because it represents the best balance between impacts across the many different factors that were studied including minimizing impacts to businesses and eliminates impacts to residential areas/environmental justice communities with underground configuration. The other Alternatives under consideration are known as E1 and E2.

The draft EIR/EIS for this project section is anticipated to be released in Winter 2019 and will include information on any public hearings as well as agency and public comment opportunities.

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.

In November 2018, the Board of Directors concurred with the Staff Recommended State Preferred Alternative -- the Project Alternative (or Build Alternative). The Project Alternative proposes a shared urban rail corridor in which the existing tracks currently used by passenger and freight trains will be re-aligned, additional rail tracks added, where needed, and electrification systems installed resulting in significant safety and operational improvements for rail corridor users, and safety and service improvements for rail corridor neighbors. The other Alternative under consideration is the No Project (or No Build) Alternative.

The draft EIR/EIS for this project section is anticipated to be released in Fall 2019 and will include information on any public hearings as well as agency and public comment opportunities.

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.

In November 2018, the Board of Directors concurred with the Staff Recommended State Preferred Alternative – the Project Alternative (or Build Alternative). The Project Alternative proposes a shared urban rail corridor in which the existing tracks currently used by passenger and freight trains will be re-aligned, additional rail tracks added, where needed, and electrification systems installed resulting in significant safety and operational improvements for rail corridor users, and safety and service improvements for rail corridor neighbors. The other Alternative under consideration is the No Project (or No Build) Alternative.

The draft EIR/EIS for this project section was anticipated to be released in Fall 2018. A revised schedule, including an updated release date, is currently under development.

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 HSR 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.

The Southern California Inland Corridor Group (ICG), an organizing body consisting of agencies across a four-county area, was established to ensure the high-speed rail program was well coordinated with regional land use and transportation planning. Technical planning work is underway in collaboration with this group to enable key shorter-term objectives, including; identifying opportunities for enhanced connections to the Phase 1 System, increased service and reduced trip times between Los Angeles and the Inland Empire, and identifying opportunities to preserve right of way between San Bernardino, Riverside and San Diego, where service is currently planned to terminate at a multimodal station at the San Diego International Airport.

Statewide Connectivity Projects

SB 1029 appropriated close to \$2 billion from the Safe, Reliable, High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A) into transit, commuter, and intercity rail projects across the state. This funding leverages approximately \$5 billion in additional funding for regionally significant connectivity projects throughout California that will provide direct connectivity to high-speed rail lines and facilities.

As of August 2017, the California Transportation Commission, which oversees these investments, had allocated \$826 million to 18 projects statewide. To date, significant progress has been made on these connectivity projects with four completed and three more slated to be complete by December 2018.

Information on the completed projects can be found in the 2019 Project Update Report (PUR), located on the Authority's public facing website at: http://hsr.ca.gov/About/Legislative_Affairs/legislative_reports.html.

HIGH-SPEED RAIL ORGANIZATIONAL STRUCTURE

The Authority's organizational structure and operating model aligns with the unique nature of the California High-Speed Rail Program, and the various responsibilities that will emerge from the phased implementation strategy as outlined in the Authority's 2018 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 HSR.

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 HSR program 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. Additional information about the Board and its members can be viewed on the Board's webpage at: <http://www.hsr.ca.gov/Board/index.html>.

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 HSR project:

- Executive/Administrative Committee
- Finance and Audit Committee

- Operations Committee
- Transportation- Land Use Committee

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. Attachment A reflects the Authority's Executive Management Organizational Chart.

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:

1. Strategic Initiatives Group
2. Business Oversight Committee
3. 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. Both 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 program 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 HSR program to work outside the traditional state hiring process in filling some of the executive staff positions, which consist of the following:

- Chief Executive Officer Brian Kelly

- Chief Council Tom Fellenz
- Chief Financial Officer Russell Fong
- Chief Operating Officer Joe Hedges
- Chief Administrative Officer Jeannie Jones
- Chief Deputy Director Pam Mizukami
- Chief Information Officer Patty Nisonger
- Chief Auditor Paula Rivera
- Chief of Strategic Communications Sheila Dezarn
- Deputy Director of Legislation Barbara Rooney

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.

PROGRAM ACTIVITIES AND 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 HSR Program.

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 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 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.

Program Accomplishments

2018 Business Plan

In accordance with the guidelines outlined in Public Utilities Code 185033, the Authority prepares, publishes, adopts and submits a business plan to the California Legislature every two (2) years. The business plan is an overarching policy document used to inform the Legislature, the public, and stakeholders of the projects' implementation and assist the Legislature in making policy decisions regarding the project.

The business plan report, at a minimum, shall include a program-wide summary, as well as details by project segment, with all information necessary to clearly describe the status of the project. At least 60 days prior to the publication of the plan, the authority publishes a draft for public review and comment.

Under the guidance of new CEO Brian Kelly, the Authority released the Draft 2018 Business Plan on March 9, 2018. The 2018 Business Plan is the foundational document that provides an update to the Legislature and the public on the main points of focus for the planning and implementation of the California High-Speed Rail Program.

There was a 60-day public comment period spanning March 9, 2018 through May 7, 2018 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 2018businessplancomments@hsr.ca.gov
3. Via mailed comments to:
Attn: Draft 2018 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1, Sacramento, CA 95814
4. Via verbal comment on the Draft 2018 Business Plan voicemail at (916) 384-9516 or,
5. Via submitting public comment during the Board of Director's March 20 and April 17 meetings.

To view the 2018 Business Plan, please visit:

Program Baseline

In June 2018, the Board approved the Program Baseline which represents an essential management document that details the cost, schedule, and scope for completing the program's objectives outlined in the 2018 Business Plan. The Baseline provided information on the proposed FY 2018-2019 budget, and any contract changes necessary to support the policy framework and implementation plan stated in the Business Plan.

Additional information regarding the 2018 Baseline can be found on the [Authority's Board of Directors Meeting Information Webpage](#); archived under the June 2018 Board Meeting, Agenda Item #4.

Program Management Plan

In August 2018, the Board was provided a status update on the Authority's Program Management Plan (PMP), an internal document which further addresses the issues and lessons learned that were identified in the 2018 Business Plan.

The PMP is a dynamic document that outlines how the High-Speed Rail Program is to be executed, controlled and managed to ensure successful outcomes. The High-Speed Rail Program is summarily defined when the PMP is considered with the following three (3) documents:

1. The Business Plan: States the Authority's biennial business objectives and strategic aspirations
2. The Program Baseline: Defines the Authority's execution plan and coherently links budget resources and schedule execution to implement the Business Plan
3. The Strategic Plan: Defines the Authority's plan to achieve goals and pursue the Program Baseline strategy through allocation of resources and control mechanisms for guiding implementation.

Authority CEO Brian Kelly's remarks regarding the Program Management Plan can be found on the [Authority's Board of Directors Meeting Information Webpage](#); archived under the August 2018 Board Meeting.

In adherence to Title VI and its related statutes, the Business Plan and related documents are available in alternate formats upon request.

2,000 Construction Jobs Created

In May 2018, the Authority announced a significant milestone of 2,000 construction jobs created on the High-Speed Rail Project. Not only has this project created jobs, but each Design-Builder is implementing the project's Targeted Workers Program. Under the Authority's Community Benefits Agreement, 30 percent of all project work hours are to be performed by National Targeted Workers. Each Design-Builder is meeting or exceeding this goal. Out of the 2,000 workers dispatched to the project, 145 reported living in Madera County with 954 living in Fresno County and 172 living in Kern County.

"This project milestone represents significant progress on the nation's first high-speed rail system," said Chief Operating Officer Joe Hedges. "The workers we are recognizing today are the ones that are going out every day to work on more than two dozen active construction sites in the Central Valley. Once we expand out from the Valley to the north and the south, there are going to be hundreds of major structures that will need to be built, creating thousands of jobs and new opportunities."

State Route 99 Realignment, Central Fresno

In December 2018, the SR 99 Realignment Project was completed. This project shifted portions of the highway between Ashlan Avenue and Clinton Avenue 80 to 100 feet to the west to make room for the high-speed rail alignment, replacing the northbound lanes. Along with the relocation of the highway, three overcrossings were demolished and completely reconstructed to accommodate the height and width requirements of the high-speed train.

Several improvements were made to the corridor as well, including the addition of three through lanes and an auxiliary for each direction of travel. Also, three at-grade onramps were permanently closed to improve traffic flow and overall safety on the heavily traveled thoroughfare.

Cross Valley Corridor Plan Approved

In June 2018, the Tulare County Association of Governments (TCAG) Board voted to approve the Cross Valley Corridor Plan that will serve as a vision plan to improve transportation connections and guide future development of the Central San Joaquin Valley. The plan focuses on an existing rail corridor between the cities of Huron and Porterville, with direct and convenient access to the Kings/Tulare high-speed rail station.

“This plan represents an opportunity to transform public transit in the region,” said TCAG Executive Director, Ted Smalley. “Our goal here is to identify how the corridor can provide convenient transit service, but to also plan how the high-speed rail station will connect our communities throughout the state.”

In 2016, TCAG partnered with the Authority to launch a corridor planning and community engagement campaign to identify how transportation can be improved using various modes, including taking a bus, riding a train to visit surrounding communities, driving a car, biking or walking.

The plan also enabled TCAG to evaluate new public transit service alternatives that would accommodate future population and economic growth in Tulare, Kings and Fresno counties, while being compatible with existing land uses and future development opportunities. The project area follows the existing freight rail corridor from Huron to Porterville, which also parallels portions of State Routes 198 and 65.

The corridor would potentially link the cities and communities of Huron, Naval Air Station Lemoore, Lemoore, Hanford, Goshen, Visalia, Farmersville, Exeter, Lindsay and Porterville. Unincorporated communities of Armona and Strathmore may also be served by transit stops. The Kings/Tulare high-speed rail station is located in the center of this corridor near the intersection of State Routes 198 and 43.

First Free Baptist Church Agreement on the Final EIR/EIS

In July 2018, the Authority today announced that it has reached a settlement agreement with the First Free Baptist Church of Bakersfield, which will result in the dismissal of California Environmental Quality Act (CEQA) litigation over the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield project section of the high-speed rail program.

As part of the settlement, the Authority agreed to fund church improvements to mitigate noise impacts from construction, while the church agreed to drop its legal challenge to the program. The Final EIR/EIS for the Fresno to Bakersfield project section of the high-speed rail program was adopted in 2014 and identified the high-speed rail route from Fresno to Bakersfield.

City of Shaftner Agreement on the Final EIR/EIS

In October 2018, the Authority announced that it had reached a settlement agreement with the City of Shafter, which will result in the dismissal of California Environmental Quality Act (CEQA) litigation over the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Fresno to Bakersfield project section of the high-speed rail program. This agreement demonstrates the commitment between both parties to work together to bring high-speed rail service to the Central Valley.

The Final EIR/EIS for the Fresno to Bakersfield project section of the high-speed rail program was adopted in 2014 and identified the high-speed rail route from Fresno to Bakersfield.

City of Bakersfield Approves Vision Plan for High-Speed Rail Station

In May 2018, the Bakersfield City Council voted to approve the “Making Downtown Bakersfield” Station Area Vision Plan and Environmental Impact Report that will serve as a plan to continue revitalization efforts and guide future development of Downtown Bakersfield.

The City of Bakersfield, in partnership with the Authority, launched a station-planning and community engagement campaign in 2015 to hear from local residents and business owners and their vision for downtown Bakersfield. “The vote to approve this vision plan by my council colleagues demonstrates the City’s commitment to working with high-speed rail and our continued investment into the future of Downtown Bakersfield,” said Bakersfield City Councilmember Ward 2 Andrae Gonzales.

During the Station Area planning process, the City identified and analyzed opportunities and addressed challenges in order to develop a Vision Plan that focuses on multi-modal (pedestrian, bicycle, automobile, transit) transportation, establishes an urban design, and creates an economic development strategy that optimizes future growth in Downtown. Other areas examined in the Station Area plan include: jobs, housing, retail, entertainment, art, cultural amenities, pedestrian and bicycle access, parking, streetscape improvements, lighting, wayfinding, open space and recreation, and sustainability.

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 Program. The Authority’s External Affairs function fulfills this need by coordinating communications, legislation, and stakeholder outreach.

The Communications and External Affairs departments oversee and direct the Authority’s public and stakeholder-related communications. They 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.

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 program 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 2018, the Authority interacted with over 13,500 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 and quarterly Business Advisory Council 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 Program.
 - 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-income 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.

Authority-Hosted Outreach Events

- Free Meet the Primes Small Business Workshop, Visalia, June 28, 2018
- Free Meet the Primes Small Business Workshop, Gilroy, September 20, 2018

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 program. During the 2018 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.

Accomplishments- Studies and Special Projects

In 2018, the Board of Directors approved and adopted three (3) key Authority Program documents that provide the legislature, stakeholders, and the public with project related information:

1. The 2018 Business Plan: May 2018
2. Program Baseline: June 2018
3. Program Management Plan: August 2018

Contracts and Procurements

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.

The Authority released a Request for Proposals in October 2018 to assist with satisfying the habitat mitigation requirements of the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Services for the following:

- California tiger salamander aquatic habitat,
- Hairy Orcutt grass occupied habitat
- Vernal pool habitat (suitable for hairy Orcutt grass habitat translocation).

The Authority hosted one pre-bid conference in November 2018 for this procurement.

Right-of-Way

The Authority's Right-of-Way Branch (ROW) is responsible for all processes related to acquiring land, property or an interest for the high-speed rail project. The Right-of-Way Branch is responsible for performing the acquisition process including appraisals, negotiation, and relocation.

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

Accomplishments – Studies and Special Projects

In 2018, the Authority received a significant legislative approval through SB 1172 that provided high-speed rail with expanded right-of-way acquisition approvals. This simplifies the right-of-way acquisition process for the Authority and may improve the acquisition schedule for the remaining parcels necessary for completion of the Central Valley construction.

As of March 31, 2019, the Authority has acquired approximately 82 percent of the parcels required to complete construction in the Central Valley.

SECTION	NUMBER OF PARCELS	PARCELS ACQUIRED	REMAINING PARCELS
CP 1	877	816	61
CP 2-3	749	521	228
CP 4	190	164	26
TOTAL	1,816	1,501	315

The extension of construction north to Madera in the CP 1 alignment has increased the amount of right-of-way acquisition. Risks in CP 2-3 and CP 4 relate to obtaining critical parcels, as promised. These are primarily related to structures that require advance geotechnical investigations to complete the designs for CP 2-3 and to complete mainline grading for CP 4.

Environmental Planning

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 HSR 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 HSR project and to assist in mitigating issues.

Accomplishments- Studies and Special Projects

Application for NEPA Assignment

The State of California, acting through the California State Transportation Agency (CalSTA) and the Authority, has applied to the Federal Railroad Administration (FRA) to assume the federal environmental responsibilities under the National Environmental Policy Act (NEPA) and other federal environmental laws. This will enable more efficient reviews and approvals of the environmental documents required to advance the high-speed rail program and related rail projects.

The FRA published the final application and draft Memorandum of Understanding in the Federal Register and solicited public comment beginning on May 2, 2018 and ending on June 1, 2018.

Continuation of Geotechnical Explorations

In February 2018, the Authority, along with its geotechnical consultants Kleinfelder, Inc., and Fugro Consultants, continue to conduct geotechnical explorations in the City of San Jose and Santa Clara County starting in January and continuing into the spring.

This work – which will result in over 60 test locations - is a continuation of the work that began in 2016 in the Pacheco Pass along State Route 152 that will assist the Authority in determining geological and hydrological conditions near locations close to the proposed alignments in the San Jose to Merced project section. A final alignment alternative through this area has not yet been selected and will be done so through a public environmental review process.

Accomplishments- 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 program 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 a 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.

Tribal Relations

The Authority's Tribal Relations Branch fosters and promotes awareness about the High-Speed Rail Program within the tribal community. This Branch also encourages tribal participation 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.

Accomplishments - Outreach Activities and Events

The Authority recognizes that Tribal input is essential in supporting tribal values and community needs.

- In March 2018, the Authority hosted a Tribal alignment tour pertaining to the Bakersfield to Palmdale project section.

Other efforts to engage tribes include:

- Host section-specific focus meetings for tribes to ensure the Authority received direct input from the tribal community.
- Provide 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.
- Provide 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).
- Provide tribes the opportunity to review and comment on all draft cultural resources' technical reports prior to finalization.
- Notify 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.
- Invite tribes to participate in the development of agreement documents and treatment plans for addressing the treatment of cultural resources affected by the project.

In 2018, 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 2018, 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 2018, the Authority participated in the 51st 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 2018 Native American Day theme was "Looking Toward the Future: Tribal-State Relationships." 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. 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.



Sustainability

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 program 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 2018, stakeholder engagement confirmed the relevance of these priorities with refinements to language that reflect evolution of the program 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.

In 2018, the Authority reported on the following accomplishments that took place during 2017, which are further outlined in its Sustainability Report:

- Being named, for the second year in a row, as the top sustainable infrastructure project in North America by theGRESB Infrastructure Assessment, which benchmarks the Authority’s environmental, social and governance policies, practices and performance.
- Preserving more than 2,000 acres of natural habitat.
- Partnering with Tree Fresno to plant 2,400 trees in schools and parks in the Fresno area.
- Avoiding more than 50,000 pounds of criteria air pollutants.
- Recycled 99 percent of all construction materials, including 100 percent of all concrete and steel, keeping more than 300,000 tons of waste material out of landfills.
- Avoided 13,251 metric tons of carbon dioxide equivalent emissions through recycling construction materials.
- Continued safe and clean construction practices resulting in no work-related fatalities and air quality on site that was 50 to 60 percent cleaner than an average California construction site.



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 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.

Accomplishments- Studies and Special Projects

On August 16, 2018, the Authority issued its annual Sustainability Report which details how the Authority is already putting sustainability into action. The report updates the progress made in 2017 and the results of the Authority’s comprehensive approach to designing, constructing and operating high-speed rail in a sustainable manner. The report highlights accomplishments in each aspect of the Authority’s Sustainability Framework.

The report highlights the Authority’s actions to offset emissions, such as working with Tree Fresno and Cal Fire to launch the Authority’s Urban Forestry Program – elementary and middle-school students planted 200 trees at the West Fresno Middle School this year in the Central Valley. The Authority continues to follow green construction practices, such as requiring contractors to use clean diesel engines, recycling steel and concrete from construction and demolition materials, and diverting construction and demolition waste from landfills. The report also highlights the key roles that California small businesses from disadvantaged communities play in planning, designing and building the high-speed rail system.



Key sustainability accomplishments presented in the report are:

- Recycled 99 percent of all construction materials, including 100 percent of all concrete and steel, keeping 118,000 tons of waste material out of landfills.
- Continued use of Tier 4 equipment on project construction sites, reducing nitrogen oxide, carbon monoxide and particulate matter, and avoiding black carbon, leading to site emissions that are 60 percent lower than the state average for construction.

- Continued to engage small businesses, with 115 of the 427 small businesses under contract located in disadvantaged communities.
- Preserved more than 2,500 acres of natural habitat.
- Continued working with local governments and federal partners to prepare for future high-speed rail stations by completing station area plans that are consistent with and supportive of local and regional planning efforts required by SB 375 and Authority Station Area Development Policies.

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_2018.pdf

Small and Disadvantaged Business Enterprise Program

The Authority is committed to making active participation of small businesses a priority in all contracting phases of the High-Speed Rail program. As such, it is the mission of the Authority's Small Business (SB) Program to ensure Small Businesses (SB), Disadvantaged Business Enterprise (DBE) and Disabled Veteran Business Enterprise (DVBE) owned firms 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 by SBEs on contracts issued by California state agencies and the California DVBE Program (Military and Veteran Code section 999 et seq) establishes a 3 percent participation goal for DVBEs on state contracts. In addition to these Californiaspecific goals, the US Department of Transportation (DOT) established mandatory 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 Small and Disadvantaged Business Enterprise Program Plan (SB Program Plan) 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 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 has ensured that small businesses are afforded the opportunity 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.

The Authority's SB Advocate is also tasked with managing the SB Program and its team of personnel. In June 2018, Catrina Blair joined the Authority the new SB Advocate. In addition to the Advocate, the SB Program team consists of the following:

1. Small Business and Title VI Programs Manager;
2. Small Business Outreach Coordinator;
3. Assigned Information Officer;
4. Small Business Technical Associate
5. Title VI Technical Associate

The SB team focuses on enabling small business success on the HSR project by establishing partnerships, providing education and training and fostering transparency.

Accomplishments- Outreach Activities and Current Practices

Outreach

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 program 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 program 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.

2018 Authority Small Business Outreach Events

- Free Meet the Primes Small Business Workshop, Visalia, June 28, 2018
- Free Meet the Primes Small Business Workshop, Gilroy, September 20, 2018

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.

Business Advisory Council

To aid in removing barriers and assisting the small 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.

The BAC welcomes public participation at its quarterly meetings and is a valuable resource in cultivating a strong partnership and expanding the network of small, disadvantaged and veteran-owned businesses. In addition to convening full council meetings, the BAC also consists of two committees, one focused on construction and the other on professional services. The committees deliberate and report during the full council on issues related to their focus area.

The SB team facilitates these quarterly meetings and interacts with the members regularly between meetings to provide information requested by members. It is the Authority's goal to work with the BAC to increase SB participation at outreach events. BAC members are encouraged to attend and invite their constituents to Statewide and Prime Outreach events.

New 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 Business Outreach Committee (BOC), comprised of over 22 local transportation agencies within the Bay Area. The goal of the BOC is to assist small and disadvantaged local firms in doing business with Bay Area and local transportation agencies. Being part of the BOC allows the Small Business Team to expand their targeted audience.

The SB team 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.

Accomplishments- Studies and Special Projects

Connect HSR

ConnectHSR 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 Program.

Participation in ConnectHSR is free and open to all businesses. Once registered, firms are listed in the database and current and prospective prime contractors search ConnectHSR for subcontractors by trade, region and/or certification type. Registrants also receive notifications of high-speed rail procurement opportunities and are notified of business-focused events such as Pre-Bids, Small Business Workshops, Trainings and more. Additional information regarding ConnectHSR can be found on the Small Business Program webpage.



Since the launch of ConnectHSR, the Authority has gained the interest of over 600 registered businesses.

Small Business Participation Reaches 500

As of December 30, 2018, 500 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.

Small Business Intake Form

The Small Business Intake Form was established to provide small businesses with an avenue to bring any issues or concerns directly to the SB Advocate. The Intake Form also provides small businesses with a way to appeal a decision made by the Authority, or to resolve/escalate an issue with an Authority contractor regarding various concerns such as contracting, payments, and SB utilization.



Future Plans

Future plans for the Small Business Program include:

Small Business Marketing and Outreach Plan (SB Outreach Plan) – Summer 2019

The purpose of a Small Business Marketing and Outreach Plan is to clearly display the necessary actions needed to promote and achieve the Authority's SB Program goals. The Outreach Plan will strategize and outline how the Small Business Team intends to educate and increase SB/DVBE/DBE participation throughout the project.

In addition to the existing outreach platforms the SB team currently utilizes, the Outreach Plan provides supplementary concepts which the Authority may implement while conducting outreach throughout the state. These concepts provide a fresh approach when sharing High-Speed Rail and SB Program information, and highlights recommendations on how to enhance current outreach efforts.

Supportive Services Symposium – Fall 2019

In the Fall of 2019, the Small Business Team is coordinating an Authority hosted Supportive Services Symposium in the Central Valley. It is the first event of its kind from the Authority. The purpose of the symposium is to provide supportive services and training to assist small businesses become shovel ready in hopes that each business will be successful if/when they contract with one of the Primes on the High-Speed Rail Project. The event is tentatively scheduled to be hosted in the Central Valley.

REGIONAL OUTREACH ACTIVITIES:

As mentioned previously, 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.

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 events 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 consistently be 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 HSR Program:

- 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 community meetings that took place during 2018 based on region:

Central Valley Region

- Merced to Fresno (includes the Central Valley Wye (“Y”))
 - Community Open House Meeting, Fresno, March 21, 2018
- Fresno to Bakersfield
 - Community Open House Meeting, Wasco, March 1, 2018
 - Community Open House Meeting, Hanford, March 6, 2018

Northern California Region

- San Francisco to San Jose
 - Community Working Group Meeting, Santa Clara, October 15, 2018
 - Community Working Group Meeting, Millbrae, October 22, 2018
 - Community Working Group Meeting, San Francisco, October 24, 2018
- San Jose to Merced
 - Community Working Group Meeting, San Jose, May 2, 2018
 - Community Working Group Meeting, San Jose, August 16, 2018
 - Community Working Group Meeting, Gilroy, November 7, 2018
 - Community Working Group Meeting, San Jose, November 28, 2018

Southern California Region

- Bakersfield to Palmdale
 - Community Open House, Bakersfield, September 10, 2018
 - Community Open House, Lancaster, September 12, 2018
- Palmdale to Burbank
 - Community Open House, Sunland, September 24, 2018
 - Community Open House, Pacoima, September 26, 2018
 - Community Open House, Palmdale, September 27, 2018
 - Community Open House, Acton, September 29, 2018
- Burbank to Los Angeles
 - Community Open House, Burbank, September 5, 2018
 - Community Open House, Glendale, September 6, 2018
 - Community Open House, Los Angeles, September 17, 2018
- Los Angeles to Anaheim
 - Community Open House Meeting, Montebello, September 8, 2018
 - Community Open House Meeting, Santa Fe Springs, September 12, 2018
 - Community Open House Meeting, Los Angeles, September 17, 2018
 - Community Open House Meeting, Anaheim, September 20, 2018
 - Community Open House Meeting, Buena Park, September 24, 2018
 - Community Working Group Meeting, Commerce, October 1, 2018

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 - 2019

Planned Outreach Events:

- Regional Community Open House Meetings
- Monthly Board of Directors Meetings

Planned Special Projects:

- Release of the 2019 Project Update Report (PUR)
- Release of the final Draft Supplemental EIR/EIS for the Fresno to Bakersfield Project Segment
- Release of the final Draft Supplemental EIR/EIS for the Merced to Fresno Project Segment
- Release of the Authority's revised public facing website in accordance with Section 508 compliance
- Final Review and Comment Period for the Application for NEPA Assignment
- Implementation of the Supportive Services Symposium

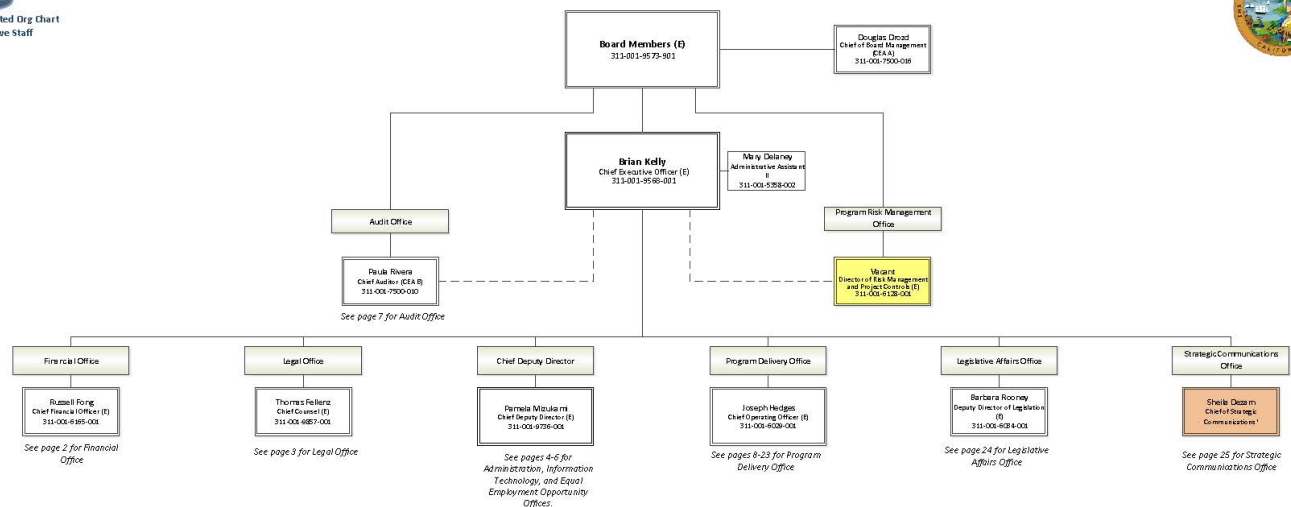
Planned Title VI Activities:

- Regional and Statewide Training on the newly released Title VI Online Event Portal
- Regional and Statewide Training on current and updated Title VI Program Regulations

ATTACHMENTS

- Attachment A: Authority Executive Management Organizational Chart
- Attachment B: Language Data: Limited English Proficiency
- Attachment D: Community Engagement & Public Outreach Partners

California High-Speed Rail Authority Organizational Chart



Legend

Vacant (Yellow box) Filled (White box)

+RDP (Orange box)

HSR Filled Positions: 122
 HSR Vacant Positions: 44
 HSR Total Positions: 166
 RDP Filled Positions: 57
 RDP Vacant Positions: 2
 RDP Total Positions: 59

RFP Filled Positions: 115
 RFP Vacant Positions: 12
 RFP Total Positions: 127

Revised: 2/5/19

Language Data: Limited English Proficiency (LEP)

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 Program 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%
Alameda County	1,531,853	55.4%	16.4%	0.5%	0.39%	0.63%	6.3%	0.9%	15.79%	3.17%	6.70%	6.60%	1.09%	1.59%
Alpine County	1,180	93.6%	2.2%	0.1%	0.00%	0.00%	0.2%	0.0%	0.00%	0.36%	0.00%	0.09%	0.18%	3.62%
Amador County	35,835	88.9%	7.5%	0.2%	0.62%	0.44%	0.7%	0.1%	0.26%	0.01%	0.36%	0.75%	0.16%	0.18%
Butte County	212,825	85.7%	9.0%	0.2%	0.26%	0.27%	0.7%	0.2%	0.40%	0.17%	0.42%	2.88%	0.35%	0.18%
Calaveras County	43,151	92.7%	4.8%	0.2%	0.28%	0.19%	0.4%	0.1%	0.31%	0.07%	0.23%	0.36%	0.02%	0.53%
Colusa County	19,926	50.9%	47.2%	0.1%	0.30%	0.00%	1.2%	0.0%	0.06%	0.23%	0.25%	0.21%	0.00%	0.03%
Contra Costa County	1,058,105	65.2%	18.0%	0.4%	0.40%	0.94%	4.1%	0.6%	4.98%	1.13%	4.62%	3.34%	0.78%	0.96%
Del Norte County	25,808	87.3%	8.3%	0.1%	0.33%	0.00%	0.5%	0.0%	0.09%	0.38%	0.60%	1.24%	0.52%	1.05%
El Dorado County	176,444	87.6%	6.6%	0.3%	0.46%	0.39%	1.9%	0.1%	0.59%	0.16%	0.72%	0.91%	0.18%	0.29%
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%
Glenn County	25,904	61.0%	35.8%	0.0%	0.15%	0.00%	0.6%	0.0%	0.06%	0.42%	1.05%	2.06%	0.22%	0.31%
Humboldt County	128,103	88.4%	6.8%	0.3%	0.33%	0.16%	0.9%	0.1%	0.34%	0.17%	0.26%	1.81%	0.03%	0.76%
Imperial County	164,834	23.9%	74.6%	0.0%	0.03%	0.02%	0.3%	0.1%	0.97%	0.15%	1.21%	0.69%	0.59%	0.37%
Inyo County	17,159	85.0%	12.4%	0.2%	0.13%	0.05%	0.6%	0.2%	0.28%	0.09%	0.08%	0.27%	0.00%	1.00%
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%
Lake County	60,495	84.7%	13.7%	0.3%	0.25%	0.08%	0.4%	0.0%	0.24%	0.02%	0.29%	0.11%	0.05%	0.02%
Lassen County	30,054	82.5%	14.5%	0.1%	0.26%	0.22%	0.3%	0.0%	0.34%	0.30%	0.11%	1.34%	0.00%	0.59%
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%
Marin County	248,260	77.3%	12.8%	1.2%	1.07%	0.89%	2.9%	0.3%	1.32%	0.57%	0.79%	1.12%	0.19%	0.59%
Mariposa County	16,900	89.2%	6.4%	0.4%	0.59%	0.46%	1.4%	0.0%	0.17%	0.00%	0.87%	0.20%	0.33%	0.27%
Mendocino County	82,322	78.1%	19.0%	0.3%	0.30%	0.23%	0.9%	0.1%	0.45%	0.02%	0.33%	0.36%	0.10%	0.15%
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%
Modoc County	8,637	85.8%	11.6%	0.7%	0.07%	0.00%	1.0%	0.0%	0.23%	0.18%	0.30%	0.36%	0.00%	0.03%
Mono County	13,563	74.9%	21.7%	0.1%	0.58%	0.00%	0.8%	0.0%	0.11%	0.14%	2.23%	0.04%	0.00%	0.13%
Monterey County	400,322	45.9%	47.5%	0.3%	0.42%	0.32%	1.3%	0.5%	1.00%	0.71%	3.23%	2.05%	0.90%	0.46%
Napa County	133,501	65.3%	27.1%	0.4%	0.54%	0.18%	1.3%	0.3%	0.76%	0.37%	4.71%	1.21%	0.24%	0.22%
Nevada County	94,626	91.5%	5.1%	0.6%	0.83%	0.41%	0.6%	0.0%	0.33%	0.02%	0.10%	0.35%	0.03%	0.22%
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%
Placer County	354,772	85.4%	6.5%	0.3%	0.45%	0.86%	2.4%	0.3%	0.81%	0.33%	1.50%	1.09%	0.43%	0.31%
Plumas County	17,892	91.6%	5.7%	0.4%	1.11%	0.23%	0.3%	0.2%	0.16%	0.04%	0.03%	0.13%	0.00%	0.04%
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 Barbara County	414,427	60.3%	32.9%	0.4%	0.69%	0.22%	1.2%	0.4%	1.95%	0.47%	1.61%	1.23%	0.29%	0.82%
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%
Santa Cruz County	258,509	68.1%	25.9%	0.5%	0.63%	0.33%	1.3%	0.2%	1.97%	0.31%	0.78%	0.87%	0.28%	0.34%
Shasta County	168,441	91.4%	4.7%	0.2%	0.45%	0.17%	1.0%	0.1%	0.60%	0.12%	0.27%	0.89%	0.20%	0.14%
Sierra County	2,778	91.8%	7.6%	0.0%	0.00%	0.04%	0.0%	0.0%	0.00%	0.00%	0.00%	0.59%	0.00%	0.00%
Siskiyou County	41,278	91.6%	5.9%	0.2%	0.38%	0.11%	0.7%	0.0%	0.26%	0.01%	0.10%	0.69%	0.03%	0.16%
Solano County	408,415	70.3%	16.6%	0.2%	0.28%	0.21%	1.7%	0.3%	1.22%	0.95%	9.60%	2.26%	0.44%	0.33%
Sonoma County	474,758	74.4%	19.7%	0.4%	0.55%	0.39%	1.4%	0.2%	0.85%	0.37%	0.68%	1.28%	0.21%	0.48%
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%
Sutter County	89,006	62.1%	21.6%	0.2%	0.31%	0.39%	12.6%	0.1%	0.83%	0.50%	1.43%	1.41%	0.12%	0.20%
Tehama County	59,371	80.8%	17.6%	0.0%	0.15%	0.04%	0.4%	0.1%	0.17%	0.14%	0.31%	0.10%	0.00%	0.41%
Trinity County	12,468	89.5%	7.9%	0.3%	0.42%	0.00%	0.5%	0.1%	0.36%	0.01%	0.12%	0.89%	0.00%	0.13%
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%
Ventura County	795,075	61.4%	30.5%	0.3%	0.44%	0.34%	1.7%	0.3%	1.68%	0.67%	2.68%	1.69%	0.45%	0.93%
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%
Yuba County	68,562	75.9%	17.4%	0.2%	0.16%	0.17%	1.0%	0.1%	0.62%	0.13%	0.82%	4.65%	0.07%	0.50%

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 partnering organizations:

A BETTER LA	La Mirada Resource Center
Alameda County Transportation Commission	La Mirada Theatre for the Performing Arts
Aliso-Pico Recreation Center/Cultural Education Center	La Mirada Volunteer Center
ALMA Family Services	LaRaza Roundtable
Alondra Library	Latino Diabetes Association
American Legion Hall	Laura Bent, Chief Operating Officer, Samaritan House
Anaheim Beautiful	League of United Latin American Citizens (LULAC) District 17
Anaheim Central Library	Leon Owens Foundation
Anaheim Chamber of Commerce	Library Connection
Anaheim City School District	Lisa Riedle, Friendly Acres Neighborhood Association
Anaheim Community Foundation	Little Lake City School District
Anaheim Community Services Board	Little Tokyo Service Center
Anaheim Downtown Community Center	Long Beach Department of Health and Human Services
Anaheim Union High School District	Los Angeles Area Chamber of Commerce
Angel Santuario, Peninsula Interfaith Action	Los Angeles County Bicycle Coalition
Angel Santuario, Peninsula Interfaith Action	Los Angeles County Bicycle Coalition
Armenian American Chamber of Commerce of Greater Los Angeles	Los Angeles County Department of Public Health
Armenian American Council	Los Angeles Gay And Lesbian Community Center
Armenian Center Inc	Los Angeles Homeless Services Authority
Armenian Cultural Foundation	Los Angeles Jr. Chamber of Commerce
Armenian Relief Society Social Services	Los Angeles Latino Chamber of Commerce
Armenian Relief Society Social Services	Los Angeles Metro Hispanic Chamber of Commerce
Armenian Society of Los Angeles	Los Angeles Mission
ART SHARE L.A.	Los Angeles Unified School District
ARTIC Property Management	Los Coyotes Country Club
Assistance League of Fullerton	Los Nietos Library/Los Nietos MASH
Associated Students Organization, Glendale Community College	Los Nietos MASH
Associated Students, Inc-Cal State Fullerton	Los Nietos Middle School
Associated Students-Cerritos College	Los Nietos School District
Atwater Avenue Elementary School	Lou Costello Recreation Center
Atwater Avenue Elementary School	Maizeland School & Plaza De La Raza Child Development Services (Charter School and Charter Early Education Center) - Pico Rivera
Atwater Library	Maple Elementary School
Atwater Library	Maple Neighborhood Center
Atwater Village Always	Maple Park Community Center
Atwater Village Always	Maravilla Foundation

Atwater Village Chamber of Commerce
Atwater Village Chamber of Commerce
Atwater Village Neighborhood Council
Atwater Village Neighborhood Council
Autry Museum of the American West
Bandini Park
Batres Community Center
Bell Association to Stop Abuse
Bell Chamber of Commerce
Bell Community Center
Bell Gardens Library
Bell Gardens Veterans Park
Bell Library
Bhakta Cultural Center
Boy & Girls Club of Buena Park
Boys & Girls Club of Fullerton
Brand Library
Brand Library
Bristow Park Community Center
Brookhurst Community Center
Buena Park Community Center
Buena Park Historical Society
Buena Park Library District

Buena Park School District

Buena Park Senior Center
Building Trades
C.A.R.A.S. (Gilroy)
California Community Foundation
California Conservation Corps
California Department of Consumer Affairs
California Department of Corrections and Rehabilitation
California Department of General Services | DGS
California Department of Transportation | Caltrans
California Department of Veterans Affairs
California Department of Water Resources
California Environmental Justice Alliance
California Highway Patrol | CHP
California Pan-Ethnic Health Network
California Wellness Foundation
Casa Verdugo Library
Cathleen Baker, Low-Income Community Advocate

Marsha Maloof, Bayview Hill Neighborhood Association
Mary Schriver, Goodyear Mastic Neighborhood Association
Matt Vander Sluis, Greenbelt Alliance
Mercy House
Metropolitan Transportation Commission
Mexican American Opportunity Foundation
Minority Business Consortium
Miraloma Park Family Resource Center
Montebello Chamber of Commerce
Montebello Library
Montebello Senior Center
Montebello Unified School District
Move LA
MTA Citizens Advisory Committee
National Council of Negro Women
North Orange County Bicycle Advocacy Coalition
North Orange County Chamber of Commerce (Fullerton & Buena Park)
North Orange County Community College District
Norwalk - La Mirada Unified School District
Norwalk Arts and Sports Complex
Norwalk Chamber of Commerce
Norwalk City Senior Center
Norwalk Community Coordinating Council
Norwalk Employment Development Department/Southeast Los Angeles County Workforce Investment Board Career Center
Norwalk Golf Center
Norwalk Library
Norwalk Teen Center
Office of California State Assemblymember Anthony Rendon, District 63
Office of California State Assemblymember Cristina Garcia, District 58
Office of California State Assemblymember Ian Calderon, District 57
Office of California State Assemblymember Jimmy Gomez, District 51
Office of California State Assemblymember Miguel Santiago, District 53
Office of California State Assemblymember Sharon Quirk-Silva, District 65
Office of California State Assemblymember Stephen Choi, District 68
Office of California State Assemblymember Tom Daly, District 69
Office of California State Senator Josh Newman, District 29
Office of California State Senator Kevin de León, District 24
Office of California State Senator Tony Mendoza, District 32
Office of Los Angeles Councilmember Mitch O'Farrell, District 13 - City Hall and District Offices
Office of Los Angeles County Supervisor Hilda Solis, District 1
Office of Los Angeles County Supervisor Janice Hahn, District 4

Cathy Hensel Youth Center
Center for Healthy Communities, The California Endowment
Central City Community Outreach
Cerritos College
Cerritos Senior Ctr. At Pat Nixon Park
Chet Holifield Library
Chevy Chase Recreation Center
Chevy Chase Recreation Center
Chris Lepe, TransForm
City of Modesto – Community & Economic Development
City of Modesto – Valley Builders Exchange
City of San Jose
Coalition for Clean Air
Coalition for Responsible Community Development
Commerce City Senior Citizens
Commerce Public Library - Atlantic Branch Library
Commerce Public Library- Bristow Location
Commerce Public Library- Rosewood Location
Commerce Public Library- Veterans Location
Community Family Guidance Center
Community Youth Corps
Concerned Citizens of South Central Los Angeles (CCSCLA)
CPM Logistics LLC
Cristo Rey Church
Cultural Arts Center
Danny Garza, Mexican-American Political Association (M.A.P.A.)
Department of General Services
Disabled American Veterans
Downtown Anaheim Youth Center
Downtown Community Center
Downtown Glendale Association
Downtown Los Angeles Neighborhood Council (DLANC)
Downtown Women's Center
Edie Epps, Little Hollywood Neighbors
El ARCA
El Centro Del Pueblo
El Rancho Unified School District
Elysian Valley Riverside Neighborhood Council
Emile Durette, Development Director, La Raza Centro Legal
Environmental Science & Technology High and Alliance College Ready Public Schools
Environmental Science and Technology High and Alliance College-Ready Public Schools (Charter High School)

Office of Orange County Supervisor Shawn Nelson, District 4
Office of Orange County Supervisor Todd Spitzer, District 3
Office of United States Congressman Ed Royce, District 39
Office of United States Congressman Linda Sanchez, District 38
Office of United States Congressman Lucille Roybal-Allard, District 40
Office of United States Congressman Luis Correa, District 46
Office of United States Congressman Xavier Becerra, District 34
Office of United States Senator Dianne Feinstein
Office of United States Senator Kamala Harris
Olive Street Elementary
Orange County Asian Pacific Islander Community Alliance (OCAPICA)
Orange County Communities Organized for Responsible Development (OCCORD)
Orange County Community Housing Corporation
Orange County Community Leadership Institute (OCCLI)
Orange County Congregation Community Organization (OCCCO)
Orange County Conservation Corps Charter School
Orange County Family Justice Center
Orange County Heritage Council
Orange County Public Health Care Agency
Orange County Rescue Mission
Orange Public Library
Pacific Drive Elementary School
Pacific Park Branch Library
Partners for Progress Work-Source Center (SASSFA)
Pathways of Hope
Pathways
Patrick Rump, Executive Director and Programs Manager, Literacy for Environmental Justice
Pecan Recreation Center
Pico Rivera Chamber of Commerce
Pico Rivera Community Center
Pico Rivera Historical Museum
Pico Rivera Library
Pico Rivera Senior Center
Pico Rivera Youth Center
Pilipino Workers Center
Pio Pico Woman's Club
Pioneer High School
Ponderosa Joint-Use Library
Ponderosa Park Family Resource Center
Project Return Peer Support Network(PRPSN)
Public Health Alliance of Southern California

Evelyn Stivers, Executive Director, Housing Leadership Council of San Mateo
Family Resource Center
Fatima de Guzman, Seven Trees Neighborhood Association
Filipino Business Association of Glendale
Fixing Angelenos Stuck in Traffic (F.A.S.T)
Fran Martin, Visitation Valley Planning Alliance
Fresno Metro Black Chamber Of Commerce
Friends of Atwater Village
Friends of Atwater Village
Friends of the Glendale Public Library
Fullerton Community Center
Fullerton Family YMCA
Fullerton Public Library
Fullerton Senior Multi-Service Center
Fullerton Unified School District
Giving Children Hope
Glassell Park Neighborhood Council
Glendale Adult Recreation Center
Glendale Central Library
Glendale Chamber of Commerce
Glendale Historical Society
Glendale Unified School District
Glendale YMCA
Glendale Youth Alliance
Golden Gate Bridge
Good Neighbors
Goodwill Industry of Orange County
Grandview Library
Greater Cypress Park Neighborhood Council
Green Action
Gus Velasco Neighborhood Center
Habitat for Humanity Los Angeles
Historic Cultural Neighborhood Council (HCNC)
Homeboy Industries
Homeless Health Care, Los Angeles
Homewood Community Center
HOPE Latinas
Hope Special Education Center
Inner-City Law
Jack Gallagher, Bayview Citizens Advisory Committee
Jain Center of Southern California
James Hanold, Washington Area Community Coalition
Japanese American National Museum
Japanese Chamber of Commerce of Southern California
Jeremy Madsen, CEO, Greenbelt Alliance

Randi Kinman, Low-Income Community Advocate
Reggie Rodriguez Park
Richman Neighborhood Center
Rio de Los Angeles State Park
Rio Hondo Park
Riviera Park
Robert Louis Stevenson Branch Library
Ron Gonzales, Hispanic Foundation of Silicon Valley
Rose Amador, La Raza Roundtable
Rose Combs, Edenvale Great Oaks Plan Implementation Coalition (EGOPIC)
Rosewood Park Community Center
Santa Clara Valley Transportation Authority
Santa Fe Springs Aquatic Center
Santa Fe Springs Chamber of Commerce
Santa Fe Springs City Library
SBA - Fresno District Office
Senator Beall's Office
Senior Citizens Center
Sierra Club, Los Angeles Chapter
Skid Row Housing Trust
Small Business Administration
Sroptimist International Montebello
Sroptimist International of Norwalk
South County Regional Office Library
Southeast Community Development Corporation
Southern California Institute of Architecture
Splash! La Mirada Regional Aquatics Center
SRO Housing Corporation
St. Vincent's Cardinal Manning Center
Stacey Hawver, Legal Aid Society of San Mateo County
Steven Rodgers, Alma Neighborhood Association
Student Government Association-Chapman University
Sunkist Library
Tameeka Bennet, Youth United for Community Action
Technology Center
The Coalition for Environmental Health and Justice (CEHAJ)
The Commerce Industrial Council Chamber of Commerce
The County of Santa Clara
The Ethnic Coalition
The Geffen Contemporary at MOCA
The Orange County Interfaith Coalition for the Environment
The Silicon Valley Organization
Think Together
Thomas Edison Elementary School (Public Elementary School)
Thomas Jefferson Elementary

Jessica Garner Senior Community Health Planner, San Mateo County Health Department
John H. Glenn High School
Jonathan Buchanan, Working Partnerships USA
JWCH Institute
Kern Minority Contractors Association | KMCA
Kevin L. Christman, Gardner Neighborhood
Kiyomi Yamamoto, Greenbelt Alliance
Korean Community Services Inc.
Korean Resource Center (KRC) - Orange County Office
LA Christian Health Center
LA County Department of Public Health
La Mirada Activity Center
La Mirada Adult Center
La Mirada Chamber of Commerce
La Mirada City Gardenhill Park
La Mirada Library

Toluca Lake Chamber of Commerce
Union Rescue Mission
Vernon Branch Library
Vernon Chamber of Commerce
Veterans In Community Services Inc
Veterans Memorial Park Community Center
Volunteers of America- Commerce Head Start
Volunteers of America
Walk Bike Glendale
Walt Disney Imagineering Library
West Anaheim Senior Citizens
West Orange County Regional Chamber of Commerce
Western Youth Services
Women Construction Owners & Executives, USA
Youth Empowerment Network
YWCA

