



**CALIFORNIA**  
**High-Speed Rail Authority**

ANNUAL REPORT • JANUARY 2021 THROUGH DECEMBER 2021

# ***Title VI Civil Rights Program Activities and Accomplishments Report***

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# INTRODUCTION

It is a pleasure to present the California High-Speed Rail Authority's (Authority) "Annual Title VI Civil Rights Accomplishments Report". This report follows the best practices of 49 Code of Federal regulations Part 21.9(b) and encompasses Title VI, Limited English Proficiency and Environmental Justice activities during the period of January 01, 2021 - December 31, 2021.

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 planning, design, construction, and operation of the high-speed rail.

The report summarizes the following information:

- An overview of the Title VI Civil Rights Program including provisions to address Limited English Proficiency and promote Environmental Justice.
- Title VI, Limited English Proficiency and Environmental Justice training activities.
- Details regarding discrimination complaints and status.
- The history, scope, and status of the High-Speed Rail (HSR) Project by region.
- The Authority's organizational structure including the Board of Directors, Chief Executive Officer, and Executive Management Team.
- Key accomplishments:
  - Special projects and/or studies conducted to understand the demographics of the communities impacted by the project such as minority and disadvantaged persons, ethnic diversity, age, gender, education, and income levels.
  - Outreach efforts to inform and educate and enhance participation and promote transparency with persons impacted or potentially impacted by the project. Outreach efforts include, but are not limited to websites, social media, public meetings, community participation, conferences, listening sessions, public announcements, and press releases.
- Planned outreach activities for the calendar year of 2022.

## High-Speed Rail Project Overview

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

## Program Management

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

### Rail Delivery Partner

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

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

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

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

### Early Train Operator

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

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

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

## Construction Management

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

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

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

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

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

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

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

Information pertaining to updates regarding ongoing construction can be found at [BuildHSR.com](http://BuildHSR.com).

## Central Valley Region

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

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

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

### Merced to Fresno

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

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

### Fresno to Bakersfield

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

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

## **Northern California Region**

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

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

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

### San Francisco to San Jose

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

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

### *San Jose to Merced*

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

The Authority is working to environmentally clear the sections between San Jose and the Central Valley Wye. Options range from a new dedicated high-speed rail corridor between San Jose and Gilroy to a shared corridor with electrified Caltrain service using the existing rail corridor. Environmental clearance is scheduled to be completed in 2022. Meanwhile, public engagement activities continue throughout the process in communities along the corridor.

## **Southern California Region**

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

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

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

### *Bakersfield to Palmdale*

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

### *Palmdale to Burbank*

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

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

### *Burbank to Los Angeles*

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

The approximately 14-mile Project Section proposes to utilize the existing railroad right-of-way to the greatest extent possible, adjacent to the Los Angeles River, through the cities of Burbank, Glendale, and Los Angeles with proposed stations near the Hollywood Burbank Airport and at LA Union Station.

### Los Angeles to Anaheim

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

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

## **Phase Two (2) Project Sections**

### Merced to Sacramento

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

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

### Los Angeles to San Diego

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

## **High-Speed Rail and the Brightline Bullet Train to Las Vegas**

The City of Palmdale has plans to connect Brightline Trains USA High Speed Rail, the high-speed rail project to Las Vegas, to the California High-Speed Rail system near the Palmdale Transportation Center (PTC). This connection will provide rail passengers an opportunity to travel through the High Desert Corridor route from Victorville, with the line terminating in Las Vegas.



The route from Las Vegas to Victorville is tentatively scheduled to be completed by late 2022 and to Palmdale by 2025.

## High-Speed Rail Organizational Structure

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

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

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

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

## Board of Directors

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

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

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

The key responsibilities of the Board are as follows:

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

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

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

During the 2021 reporting year, there were three (3) new appointments made to the Board:

- Margaret Pena, Speaker Appointee
- Anthony Williams, Governor Appointee
- Martha Escutia, Speaker Appointee

As of January 2022, there were no vacant seats on the Board.

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

## **Chief Executive Officer and Executive Management Team**

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

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

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

The program committees, which include broad representation across the agency, forward recommendations to the CEO and/or the Board for final resolution and decisions. This has

generated better inter-departmental interaction, greater understanding of the effects of various decisions and earlier identification of issues that need to be resolved. The committees are:

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

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

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

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

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

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

<b>Title</b>	<b>Name</b>
<b>Chief Executive Officer</b>	Brian P. Kelly
<b>Chief Deputy Director</b>	Pamela Mizukami
<b>Chief Financial Officer</b>	Brian Annis
<b>Chief of Strategic Communications</b>	Melissa Figueroa
<b>Chief Council</b>	Alicia Fowler
<b>Chief of Legislative Affairs</b>	Jane Brown
<b>Chief Administrative Officer</b>	Jeannie Jones
<b>Chief Information Officer</b>	Patty Nisonger

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

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

## TITLE VI CIVIL RIGHTS PROGRAM OVERVIEW

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

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

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

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

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

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

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

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

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

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

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

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

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

- Contracts and Procurement
- Environmental Services
- Tribal Relations
- Sustainability
- Real Property and Right-of-Way
- Small and Disadvantaged Business Program
- Strategic Communications (Regional and Statewide Outreach)

## **Title VI Civil Rights**

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

### **Title VI Civil Rights Policy**

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

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

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

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

The Authority’s Title VI Policy was approved and adopted by the Board of Directors in September 2012. It is currently under revision and will be available in April 2022.

## **Title VI Civil Rights Complaints**

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

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

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

## **Received Complaints**

In October 2020, the Authority received a Title VI complaint submitted on behalf of the City of Wasco regarding community impacts from project construction. While the complaint process is currently ongoing, the Authority is working to assist the City of Wasco with the submission of grant applications to local, state, and federal agencies for additional funding to address the community impacts mentioned in the initial complaint.

As a result of continuous collaboration between the Authority and the City of Wasco, the U.S. Department of Transportation awarded a \$24 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant in November 2021. The purpose of the grant is to provide funding for crucial safety, efficiency, and construction projects in and around Wasco, including:

- Lowering State Route 46 to properly accommodate trucks passing under the railroad, which carries both passenger and freight trains, preventing polluting and heavy-duty trucks from using smaller neighborhood streets;
- Better and safer multimodal connectivity across the freight corridor with a new sidewalk, an enhanced State Route 46, and an efficient roundabout;
- Enhancing adjacent properties affected by the project and working with the City to prepare them for improved land use and economic development.

The Authority is working together with the City of Wasco to reach an amicable resolution to the initial Title VI Complaint.

## **Title VI Civil Rights Training**

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

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

### **Purpose of Title VI Training**

The purpose of the training is to:

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

### **Provided Training**

All Title VI Training was provided one-on-one for new staff upon request.

## **Limited English Proficiency**

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

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



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

## Regulatory Governance

The Authority is state and federally mandated to provide LEP individuals with an equal opportunity to benefit from, or have access to, services normally provided in English. The federal and state laws and regulations the Authority adheres to, and is in compliance of, are Executive Order 13166 and the Dymally-Alatorre Bilingual Services Act (Government Code Sections 7290-7299.8).

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

## LEP Policy

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

*“It is the policy of the California High-Speed Rail Authority (Authority) to communicate effectively and provide meaningful access to limited English proficient (LEP) individuals on all the Authority’s programs, services and activities. The Authority shall provide free language assistance services to LEP individuals whom we encounter or whenever an LEP individual requests language assistance services.*

*The Authority will treat LEP individuals with dignity and respect. Language assistance will be provided through a variety of methods to include: staff interpreters, translation and interpreter service contracts, formal arrangements with local organizations providing interpretation or translation services or telephonic interpreter services.*

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

Under the guidance of the Title VI Civil Rights Program, the LEP policy was developed, then approved and adopted by the Board of Directors in 2012. It is currently under revision and will be available in April 2022.

## **LEP Data**

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

The example table below identifies many of the counties impacted by the High-Speed Rail Project and the languages spoken at home during 2016 - 2020. 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 2020 American Community Survey 5-Year Estimates (C16001)

State/County	Population Estimates	% Speak English	% Speak Spanish	% 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	36,936,941	56.11%	28.33%	3.18%	0.98%	6.05%	2.73%	3.80%	3.43%	0.92%	0.97%
Fresno County	913,840	55.77%	34.08%	2.80%	0.12%	1.12%	0.49%	1.43%	7.66%	1.03%	0.41%
Kern County	823,391	56.14%	38.70%	1.47%	0.18%	0.71%	0.39%	2.16%	1.46%	0.76%	0.27%
Kings County	139,629	58.41%	37.05%	1.16%	0.13%	0.29%	0.25%	2.57%	0.93%	0.17%	0.64%
Los Angeles County	9,447,621	43.91%	38.72%	3.92%	1.78%	9.32%	2.00%	5.47%	3.85%	1.06%	1.55%
Madera County	144,541	54.84%	41.87%	1.22%	0.01%	0.48%	0.12%	0.26%	0.82%	0.95%	0.32%
Merced County	252,523	47.52%	43.82%	4.06%	0.14%	1.09%	0.44%	1.07%	5.59%	0.38%	0.28%
Orange County	2,984,557	54.84%	24.54%	3.09%	2.54%	5.28%	11.30%	3.01%	3.46%	1.50%	0.54%
Riverside County	2,281,746	58.85%	34.17%	1.25%	0.36%	1.51%	1.12%	2.81%	1.26%	0.79%	0.47%
Sacramento County	1,439,031	67.60%	13.31%	4.90%	0.32%	3.48%	2.58%	2.81%	5.25%	0.94%	0.65%
San Benito County	57,446	58.79%	37.68%	1.05%	0.20%	0.18%	0.49%	1.26%	0.54%	0.22%	0.33%
San Bernardino County	2,009,812	58.29%	34.30%	0.94%	0.54%	2.99%	0.98%	2.42%	1.59%	1.03%	0.47%
San Diego County	3,118,216	62.99%	24.17%	1.90%	0.51%	2.60%	2.04%	4.52%	2.54%	1.36%	1.38%
San Francisco County	835,589	57.40%	10.58%	2.60%	0.80%	31.36%	2.39%	4.66%	3.61%	0.82%	1.06%
San Joaquin County	699,245	59.53%	25.86%	4.70%	0.16%	1.90%	1.63%	4.92%	5.90%	0.94%	0.41%
San Mateo County	722,535	54.43%	17.92%	4.26%	0.68%	16.07%	0.90%	12.15%	5.30%	1.26%	0.85%
Santa Clara County	1,810,821	46.64%	17.29%	7.03%	1.32%	20.33%	14.48%	6.25%	10.12%	0.94%	2.12%
Stanislaus County	507,018	57.37%	33.59%	3.68%	0.10%	0.95%	0.50%	1.22%	1.98%	1.04%	2.41%
Tulare County	427,013	48.98%	47.22%	1.04%	0.07%	0.54%	0.36%	0.86%	2.31%	0.60%	0.23%
Tuolumne County	51,769	92.29%	4.96%	0.99%	0.23%	0.06%	0.00%	0.53%	0.30%	0.02%	0.24%
Yolo County	206,713	63.56%	21.14%	3.54%	0.63%	7.50%	1.04%	1.09%	2.37%	0.39%	0.51%

## Environmental Justice

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

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

- To avoid, minimize, or mitigate disproportionately high human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To encourage the full and fair participation by all affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

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

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

## Regulatory Governance

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

## Environmental Justice Policy

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

*“The California High-Speed Rail Authority promotes Environmental Justice into its programs, policies, and activities to avoid, minimize or mitigate disproportionately high human health, environmental effects, including social and economic effects on minority and low-income populations. It is the policy of the Authority to duly emphasize the fair and meaningful involvement of all regardless of race, color, national origin, or income with respect to the high-speed rail project planning, development, operations, and maintenance.*”

*This policy directs the Authority to appropriately engage the public through public participation forums so that decisions are mitigated and reflects Environmental Justice for all communities. This commitment strives to inspire Environmental Justice and equal access.*

*The Authority shall develop and maintain an Environmental Justice Guidance in compliance with Title VI of the Civil Rights Act of 1964, Presidential Executive Order 12898 and California State law—Government Code Section 65040.2 et. seq. and Public Resources Code Section 71110 et. seq.”*

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

Under the guidance of the Title VI Civil Rights Program, the Environmental Justice policy was developed, then approved and adopted by the Board of Directors in 2012. It is currently under revision and will be available in April 2022.

## **Disadvantaged Communities**

The California Environmental Protection Agency (CalEPA) describes disadvantaged communities as areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation; or areas with concentrations of people that are of low-income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

The regulatory guidance provided by the California Air Resources Board (CARB) concerning the implementation of Senate Bill 535 (De León, Chapter 830, Statutes of 2012; Health and Safety Code Sections 39711-39723) and Assembly Bill 1550 requires CARB to provide guidance on maximizing benefits to identified disadvantaged communities.

The Authority focuses on program benefits that minimizes and mitigates disproportionately high human health and environmental effects on disadvantaged communities by implementing and sustaining current and long-term goals including:

- Increase mobility and decrease transportation costs or other impediments for residents in low-income areas that will, in turn, provide employment connectivity opportunities in larger metropolitan areas.
- Reduce Greenhouse Gas (GHG) health hazards caused by air pollutants and CO2 emissions by assisting communities in construction areas with replacing aging Tier IV equipment and trucks, decreasing vehicle congestion on the roadways, and shifting interstate modal transportation from air to rail in post-construction.
- Provide job or career benefits and opportunities in pre, during, and post construction in disadvantaged communities and workers.

The overall long-term benefits of the high-speed rail project will be cost-efficient transportation and network interconnectivity from disadvantaged areas to the larger and more robust cities. An additional benefit of this method of interconnectivity is that the rail system will operate using 100% renewable energy while reducing GHG and CO2 emissions by the metric tons.

To further provide benefits to the disadvantaged communities impacted or possibly impacted by the high-speed rail program, the Authority, its design-build contractors and 74 skilled craft labor unions came together to form a cooperative partnership and commitment known as the Community Benefits Agreement (CBA); to promote employment and business opportunities during the construction of the high-speed rail project.

The Agreement is based on the Community Benefit Policy (CBP) which directs the Authority, and its contractors, to make every effort to engage in activities that will provide meaningful employment opportunities and construction careers to those residing in disadvantaged areas and/or currently facing barriers to employment. This Policy was approved by the Authority's Board of Directors and signed by the Authority's CEO in December 2012.

Under the CBP, the Authority's design-build construction contracts are required to adhere to the National Targeted Hiring Initiative Plan (NTHI), which states that a minimum of 30 percent of all project construction work hours shall be performed by National Targeted Workers (NTW) and a minimum of 10 percent of NTW hours shall be performed by Disadvantaged Workers.

The CBA is designed to assist small businesses and job seekers in finding or obtaining construction contracts, jobs and training opportunities for residents who live in economically disadvantaged areas along the high-speed rail alignment. This is accomplished through the cooperative partnerships with the entities listed within the agreement.

## **Small and Disadvantaged Business Enterprise Program**

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

The Authority establishes its SB Program goals based on the laws and regulations specific to each certification designation. The High-Speed Rail Program is funded with both State and federal sources, requiring the Authority's SB Program to establish goals in compliance with:

- 49 CFR Part 26 regulations governing DBE goals, as administered by the U.S. Department of Transportation (DOT);
- Executive Order D-43-0, and Military & Veterans Code 999 (M&VC 999) regulations governing the California State DVBE goal, as administered by the California Department of General Services (DGS); and
- Executive Order S-02-06 regulation governing the California State SB goal, as administered by the DGS. The State goal is inclusive of:
  - Small Businesses (SB)
  - Micro Businesses (MB)
  - Small Business for the Purpose of Public Works (SB-PW)

After consideration of these and other state and federal statutes and regulations, the Authority's Board approved and implemented the SB Program in 2012. As of 2021, the Authority's 30% SB Program Goal is applied statewide and includes a separate and independent ten (10%) federal DBE goal and a three percent (3%) state DVBE goal.

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

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

To achieve and maintain the small business goal, the Authority must actively engage with the small business community. The Small Business Advocate (SB Advocate) is responsible for ensuring the Authority's goals for small business utilization, as well as identifying and implementing innovative small business development and outreach strategies. Community engagement is a vital component to the team's outreach strategy and includes, but is not limited to the following:

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

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

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

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

## **Capital Procurement and Contract and Procurement**

The Capital Procurement Branch and the Contracts and Procurement Branch provide purchasing authority for the Authority. The responsibilities for these branches include preparing all bid documents and awarding contracts, as well as assuring compliance with all legal requirements in the procurement process. The Branches also verify that all formal solicitations include approved anti-discrimination language.

The Authority has implemented the following boilerplate language regarding nondiscrimination compliance in its contracts:

*During the performance of this Agreement, the Contractor and its Subcontractors shall not deny the Agreement's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. The Contractor shall ensure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.*

*The Contractor shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code section 12900, et seq.) the regulations promulgated thereunder (Cal. Code Regs., Tit. 2, section 11000, et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code sections 11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article.*

*The Contractor shall permit access by representatives of the Department of Fair Employment and Housing and to the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause.*

*The Contractor and its Subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.*

*The Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this Agreement.*

Authority Agreements also contain nondiscrimination language in the General Terms and Conditions (GTC 04/2017).



## PROGRAM ACCOMPLISHMENTS

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

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

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

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

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

### Statewide

#### Program Accomplishments

##### 2020 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.

The Authority adopted the Revised 2020 Business Plan on March 25, 2021. The 2020 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. It reaffirmed the Authority's commitment to deliver a 171-mile Merced-Fresno-Bakersfield interim electrified service line in California's Central Valley.

The identified priorities included:

- Complete the 119-mile Central Valley construction segment and lay track pursuant to federal funding grant agreements with the Federal Railroad Administration;
- Expand the 119-mile Central Valley segment to 171 miles of operable electrified high-speed rail connecting Merced, Fresno and Bakersfield, three of the fastest growing areas in California;
- Commence testing of electrified high-speed trains by 2026-2027 and put those trains in service by the end of the decade;
- Environmentally clear all segments of the Phase 1 system between San Francisco and Los Angeles/Anaheim;
- Advance construction on the “bookend” projects the Authority has committed funding to in Los Angeles and the Bay Area—projects valued at more than \$3 billion;
- Pursue additional funding opportunities to prospectively “close the gaps” and expand electrified high-speed rail service to the Bay Area and Los Angeles/Anaheim as soon as possible.

To view the Revised 2020 Business Plan, please visit:

<https://hsr.ca.gov/about/high-speed-rail-business-plans/2020-business-plan/#>

### **Milestone: Creation of 6,000 Construction Jobs**

September 2021 – the Authority announced it had reached the milestone of creating 6,000 construction jobs across 119 miles of active construction in the Central Valley.

Each of the high-speed rail project’s Design-Builders has implemented a Targeted Worker Program, where 30 percent of all project work hours are performed by workers from disadvantaged communities where annual household incomes range from \$32,000 to \$40,000. Out of the more than 6,000 jobs created, 2,230 went to residents from Fresno County, 1,039 from Kern County, 217 from Kings County, 291 from Madera County, and 588 from Tulare County as of July 2021.

### **First Graduating Class of the Central Valley Training Center in Selma**

January 2021 - The Authority, in partnership with the local Building and Construction Trades Council, Fresno County Economic Development Corporation and Fresno Economic Opportunities Commission, congratulates the first cohort of students graduated from the Central Valley Training Center in Selma. Twenty-two graduating students completed the 16-week job training program equipped with the skills to help build the nation’s first high-speed rail system in California.

The pre-apprenticeship training center provides veterans, at-risk young adults, and low-income people from the Central Valley with a comprehensive and innovative look into careers in more than 10 different construction trades. The graduates received pre-apprenticeship and hands-on construction training from professional carpenters, cement masons, electricians, and other specialists. Students also developed skills that include active listening, teamwork and critical thinking that can be applied at construction sites and in other employment opportunities.

Students also graduated with more than five industry-specific certificates, including Occupational Safety and Health Administration 10 and Forklift certifications. Upon completion of

the program, the High-Speed Rail Project and its contractors assist all graduating students with job placement.

## **Title VI Civil Rights Program**

### **Title VI Civil Rights Accomplishments**

The Authority is committed to ensuring that no person shall, on the grounds of race, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity in the design, construction, and operation of the high-speed rail system.

The Title VI Civil Rights Program accomplishments for CY 2021 include:

- Provided requested Title VI compliance metrics for state and federal regulatory agency reporting requirements.
- Maintained the Small and Disadvantaged Business Enterprise Program, Policy, and a 30 percent overall goal, inclusive of DBE and DVBE participation on Authority contracts.
- Reviewed and approved the inclusion of the Title VI statutory language in contract documents prior to procurement solicitations.
- Participated in the California Climate Investments (CCI) Outreach Working Group, a group facilitated by the California Air Resource Board (CARB), which meets to discuss outreach methods, upcoming events and partnering opportunities.
- Updated the Title VI website and posted revised or new information and forms for public review, education, and comment.
- Updated and maintained the Title VI Portal Landing Page to provide regional outreach personnel with updated Title VI documents and forms to be disseminated to the public regarding their rights under Title VI.
- Coordinated with Authority Information Technology Services to combine the Title VI Outreach Portal with the newly developed Event Management System for ease of reporting outreach data and metrics.
- Reviewed and commented on the Regions revised public participation outreach plans for compliance with Title VI.
- Provided Authority Program Staff with continuous assistance regarding Title VI compliance measures and requirements.
- Continued to have adequate resources through the support of the Title VI Project Management Team to implement Title VI, LEP and EJ.
- Continued to maintain the email inbox: [TitleVICoordinator@hsr.ca.gov](mailto:TitleVICoordinator@hsr.ca.gov) for the public, consultants, Authority staff and Regional Outreach Teams to submit requests for information or technical assistance.

### **Limited English Proficiency Accomplishments**

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

The LEP Accomplishments for 2021 were:

- Provided language translation and interpreter services to the public via telephone, in-person requests, Board meetings and outreach events in various languages when requested.
- Provided community outreach notifications in various languages with instructions on how to submit language requests to the Authority in the most commonly encountered languages.
- Provided qualified and certified language assistance services during public meetings where an LEP community threshold was over 5 percent, as mandated by the Dymally-Alatorre Bilingual Services Act of 1973.
- Provided construction and road closure notifications in English and Spanish with instructions on how to submit language requests to the Authority in the most commonly encountered languages.
- Continued offering LEP outreach methodology training to all members of the High-Speed Rail Program including Authority and Consultant staff.
- Conducted the biannual LEP compliance assessment. This assessment is in compliance to the Dymally-Alatorre Bilingual Services Act of 1973, where the Authority maintains compliance by reporting the results of its assessments every two years to the California Department of Human Resources (CalHR) from its Office of Equal Employment Opportunity (EEO).

## Environmental Justice Accomplishments

The Authority recognizes how important provisions of existing environmental, civil rights, civil, and criminal laws may be used to help reduce environmental impact in all communities and environmental justice on the human element. The Authority has included environmental justice considerations in its planning for the statewide high-speed rail system since 2000, when it commenced a programmatic environmental review process.

During 2021, the Authority continued to enhance its environmental justice goals to ensure consistent regulatory compliance. The Authority continues its community and stakeholder engagement throughout the planning and environmental review process.

- Continued collaborative efforts with members of the Environmental Services Branch to review, edit, and update the Authority's Title VI Program compliance documentation: inclusive of program policies.
- Provided increased technical assistance to outreach personnel as regions prepare to release project section environmental documents to the public.
- Provided guidance to the Environmental Services as they update Project Section Environmental Justice Outreach Plans.
- Continued to maintain the email inbox: [EnvironmentalJustice@hsr.ca.gov](mailto:EnvironmentalJustice@hsr.ca.gov) for the public, consultants, Authority staff and Regional Outreach Teams to submit requests for information or technical assistance.
- Continued the ongoing commitment to:
  - Building the High-Speed Rail System in a manner that is environmentally responsible and sustainable for all affected communities.
  - Use of clean and green construction practices will continue to be utilized as activities increase.
  - Recycling 100 percent of all usable concrete and steel resulting from the demolition of buildings and structures along the alignment.

The Environmental Justice accomplishments for 2021 are also visible within the Authority's overall efforts to provide benefits and positive economic impacts to underserved communities.

## **Small Business Program**

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

### **Accomplishments – Special Projects**

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

### **Small Business Assistance Request Form**

In December 2021, the Authority's SB Program updated its process for the submission of complaints and information requests through the Small Business Assistance Request Form. The online form provides small businesses a convenient way to call attention to issues or concerns. Submittals will be sent directly to our Small Business Advocate for review and assignment to appropriate HSR staff.

The Small Business Assistance Request Form can help facilitate the following:

- Appeal decisions made by the California High-Speed Rail Authority;
- Investigate issues with a California High-Speed Rail Authority contractor;
- Report concerns regarding payment;
- Escalate concerns regarding small business utilization;
- Request general Small Business Program information; and more.

The form can be accessed with the following link:

<https://hsr.ca.gov/business-opportunities/small-business-program/small-business-assistance-form/>

### **Small Business Diversity Dashboard**

The Authority's SB Program launched a new online dashboard that tracks Disadvantaged Business Enterprises (DBE), which include women- and minority-owned small businesses participating on the high-speed rail project. The dashboard serves to highlight minority-owned small businesses' participation in building high-speed rail and to transparently display the contracting dollars awarded.

In addition to program goals and small-business participation displays, the dashboard also features an array of new user-friendly visual and graphical data, including breakdowns of minority-owned small businesses working on the high-speed rail program and total dollars expended to date. The Authority will regularly update the dashboard to reflect the latest publicly

available information.

## **ConnectHSR**

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 Project.



Since the launch of ConnectHSR, the Authority has gained the interest of over 1,170 registered businesses as of December 31, 2021.

## **Small Business Participation**

As of January 31, 2022, 698 certified small businesses are, or have been, contracted to do work on the high-speed rail project. The metrics are inclusive of small businesses, micro-businesses, DBEs, and DVBEs doing work on projects in the Northern, Southern, and Central Valley regions.

Of the small businesses contracted to do work on the high-speed rail project, there have been 224 certified Disadvantaged Business Enterprises and 79 Disabled Veteran Business Enterprises. Regionally, there were 230 in Northern California, 196 in the Central Valley, 221 in Southern California, and 18 outside of California.

## **Environmental Services Branch**

The Environmental Services (ES) Branch is part of the Authority's Program Delivery Office responsible for formulating, implementing, and enforcing policies relative to environmental issues and adherence to environmental requirements. It is also 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 ES Branch also ensures adherence to Title VI and related statutes, and most specifically, Environmental Justice. To endorse and apply these principles, the ES Branch collects and studies demographic information from sources including the Office of Environmental Health Hazard Assessments (OEHHA) CalEnvironScreen reporting application to assess the social and economic impact to local communities impacted by the project. This social and economic information is a component of the EIS/EIR and scrutinized during the transportation decision-making process.

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

## **Accomplishments- Studies and Special Projects**

### **Approval of High-Speed Rail Alignment Between Bakersfield and Palmdale**

August 2021 – the Authority’s Board of Directors (Board) approved the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the approximately 80-mile Bakersfield to Palmdale project alignment section. The action paves the way for full California Environmental Quality Act (CEQA) clearance of nearly 300 miles of the high-speed rail project’s 500-mile Phase 1 alignment from San Francisco to Los Angeles/Anaheim. The Board’s actions mark the first CEQA certification of an environmental document in the Southern California region.

The Board’s certification of the Bakersfield to Palmdale Final EIR/EIS and approval of the Project Section allows the Authority to begin preconstruction work as funding becomes available. The section provides a north-south high-speed rail connection between the Central Valley and the Antelope Valley in northern Los Angeles County, closing the passenger rail gap that currently exists between the two regions. The section is designed to accommodate a connection with the Brightline West high-speed rail project to Las Vegas.

The Board certification of the final environmental document and approval of the Bakersfield to Palmdale Project Section reaffirms the Authority’s commitment to complete the environmental process for the full Phase 1 California High-Speed Rail System from San Francisco to Los Angeles/Anaheim by 2023.

## **Release of Final Environmental Studies for Southern California Project Section**

November 2021 – the Authority released the Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) for the approximately 14-mile Burbank to Los Angeles Project Section in Southern California.

The document will be presented to the Authority’s Board of Directors for consideration during a two-day board meeting January 19 and 20, 2022, in conjunction with considering approval of the Burbank to Los Angeles Project Section preferred alternative (HSR Build Alternative).

The Burbank to Los Angeles Project Section proposes to connect the high-speed rail system from a new Hollywood Burbank Airport Station to the existing Los Angeles Union Station, key multimodal hubs for Southern California. The proposed HSR Build Alternative in this project section will use existing railroad right-of-way adjacent to the Los Angeles River, through the cities of Burbank, Glendale, and Los Angeles, and will decrease rail congestion and increase mobility in the corridor.

If approved, the Burbank to Los Angeles Project Section will be the second high-speed rail segment in Southern California to be environmentally cleared, and it will be the first in the Los Angeles Basin. This milestone moves the project section closer to being “shovel ready” for when preconstruction and construction funding become available.

## **Sustainability Branch**

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

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

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

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

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

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

## Accomplishments- Studies and Special Projects

### Sustainability Report

On September 20, 2021, the Authority issued its 2021 Sustainability Report: Building an Equitable Future, detailing how this first-in-the nation project positively contributes to the climate change struggle and helps build the most technologically advanced, electrified, and equitable transportation system in California.



Electrified high-speed rail, serving as the backbone of the state rail system, will meet the state's mobility and development goals by providing a system that connects communities, enhances economic opportunity, reduces emissions, and creates the most sustainable travel option for future generations.

The Sustainability Report outlines policies for station planning, energy needs, emissions and community partnerships including:

- Details the characteristics of the program that – based on feedback from the public, state legislators and the Authority's internal experts – most clearly express sustainability.
- Outlines the commitments, methodologies, progress and results of the program's comprehensive approach to designing, constructing and operating high-speed rail in a sustainable manner.
- Reflects the priorities and concerns of the program's many stakeholders – including community leaders, elected officials, partner organizations, Authority employees and contractors, sustainability peers and organizations – and the people who will travel on the system.
- Discusses the results of the materiality assessment process performed in 2018. The Authority and the high-speed rail program have passed various project milestones since the process was completed in 2014/2015, making it prudent to validate and refresh material topics covered in our sustainability program and reporting.
- Highlights our updated Sustainability Policy, which was adopted by the Board of Directors in April 2019. The updates to the policy included refinements to priorities, objectives and commitments, and a clear delineation by program phase.
- Outlines the progress marked by several achievements.

To view the report, please visit:

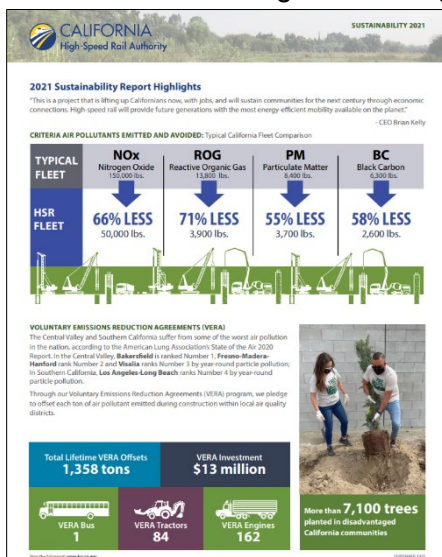
[https://hsr.ca.gov/wp-content/uploads/2021/09/Sustainability\\_Report\\_2021.pdf](https://hsr.ca.gov/wp-content/uploads/2021/09/Sustainability_Report_2021.pdf)

## Environmental Mitigation Management Application (EMMA)

As part of implementing its Sustainability Policy, the Authority developed and uses Environmental Mitigation Management Application (EMMA) to collect data on the sustainability

performance of its Design-Build contractors. The Authority uses approved data in EMMA to evaluate contractor compliance and then assembles the information to report progress against stated targets, goals, and commitments. Reported, actual information is used to revise and reformulate strategy and policy, enabling data-driven decision making. Contractors report monthly usage and resource consumption in EMMA for the following categories:

- On- and off-road construction equipment usage
- Fuel usage
- Water usage
- Recycling and waste management
- Materials content and sourcing
- Energy usage



- Sustainability narrative (to describe methodologies for data collection and calculation, and describe project activities that explain changes in reported figures)

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

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

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

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

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

## OUTREACH METHODS AND ACTIVITIES

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

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

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

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

### COVID-19 and Outreach

On March 17, 2020, Governor Newsom issued Executive Order, N-29-20 regarding the COVID-19 outbreak. This order removes the requirement that a location be made available for the public to gather for purposes of observing and commenting at the meeting.

In compliance with the Executive Order, the Authority cancelled all onsite and in-person meetings and quickly transferred all outreach to methods involving online and teleconference formats. By shifting to a more online presence, the Authority was able to maintain its commitment to providing the public with opportunities to participate in program services and activities.

However, this presented an issue regarding communication with Environmental Justice outreach to those populations with limited internet access. By continuing with standard methods of event notification, as well as trying new outreach methods such as marketing through mass-messaging, the Authority continues to work diligently in reaching all communities who are impacted, or may be impacted, by the project.

### Statewide Outreach Methods

During calendar year 2021, the Authority interacted with over 15,000 community members statewide. The Authority actively continues to promote public participation through various outreach methods online. 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.
- Encourage public comments at monthly Board of Directors meetings.
  - Stream live webcast of the monthly Board of Directors meetings.
  - Coordinate with individuals, institutions, or organizations and implementation of community-based public involvement strategies to:
    - Reach out to members in the affected minority and/or low-income communities.
    - Reach people within their own communities and during existing meeting schedules, coordinating time, location, and accessibility.
    - Reach underrepresented populations and minority and women business organizations.
    - Encouraging collaboration between diverse groups of community leaders. This collaboration enables various communities to help shape the High-Speed Rail Project.
    - Identify barriers to overcome public participation.
  - Distribute information such as flyers or handbills through mass mailings, postings at community centers, retail stores, religious centers, and social gathering events.
  - Provide opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
    - Use of locations, facilities, and meeting times that are convenient and accessible to low-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](mailto:TitleVICoordinator@hsr.ca.gov) for the public to submit requests for information, comments, or concerns.

## **Statewide Outreach Activities**

### **Board of Directors Meetings**

The Authority benefits from several oversight mechanisms. First among these, the Board of Directors oversees the planning, construction and operation of the high-speed rail system and

sets policy directives for the overall project. During the 2021 calendar year, nine (9) 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

Due to the COVID-19 pandemic, all Board Meetings were held virtually through the Zoom application. Board Members were able to participate from individual remote locations, and members of the public were able to view the Board Meeting online from the Authority’s website. Those who wished to provide public comment on meeting agenda items were able to register to participate during the Public Comment period.

Apart from closed session, all Board Meetings are recorded and available for streaming.

## **Board of Directors- Studies and Special Projects**

In 2021, the Board of Directors approved and adopted several key Authority Project items that provide the legislature, stakeholders, and the public with project related information:

- Approval of the 2021 Proposition 1A Funding Plan, February 9, 2021
- Approval of the Final 2020 Business Plan, March 25, 2021
- Approval of the CEQA Certification of the Bakersfield to Palmdale Final EIR/EIS, August 19, 2021
- Approval of the Fiscal Year 2021-2022 Audit Plan and Acknowledgement of the Internal Quality Assurance Self-Assessment, Fiscal Year 2020-2021, September 23, 2021

To view all resolutions, visit the Authority’s Board of Director’s page of the public facing website at: <https://hsr.ca.gov/about/board-of-directors/board-resolutions/>

## **Real Property Branch**

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

In compliance with federal and state mandates required by the California Property Acquisition Law and the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act),

the Branch implements the Authority's policies and procedures for the appraisal, acquisition, and management of real property.

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

## **Small Business Program Outreach Activities and Current Practices**

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

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

Additionally, the Authority issues a quarterly Small Business Newsletter, which documents the progress of the project and the contributions of small businesses in building the nation's first high-speed rail system. The publication is a valuable tool which includes the faces of high-speed rail profiles, highlights the work of esteemed partners, and outlines how small businesses can connect with the Authority to pursue contracting opportunities. The Small Business Newsletter can be found at: <https://hsr.ca.gov/business-opportunities/small-business-program/small-business-newsletter/>

## **Outreach Partnerships**

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

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

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

### **Business Advisory Council**

To aid in removing barriers and assisting the small and disadvantaged business community, the SB team continues to work with members of the Business Advisory Council (BAC). The purpose of the BAC is to serve as a forum to facilitate the discussion of how to increase engagement of small and disadvantaged businesses and ensure their equitable inclusion on the High-Speed Rail (HSR) Project. The BAC also serves as a vehicle to disseminate Authority-approved communications specific to HSR projects and programs.

The BAC provides the Authority with important input, feedback, and perspectives of California’s diverse SB community that inform and impact the decisions made by the Authority Board of Directors. The Authority is strengthened by the shared perspective of the BAC and is better positioned to implement comprehensive solutions for SB participation in furtherance of the BAC core principles and objectives. However, the BAC is not a decision-making body for the Authority.

The collaboration and insight provided by the BAC and other stakeholders will serve to advance the Authority’s success in meeting both state and federal SB goals

### **Pre-Bids/Industry Forums**

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

### **Small Business Outreach Events**

<u>Meeting or Event</u>	<u>Date</u>
BAC Strategic Meeting	January 13, 2021
Sustainability Virtual Workshop	February 3, 2021
BOC Monthly Meeting - February	February 12, 2021
Business Advisory Council Quarterly Meeting – February	February 24, 2021
BuildOUT: California's The Golden Pitch	March 12, 2021
Meet the Prime - CP 2-3 Dragados Flatiron	March 24, 2021
BOC Monthly Meeting - April	April 9, 2021

CPUC- Joint Utilities Small/Diverse Business Expo	April 28, 2021
How to do Business with HSR	April 29, 2021
Business Advisory Council Quarterly Meeting – May	May 12, 2021
BOC "How to do biz w/ Public Transportation Agencies	May 13, 2021
BOC Monthly Meeting - May	May 14, 2021
BZ Connects - Are you ready?	May 19, 2021
Doing BIZ with DGS	May 20, 2021
Meet the Prime CP-4 California Rail Builders	June 3, 2021
Flatiron- Construction Virtual Showcase 2021	June 9, 2021
Cal Trans District 11 SB Council Meeting	June 23, 2021
Doing Business with LA Metro	June 30, 2021
BOC Monthly Meeting - July	July 9, 2021
NorCAL PTAC GOV2Biz Matchmaking Workshop	July 20, 2021
Business Advisory Council Quarterly Meeting – August	August 11, 2021
DGS SB/DVBE Advocates Meeting	August 12, 2021
Doing Business with Golden Gate Bridge District	August 24, 2021
Doing Biz with Golden Gate Bridge District	August 24, 2021
CalTrans District 11 SB Council Meeting	August 25, 2021
Doing Biz with DGS (UNSPSC Codes)	August 26, 2021
CARB Draft Cap and Trade Auction Proceeds: 4th Investment Plan	September 2, 2021
BOC Monthly Meeting - September	September 10, 2021
Caltrans: "Understanding SB Programs Codes"	September 29, 2021
Dept. of Industrial Relations: Public Works	October 20, 2021
Business Advisory Council Quarterly Meeting – November	November 10, 2021
Caltrans North Region Procurement Fair	November 18, 2021
How to Do Business with BART	December 14, 2021

## Tribal Relations

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

The Authority endorses meaningful government-to-government communication with Tribes with a strong emphasis on fostering mutual respect among all parties. On July 23, 2019, Governor Newsom executed a Memorandum of Understanding (MOU) with FRA under the Surface Transportation Project Delivery Program (known as NEPA Assignment) pursuant to the legal authority under 23 U.S.C. 327.

Under NEPA Assignment, the State, acting through the California State Transportation Agency and the Authority, has assumed FRA's responsibilities under NEPA and other federal environmental laws, as assigned by FRA under the MOU. The FRA retains its responsibility for



government-to-government tribal consultation; however, the Authority conducts all day-to-day tribal outreach and coordination.

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

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

Through the outreach and consultation process, the Authority has held virtual meetings with tribes to discuss alignment alternatives and developed Memoranda of Agreements and Archaeological Treatment Plans with tribal consulting parties providing review and comment at all stages of document development. As a result, tribes have provided their input regarding the potential impacts to sacred sites which are an important part of the Authority's decision-making process. Confidentiality and security are the Authority's responsibility to tribes, and the tribal community trusts that we will always endeavor to keep the location and nature of their sacred places protected from public disclosure. For that reason, additional details regarding these specific sites are not further discussed here.

In addition, the Authority has made provisions to include tribal cultural resources experts and holders of Traditional Ecological Knowledge to participate in pedestrian archaeological field survey and to monitor during various project activities, to enable tribes to have firsthand exposure and representation in the field and to provide direct input during activities that may have the potential to identify and/or affect sensitive tribal cultural resources. The Authority works directly with the tribal leadership to identify the individuals designated to represent the tribe during monitoring efforts on the high-speed rail project. Monitors receive compensation for their time and expertise.

## **Outreach Activities and Events**

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

- Hosting meetings in virtual format during the Covid-19 pandemic to maintain open lines of communication and continue consultation efforts with tribal communities in safe way.
- Offering flexible or extended comment review periods.
- Hosting virtual workshops to develop and collaborate on content for Memoranda of Agreement and Archaeological Treatment Plans.
- Hosting section-specific focus teleconference meetings for tribes to ensure the Authority received direct input from the tribal community.
- Providing to the tribes Geographical Information System shape files and/or Google Earth KMZ files of alignment alternatives, as well as cultural resources locations to assist in identifying areas of tribal concern.

- Providing tribes the opportunity to contribute tribal ethno-history write-ups for inclusion in the cultural resources technical reports, which allows the tribes to tell their own story (for which they receive authorship credit within the report).
- Providing tribes the opportunity to review and comment on all draft cultural resources technical reports prior to finalization.
- Notifying tribes of the project status at key milestones in the project delivery process.
- Providing tribes opportunities to review and provide input regarding any changes in the project's Area of Potential Effect.
- Inviting tribes to participate in the development of agreement documents and treatment plans for addressing the treatment of cultural resources affected by the project.

In 2021, Authority staff participated in the Governor's Tribal Liaison Meetings hosted by the Office of the Tribal Advisor. These meetings are 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, especially in light of Covid-19 and its impacts on tribal communities.

In 2021, Authority staff attended the California Truth & Healing Council's Listening Sessions. The California Truth & Healing Council, created by Governor Newsom via Executive Order N-15-19, bears witness to, records, examines existing documentation of, and receives California Native American narratives regarding the historical relationship between the State of California and California Native Americans in order to clarify the historical record of such relationship in the spirit of truth and healing. The California Truth and Healing Council's mission is facilitated by the Office of the Tribal Advisor and includes representatives from California Native American tribes, relevant state and local agencies, and other relevant non-governmental stakeholders

## **Environmental Services Outreach Activities and Events**

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

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

- Hold public hearings after the publication of the Project Draft EIR/EIS.
- Provide meeting notices in multiple languages to environmental justice interest groups that serve local communities, and at community facilities that serve low-income and minority populations.
- List advertisements in multiple languages to reach impacted or potentially impacted individuals in non-English communities.

- Provide translated materials at public hearings and meetings, and interpreters for the non-English community when requested.
  - All meeting materials provide contact information for those with special needs, allowing them to make necessary arrangements.
- Provide the executive summary of the Project Draft EIR/EIS in Spanish at the meetings and online at the project web site.
- Establish a telephone hotline with interpreter services to receive Draft Project EIR/EIS related comments:
  - Information for using the hotline is provided in all Spanish-language materials.

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

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

## **I Will Ride**

I Will Ride is a student outreach initiative designed to inform, engage, inspire, and connect students to the nation’s first high-speed rail system currently under construction in the Central Valley of California.

The purpose of I Will Ride is to create a space within the state agency that engages primarily college and university students, educating about the California high-speed rail project while offering networking and professional development opportunities. Through strategic collaboration with colleges, universities, and a multitude of educational institutions, we strive to engage a diverse student demographic historically underrepresented in transit and infrastructure projects.

The initiative connects students from all walks of life to professionals involved in a variety of fields including engineering, transportation, and public policy; invites students to participate in events and research centered around transportation; once-in-a-lifetime tours of construction sites across the Central Valley; and provides opportunities for students to learn about and compete for potential job opportunities as they transition from college to career.

I Will Ride is an exciting opportunity for students and educational institutions to engage in a growing conversation as we move toward connecting California while contributing to the state’s economic success and a cleaner environment.

Since the inception of I Will Ride, the Authority has welcomed hundreds of college and university students on construction tours in the Central Valley as part of the initiative’s I Will Ride Day, and has engaged in numerous outreach events, classroom presentations and networking opportunities connecting students to high-speed rail professionals.

The I Will Ride relaunch is part of a larger vision to meaningfully engage students and young professionals to the California High-Speed Rail project and increase participation not only on our project but in many aspects of California government.

## Outreach Activities

Meeting or Event	Date
University Classroom Presentation Fresno State Sustainability in Construction of Infrastructure Projects	February 8, 2021
High-School Club Presentation Valley Christian High-School	February 8, 2021
University Club Presentation San Jose State University	February 11, 2021
University Club Presentation CSU Long Beach	February 16, 2021
Conference Presentation UC Merced Society of Women Engineers Expanding Your Horizons	March 6, 2021
University Club Presentation UC Davis	March 9, 2021
University Panel Discussion UC Merced SSHA Career Talks	March 16, 2021
University Presentation UC Merced Economic Impacts of High-Speed Rail	April 1, 2021
Merced Youth Council High-Speed Rail Update	April 6, 2021
University Classroom Presentation Sacramento State Department of Civil Engineering Sustainability Presentation	May 6, 2021
University Club Presentation CSU Bakersfield	May 6, 2021
University Panel Discussion and Presentation CSU Bakersfield	May 7, 2021
WTS Conference Panel Mentoring and Developing the Next Generation of High-Speed Rail Workforce	May 14, 2021
Pre-College Program Presentation Summer STEM Academy TRIO ETS American River College	June 21, 2021
Transportation Program Transportation Career Academy Program LA Metro Presentation	July 23, 2021
Intern Group Presentation Strategic Growth Council and Office Brownbag Lunch	August 5, 2021
Graduate Presentation UC Irvine	October 12, 2021
University Club Presentation Environmental Student Organization Sacramento State	October 19, 2021
University Presentation American River College MESA	October 20, 2021
Classroom Presentation Fresno State CE 191T Railroad and Highway Design Class	October 25, 2021
UC Merced Virtual Bus Tour	October 27, 2021
University Club Presentation UOP Public Policy and Administration Society	November 4, 2021
Education Program Presentation San Bernardino Valley College/Introducing Youth to American Infrastructure	November 9, 2021
University Webinar University of Las Vegas	November 12, 2021
University Classroom Presentation UC Merced Intro to Civil Engineering	November 12, 2021
University Presentation Public Relations CalPoly SLO PR	November 15, 2021
University Panel UC Merced Career Center Engineering License	November 17, 2021
University Presentation and Panel Policy and Politics Civil Engineering	November 19, 2021

University Classroom Presentation Fresno State Engineering Railroad and Highway Geometric Design CE191	November 29, 2021
University Class Presentation Civil Engineering Sacramento State	November 30, 2021
Pre-College Program Employers Panel and Career Fair Los Angeles Unified School District	December 8, 2021

## Regional Outreach Activities

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

- Sending mailers to those within 50 miles of the proposed alignment for any given project section. Mailers have Authority contact information in up to 6 languages, so that the public will have the option to request language assistance at the upcoming outreach event.
- Outreach Event notifications are sent out to the public via email that can be electronically translated. Notifications have Authority contact information in up to 6 languages to provide the public with the option to request language assistance prior to the upcoming outreach event, as well as the option of making ADA accessibility requests. These notifications are formatted to be Section 508 compliant.
- Interpretation and translation services are automatically provided to the public during an outreach event at no cost to the public. The languages in which the services are provided are chosen based on demographic data presented by the U.S. Census Bureau and the event location’s current demographic studies and data. This allows the Authority to stay in compliance with the California State Dymally-Alatorre Bilingual Services Act of 1973.

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

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

Below is a listing of Authority-hosted community meetings that took place during 2021 based on region. Please note that the below list does not reflect the various stakeholder meetings and partnerships that take place between Authority staff and the many

environmental justice organizations that represent members of the public in any given project section.

## Northern California Region

Meeting or Event	Date
Tabling at Millbrae Station	July 27, 2021
Tabling at Millbrae Farmers' Market	July 31, 2021
Tabling at Millbrae Station	August 3, 2021
Milbrae Community Meeting	August 11, 2021
City of Morgan Hill IP Meeting	September 7, 2021
Gilroy USD IP Meeting	September 8, 2021
Los Banos USD IP Meeting	September 8, 2021
City of San Jose IP Meeting	September 9, 2021
Gilroy (City) IP Meeting	September 10, 2021
African American Community Services Agency (AACSA)	September 13, 2021
Guadalupe Washington Community Meeting	September 13, 2021
Rocketship Schools IP Meeting	September 13, 2021
Gardner Community Meeting	September 14, 2021
Santa Clara (City) IP Meeting	September 14, 2021
Santa Clara Community Meeting	September 15, 2021
SCC Agencies	September 15, 2021
NorCal Virtual Town -Salesforce Tower	September 15, 2021
Gavilan College	September 16, 2021
San Jose USD IP Meeting	September 16, 2021
Franklin McKinley SD	September 17, 2021
Viva Calle Tabling Event	September 19, 2021
SJ Diridon Community Meeting	September 20, 2021
Morgan Hill Community Meeting	September 21, 2021
Los Banos Community Meeting	September 22, 2021
SCC Office of Supportive Housing/Homeless services	September 22, 2021
Oak Grove SD	September 23, 2021
S SJ Community Meeting	September 23, 2021
Sacred Heart IP Meeting	September 23, 2021
(RCS) Rebekah Children's Services	September 24, 2021
CET Workforce Development	September 28, 2021
Gilroy Community Meeting	September 28, 2021
MH Unified	September 29, 2021
Los Banos Tabling Event	October 2, 2021
Mountain View Tabling Event	November 7, 2021
Redwood City Tabling Event	November 13, 2021
Burlingame Tabling Event	November 14, 2021

## Central Valley Region

Meeting or Event	Date
Cohort Graduation, Central Valley Training Center	January 29, 2021
Public Meeting, Construction Package 4 Community Meeting	April 6, 2021
Presentation to Fresno Rotary Club re: High-Speed Rail Progress and 2020 Business Plan	May 17, 2021
Cohort Graduation, Central Valley Training Center	May 28, 2021
Presentation to Madera Unified Board of Education	June 8, 2021
Central Region Cal Mentor Program Summer Mixer	June 22, 2021
Presentation to Kings County Association of Governments	June 23, 2021
Fresno Area Agency Executives Meeting	July 28, 2021
Outreach tabling, 559 Night Market in Fresno's Chinatown	July 30, 2021
Presentation to WTS Central California	August 25, 2021
Public Meeting, Construction Package 4 Community Meeting	August 26, 2021
Student Outreach, High-Speed Rail and Fresno City College Networking Event	October 22, 2021
Outreach tabling, 559 Night Market in Fresno's Chinatown	October 29, 2021
California Public Information Officers Annual Conference	November 3, 2021
Project Update, UC Merced Introduction to Civil Engineering	November 12, 2021
Presentation to Fresno State Railroad and Highway Geometric Design Class	November 29, 2021
Wasco Community Breakfast	December 1, 2021
Presentation with DRIVE Fresno and Central Valley Community Foundation	December 8, 2021
Presentation with Laotians in Transit: Café con LIT	December 17, 2021

## FORECASTED ACTIVITIES – 2022

The Authority continues its commitment to compliance with Title VI, Limited English Proficiency and Environmental Justice to ensure that the public it serves is provided every opportunity to provide input, participate in and have the benefits of ridership on the high-speed rail train. The Authority recognizes calendar year 2022 will result in continuous public awareness of the High-Speed Rail Program as construction in the Central Valley continues and the environmental review process advances in the Northern and Southern California project sections.

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

### Planned Outreach Events

- Regional Community Open House Meetings
- Regional Community Working Group (CWG) Meetings
- Regional Technical Working Group (TWG) Meetings
- Regional Local Policy Makers Group (LPMG) and City/County Staff Coordinating Group (CSCG) Meetings
- Regional Environmental Justice Outreach
- Public Hearings
- 2022 Business Plan (3)
- Monthly Board of Directors Meetings (11)
- Monthly Finance and Audit Meetings (11)
- Ad hoc regional/local community meetings and events
- Ad hoc Speakers Bureau activities and events

### Planned Public E-Notifications

- Monthly Construction Updates
- Regional E-Updates for Northern and Southern California
- Road-Closure E-Updates
- Quarterly Small Business Newsletter
- Ad hoc Authority News Releases



## **Planned Special Projects**

- Release of the 2022 Business Plan
- Release and Adoption of the Final Supplemental EIR/EIS Documents for Various Project Sections

## **Planned Title VI Civil Rights Activities**

- Regional and Statewide Training on the Title VI Civil Rights Event Portal
- Regional and Statewide Training on current and updated Title VI Civil Rights Program Regulations
- Revision of the Title VI Civil Rights, Limited English Proficiency, and Environmental Justice Program Policies
- Implementation of the Title VI Civil Rights Program Complaint Systems

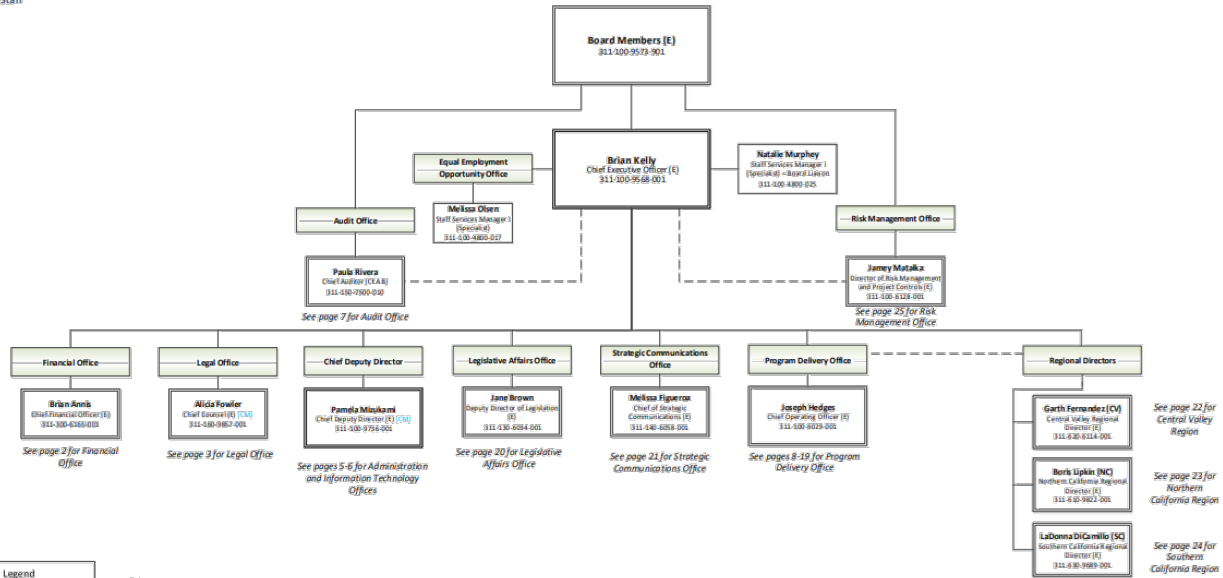
## **Planned Small Business Activities**

- Quarterly Authority-hosted Meetings and Events
- Meet the Prime events with HSR Design Build Partners
- Capital City PTAC Workshops
- Revision and Implementation of the Business Advisory Council Bylaws

# ATTACHMENTS

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

# Authority Executive Management Organizational Chart



Legend	
<span style="background-color: yellow; border: 1px solid black; padding: 2px;"> </span> Vacant	<span style="background-color: #d3d3d3; border: 1px solid black; padding: 2px;"> </span> Filled
<span style="background-color: #e0e0e0; border: 1px solid black; padding: 2px;"> </span> Strategic Management (SCM)	<span style="background-color: #f4a460; border: 1px solid black; padding: 2px;"> </span> *RDP
HSR Filled Positions	296
HSR Vacant Positions	95
HSR Total Positions	391
Filled Banked Positions	20
Vacant Banked Positions	5
Total Banked Positions	25
HSR Filled Positions	269.29
HSR Vacant Positions	21.4
HSR Total Positions	290.69
HSR Filled Positions	301.69

Revised: 4/5/2021

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Approved By: \_\_\_\_\_ Date: \_\_\_\_\_

## Authority Board of Directors

\*As of December 2021:

