

Investing in California Small Businesses

SMALL BUSINESS NEWSLETTER • VOLUME 9: ISSUE 2

MAY 2021



Small Business Program

The Authority is committed to small businesses playing a major role in building the statewide high-speed rail system. The Small Business Program has an aggressive 30 percent goal for small business participation including Disadvantaged Business Enterprise (DBE), Disabled Veteran Business Enterprise (DVBE) and Micro-Business (MB).

Investing in California Small Business

**SMALL BUSINESS NEWSLETTER
VOLUME 9 • ISSUE 2
MAY 2021**

**CALIFORNIA HIGH-SPEED
RAIL AUTHORITY**

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To access and download more information pertaining to the small business program, visit the Small Business Resources webpage at https://hsr.ca.gov/small_business/

The *Investing in California Small Businesses* newsletter is published quarterly by the Office of Communications of the California High-Speed Rail Authority.

To view past newsletters visit:

https://hsr.ca.gov/small_business/newsletter.aspx

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California High-Speed Rail Rolls On Amidst Challenges

Here we are still dealing with the COVID-19 pandemic, but the California High-Speed Rail Authority is also celebrating a lot of milestones as we find our rhythm during these unprecedented times.

We were focused on 5,000. That's 5,000 jobs and counting. Since the start of construction, the project has actually created more than 5,500 construction jobs. That's double the number of jobs from just two years ago. We expect the number to keep growing as crews continue work at more than 35 construction sites.

Work is complete on 11 viaducts, bridges and overpasses, and we'll soon be able to add the San Joaquin River Viaduct to the list. Crews are putting the finishing touches on the towering structure that straddles the Fresno and Madera county line. **Governor Gavin Newsom got an opportunity** to get on the top deck of the nearly mile-long viaduct during a tour. He was quite impressed. The imposing structure received national attention when our **CEO Brian Kelly took an MSNBC crew** to the site. Viewers around the world got a glimpse of the viaduct when it served as the backdrop for several stories and live shots.

If you heard cheers coming from the Authority in recent weeks, it might be because our **Board of Directors adopted the Final 2020 Business Plan** following a year of delays caused by the pandemic. We went through public hearings and an open comment period last year and did it all over again this year after the Revised 2020 Business Plan was released in February. The plan explains our path forward for completing the 171-mile alignment from Merced to Bakersfield in the Central Valley and finishing environmental work on other project sections from Bakersfield to LA/Anaheim and Merced to San Francisco.

"If you heard cheers coming from the Authority in recent weeks, it might be because our Board of Directors adopted the Final 2020 Business Plan following a year of delays caused by the pandemic."

Ashley Mistler
Small Business Advocate
California High-Speed Rail Authority

Meanwhile, as we become more comfortable handling work online, we've increased the number of virtual gatherings the Authority participates in. February was busy, starting out with our Business Advisory Council meeting. We also hosted an engineering webinar featuring Southern California Regional Delivery Manager Noopur

Jain where she talked about building viaducts, bridges and other complex structures. Her story about being an engineer and helping other young women choose engineering as a career is featured in this issue.

About 50 people attended our sustainability workshop. Participants learned how small businesses can join the high-speed rail project, and Director of Planning and Sustainability Meg Cederroth discussed how construction of high-speed rail is lowering greenhouse gas emissions and will continue to do so when trains start running.

In March, we co-hosted a "Meet the Prime" event with Construction Package 2-3 design-builder Dragados-Flatiron Joint Venture. Again, our Small Business Program was front and center promoting how companies can qualify for bidding on a contract and work on the high-speed rail project.

Congratulations goes out to the former CEO of the Fresno Metro Black Chamber of Commerce Tara Lynn Gray. Last year, she was featured as our Small Business Champion in February. In March of this year, Governor Newsom tapped her to head California's Of-



In February, crews unveiled new banners on the Cedar and Wasco Viaducts. They are part of the Authority's celebration of 5,500 jobs created since high-speed rail construction began in the Central Valley. More jobs are being added every day. Most of the construction workers on those jobs hail from the Central Valley.



office of the Small Business Advocate. She has spent years helping small businesses get into the government contracting arena.

When asked about goals for her new position, she said, "I look forward to making sure all small businesses in California have access to capital, technical resources, and new markets as we push toward recovery."

You may have noticed that the celebration of Women's History in March has spilled over into this issue of the Small Business Newsletter, which features stories on several women working on the high-speed rail project. Check out stories about engineer Malitha Chanthapadith and public outreach and oversight manager Jill Canete. These strong women are making their mark in an industry usually dominated by men. They're also helping us find our rhythm as the high-speed rail construction boom marches ever onward in the Central Valley.

Ashley Mistler

1. In March, during a weeklong look into the future of travel in America, MSNBC Correspondent Chris Jansing (right) interviewed Authority CEO Brian Kelly (2nd from right) in front of the towering San Joaquin River Viaduct. Viewers around the world got an update on the high-speed rail project when the structure was used as a backdrop for several stories and live shots.

2. Governor Gavin Newsom said he was impressed after touring several high-speed rail construction sites. Before this shot, he got an opportunity to get on the top deck of the imposing San Joaquin River Viaduct.

3. After a year of delays due to the COVID-19 pandemic, the Authority Board of Directors had a lively discussion before approving the 2020 Business Plan. It explains our path forward for completing construction in the Central Valley and finishing environmental work on other project sections from San Francisco to Los Angeles/Anaheim.



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Small Business Events

May 12, 2021
Business Advisory Council
 1:00 PM – 4:00 PM
 Webcast Meeting Online

May 20, 2021
California High-Speed Rail Authority Board Meeting
 Time: TBD
 Webcast Meeting Online

June 17, 2021
California High-Speed Rail Authority Board Meeting
 Time: TBD
 Webcast Meeting Online

July 15, 2021
California High-Speed Rail Authority Board Meeting
 Time: TBD
 Webcast Meeting Online

August 11, 2021
Business Advisory Council
 1:00 PM – 4:00 PM
 Webcast Meeting Online

August 19, 2021
California High-Speed Rail Authority Board Meeting
 Time: TBD
 Webcast Meeting Online



May 11, 2021
eProcurement with Sacramento County
 9:30 AM – 11:00 AM
 Online Workshop

This workshop covers how to do business with Sacramento County. It will teach you how to use Public Purchase after you register to receive contract solicitations. Find out how to navigate the system and enter a response, as well as review and print it. Hosted by **California Capital Procurement Technical Assistance Center (PTAC)**.



May 27, 2021
General Small Business Tax Workshop
 9:00 AM – 12:00 PM
 Online Workshop

Join this workshop to learn basic IRS tax requirements and best practices for small businesses to avoid tax problems. Get tips of record keeping, deductions, and how to file and pay state and federal taxes. This workshop is presented by an IRS tax professional. Hosted by the **California Capital Women's Business Center** in partnership with the U.S. Small Business Administration.



June 2, 2021
Minority Women in Construction – Buying a Business ITE Technical Conference
 5:00 PM – 6:30 PM
 Online Webinar

Want to start your own business? This may be the webinar for you. Learn about how to become a licensed contractor from industry experts and professionals. They will teach you about accessing capital to fund your business along with licensing and insurance requirements and the pros and cons of starting versus buying a construction business. You'll also find out about the benefits of certification for minority and women-owned businesses and where to find contracting opportunities. Hosted by the **California Capital Women's Business Center** and funded in part by the U.S. Small Business Administration.

Did You Know?

People are weighing in on what they want when high-speed rail trains start rolling in California. DB Engineering and Consulting USA, Inc., our Early Train Operator, commissioned surveys of a diverse group of 400 future passengers. They were asked what amenities trains should have. Most said they wanted to ride in coach class in rows or with tables that had chairs facing each other. They also want to be able to upgrade to first class for longer distances. Two small businesses, ConsumerQuest in Santa Monica and Sacramento-based Sagent Marketing, conducted the questionnaires last August. Participants were asked the availability of food, alcohol and much more. When it came to the interior design of trains, two-thirds of the respondents said they liked the clean lines of Scandinavian style and lighter colors. Meanwhile, most people in the Central Valley preferred a traditional style with darker tones.



Low-Cost Speedy Spain Train: Despite COVID-19 running riders off high-speed trains, Spain is launching a **low-cost service** between Madrid and Barcelona. Spain's state train operator, **Renfe**, has announced that passengers will be able to take 30 minutes off the 300-mile trip and make it in only two-and-a-half hours. Even better, prices start at \$6 down from \$12 to \$60. Spain is putting 112 Avlo trains on the route, each able to carry 438 passengers. The new service starts in June when Renfe celebrates its 80th anniversary. (Photo courtesy of Renfe)

PTC Boosts Safety on U.S. Trains: Riding the rails in the U.S. is a lot safer thanks to **Positive Train Control (PTC)**. The Federal Railroad Administration (FRA) said PTC was implemented on nearly 60,000 miles of track two days before the December 31 deadline. **PTC is a braking system** that can slow a train traveling over speed limits. It also prevents trains from colliding or going down the wrong tracks. The FRA called for PTC to be implemented by railroads nationwide 12 years ago. (Photo courtesy of Union Pacific)



China Debuts New Maglev Train: China has unveiled a prototype for a **new high-speed maglev train**. In January, the media got a look at the train which can zip along at 385 miles per hour. Researchers built a 541-foot track to show off the look and feel of the 69-foot demonstration model. Developers said the train will look like it's floating on magnetized tracks. It's expected to be ready to roll within three to 10 years. In February, China unveiled another high-speed rail train designed to withstand freezing temperatures dipping to 40 degrees below zero. (Photo courtesy of China Railway Construction Corp.)



Biologists Protect Wildlife During Construction

A friend of mine once told me about her new job out of college. She was a biological monitor in the Bay Area for a large construction project. When I asked her what she does, she jokingly told me that she was a “professional bird watcher.”

Flashforward several years later when I asked Joe McFaddin of **MESA Biological, LLC** whether that oversimplification was true. He laughed and admitted there was some truth to it.

Before going into a sole proprietorship with his business partner Adam Grimes, he explained that they both started in the field of ornithology – or identifying the key threats and ways of enhancing the survival and protection of birds – for alternate energy and wind farms.

Now, these college buddies are taking their biological consulting services across California, including working on the California High-Speed Rail project.

“Our jobs are to ensure compliance with the environmental permits [and] make sure construction, development, operations and maintenance are done in accordance with the California Environmental Quality Act and the National Environmental Policy Act.”

Joe McFaddin
Co-founder



MESA Biological started in 2014 when McFaddin and Grimes decided to go into business after working as consultants and independent contractors for other firms. They met as undergrads at CSU Bakersfield and were in the first class to graduate with a Master of Science with an emphasis in Biology.

“There was enough opportunity and business to do this independently, so we decided to go out and try this,” said McFaddin when asked how he started his business.

Headquartered in Bakersfield, MESA Biological provides biologists, biological monitors and small mammal trappers. The company, certified as a Small Business and Disabled Veteran Business Enterprise, has worked on



1. The health and safety of California Condor are monitored by Mesa Biological workers on various projects around California. The birds became extinct in the wild in 1987 and were reintroduced to California habitats in 1991 after numbers were increased in captivity.

2. Mesa Biological employees scour the ground searching for signs of endangered and threatened animals and birds. They're looking for footprints, feathers, food and nesting materials that may have been left behind.

*Some photos taken prior to COVID-19 social distancing requirements

Construction Package 2-3 and is currently on assignment in Kern County on Construction Package 4.

“Our jobs are to ensure the compliance with the environmental permits – the guiding documents to make sure that [high-speed rail] construction, development, operations and maintenance are done in accordance with the California Environmental Quality Act and the National Environmental Policy Act,” said McFaddin.

McFaddin’s certifications as a California Department of Fish and Wildlife and United States Fish and Wildlife Service approved designated biologist have come in handy with the environmental challenges on high-speed rail construction sites like the **Poso Creek Viaduct**. That’s where an endangered mammal called the Buena Vista Lake Shrew lives. It likes coastal wetlands, salt marshes and in Kern County, it inhabits creek beds like Poso Creek. McFaddin is one of a handful of biologists certified to handle the tiny creature.

MESA’s team provided biological monitoring during the construction of the Poso Creek Viaduct. They were on site when large concrete placements for the viaduct were built over the creek bed. They had to be extra vigilant because a lot of that work was done at night.

“High-speed rail is the most significant infrastructure project in California. The solutions that we are coming up with to mitigate the environmental impact and protect species are truly unique. This is something that has never been done and we’re excited to be a part of this,” added McFaddin.

Augie Blancas



1. Mesa Biological co-owner Joe McFaddin was on site when the Poso Creek Viaduct was being built in Kern County. He made sure the tiny, endangered Buena Vista Lake Shrew wasn’t harmed by high-speed rail construction activities. (Photo courtesy of U.S. Fish and Wildlife Service)

2. Mesa Biological was hired to do a survey for blunt-nosed leopard lizards at the Coles Levee Ecosystem Preserve located southwest of Bakersfield. The 6,000-acre preserve is surrounded by active oil fields and is home to more than a dozen threatened and endangered birds, animals and plants.

3. After a long day of sifting through the dirt, stickers and scrub brush for minute evidence of endangered and threatened species, the staff from Mesa Biological are still smiling. They will put their discoveries together for a biological assessment.

*Some photos taken prior to COVID-19 social distancing requirements

Outreach with Equity and Inclusion



During the summer of 2019, Cici Vu led walks through tent encampments along the railroad tracks in several Bay Area cities. She spoke with the people living there about high-speed rail development and listened to their concerns. Her goal was to foster an environment of respect and dignity and to ensure underrepresented people had a say in their community.

Vu is a director focused on environmental justice outreach with **Kearns & West**, a woman-owned small business specializing in public outreach and public engagement. Founded in 1984 by Anna West, the San Francisco-based company helps clients communicate their vision and create productive connections with stakeholders at the local, state and national levels.

The company was selected by the California High-Speed Rail Authority to facilitate environmental impact outreach for the

"The heart and soul of Kearns & West is bringing people together to solve difficult public policy challenges by working with stakeholders to create an environment of collaboration, opportunity and respect."

Sharif Ebrahim
Managing Principal
Kearns & West

San Francisco to San Jose and **San Jose to Merced** project sections.

The firm's staff brings diverse communities to the table that historically haven't had a say in projects that impact their environment. Regular meetings are coordinated with community groups, such as the Vietnamese Voluntary Foundation.

"We like to be friendly, collaborative and collegial in our work," said Sharif Ebrahim, Managing Principal at Kearns & West. "The heart and soul of Kearns & West is bringing people together to solve difficult public policy challenges by working with stakeholders to create an environment of collaboration, opportunity and respect."

Through a series of open houses and community events, stakeholders are encouraged to get involved with California high-speed rail. Activities include everything from setting up information tables at a farmers' market to



1. Joey Goldman, a Vice President at Kearns & West, knows the meaning of multi-tasking. Last year after the COVID-19 pandemic hit, he really had to focus as he conducted three online open house meetings on the Zoom platform all at the same time.

2. Kearns & West staff were on hand to facilitate a meeting when the California High-Speed Rail Authority partnered with the Vietnamese Voluntary Foundation in the San Francisco Bay Area to provide information to Vietnamese communities that might be impacted by high-speed rail.

*Some photos taken prior to COVID-19 social distancing requirements

presentations on project alternatives. They also host working groups to study issues and make recommendations based on their findings. Joey Goldman, a Vice President and outreach team lead, commented, "It's a great process for building relationships and communicating what high-speed rail has been working on in a very positive way."

When the pandemic prompted social distancing, the Kearns & West team quickly pivoted to virtual engagement online. One example is www.meethsrnorcal.org, a digital platform to bring stakeholders together and provide access to information and resources. "We had a series of webinars with multiple rooms that people could travel into or out of depending on what topics were of most interest to them," Goldman explained. "We have heard from stakeholders that this worked really well for them and the Authority, too. From what we understand, it was identified as a model that has been replicated in other parts of the state."

Kearns & West enables the Authority to maintain long-term relationships with stakeholders. Talking with ordinary people about how high-speed rail might affect their community and listening to their concerns leads to more equitable and inclusive outcomes - a better project for everyone.

Anthony Lopez

1. Before the COVID-19 pandemic hit, Kearns & West staff organized a neighborhood walk to talk to residents about potential effects of high-speed rail on San Jose's Guadalupe Washington neighborhood.

2. & 3. Kearns & West workers enable the Authority to maintain long-term relationships with stakeholders by setting up and staffing an open house meeting in San Francisco. Participants attending the meeting were able to review the preferred alternative for the San Francisco to San Jose Project Section.

*Photos taken prior to COVID-19 social distancing requirements



Banner Business Proudly Helps Community

“During the PPE shortage, our team went into action and within a few weeks, we were producing face shields that were used by our community. We were proud that we were able to help.”

Susan D. Moore
Owner
Dumont Printing



If you pass the Wasco or Cedar Viaducts, massive high-speed rail structures in the Central Valley, you may see some new large banners sporting the number 5,000. They're highlighting the number of jobs. Increasing jobs during the pandemic and current recession has been a major coup for the Authority. Creating the banners was also a major win for **Dumont Printing**, a certified Small Business in Fresno.

Dumont is well-known in Fresno. The firm has been providing printing and mailing services for 71 years. Today, the firm is owned and operated by Susan D. Moore. She purchased the company in 2014 after working there for 10 years and temporarily leading the company when an executive team member fell ill. Prior to taking the reins of the company, Moore had served as the sales and corporate vice president on top of years of experience in the industry.

Creating products for events was a huge part of Dumont's business when the COVID-19 pandemic hit. As clients were forced to put events on hold, Dumont quickly



1. It's hard to miss the huge banners that recently went up on high-speed rail structures in the Central Valley touting more than 5,000 jobs created since construction began on the high-speed rail project. Dumont Printing of Fresno manufactured the signs celebrating that milestone.



2. The staff at Dumont Printing are like family. The company's colorful logo is well known because the firm has provided printing and mailing services for the Fresno area for 71 years.

*Some photos taken prior to COVID-19 social distancing requirements

adapted as well and began churning out essential safety materials to meet a skyrocketing demand.

“During the PPE (personal protective equipment) shortage, our team went into action and, within a few weeks, we were producing face shields that were used by our community hospitals, fire department, veteran’s centers, retirement homes, banks, restaurants and many more,” explained Moore. “When this critical PPE was scarce, we were proud that we were able to help.”

No stranger to meeting deadlines, Moore led her team through the challenges of meeting various production needs. They also worked with companies to find creative solutions.

Dumont worked with local schools to make classrooms safe as students slowly started returning for in-person instruction. “Just as we had done with the healthcare and business community, we looked for a way to help. We developed several school desk shields to meet the various needs of students and schools,” Moore noted. “We have enjoyed supporting our community and truly appreciate the support they have shown us.”

Yaqeline Castro



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1. A Dumont Printing employee sets up equipment known as a perfect binder. The machine performs a bookbinding operation that uses flexible adhesive to attach a paperback cover to the spine of pages assembled for a book or magazine.

2. When the COVID-19 pandemic hit, Dumont Printing owner Susan Moore and her workers scrambled to help the Fresno area community. They designed and manufactured signs and face shields to help keep people safe at businesses, hospitals, fire departments, banks restaurants and more.

3. Dumont Printing developed this portable desk shields with windows. They are especially popular among schools that are bringing students and staff back to sites for in-person learning.

Catrina Blair Hands Reins to New Small Business Advocate

Farewell, but not goodbye. I have taken a new position at the California High-Speed Rail Authority as Chief of Process and Program Development. While I will still be managing the Small Business Team, I am passing the torch to the Authority's new Small Business Advocate, Ashley Mistler. She comes with a wealth of experience in contracts and small business and will be a great addition to our team.

The Small Business Team has made significant strides since I arrived three years ago. We developed an online system that gives small businesses a direct line to the Small Business Advocate. Located on our Small Business Program page, small businesses can submit the **Business Escalation Form** to let the advocate know about any matters of concern. We also launched a **minority-owned business dashboard** on our website page that shows a snapshot of what the Authority spends with small and disadvantaged firms.

When COVID-19 hit, we joined the rest of the business world and scrambled to figure out how to stay in touch with small businesses on the high-speed rail project along with those interested in joining. I'm proud to say we successfully pivoted last year and participated in virtual outreach events online. We gained even more traction at the beginning of 2021 and started strong with the introduction of the Authority's new small business workshop series. Before this year is over, we plan to host at least nine workshops focusing on the needs of small businesses.

As the Small Business Advocate, I traveled around California and met and worked with many people who have helped with my success. Some of them will likely remain life-long friends. To all them, I am forever grateful.

As Ashley takes over the reins as the Small Business Advocate, I look forward to the work she will do. Hand-in-hand with the Small Business Team, we're eager to move forward and meet new and exciting goals that will benefit the small business community.

Signing off.

Catrina Blair



1. Former Small Business Advocate Catrina Blair was busy at a matchmaking event in Sacramento last year. She was filling time slots for small business owners who asked to speak one-on-one with prime contractors who qualified to bid on the Authority's Track & Systems contract.

2. After more than 20 years in government procurements, Catrina Blair (right) has no trouble getting attention when she provides tips to small business representatives who are interested in state government contracts.

3. During her time as the Small Business Advocate, hundreds of small business owners have attended events organized by Catrina Blair. Her work and travel around California has paid off. Since she joined the Authority in 2018, almost 200 companies have joined the ranks of small businesses working on high-speed rail.*Photos taken prior to COVID-19 social distancing requirements

*Photos taken prior to COVID-19 social distancing requirements

New Business Advocate Brings Love for Service to Authority

“As a state employee, your work contributes to serving people, communities, the environment and other programs that benefit the public.”

Ashley Mistler explained that’s what she believes and tells anybody interested in being a state worker. Being one herself, she lives by that motto as a state worker and brought it with her when she recently hopped aboard the California High-Speed Rail Authority as the new Small Business Advocate.

She had already served as a credit union loan consultant and a manager and loan officer for a large mortgage firm before she joined the state 12 years ago. As a program technician, she processed federal disability claims for the **California Department of Social Services**. In 2013, she went to the **Department of General Services (DGS)** and into the intricate, complex, fast-paced and ever-changing world of IT (information technology) contracts.

She’s familiar with working with suppliers, bidders, and state departments and will be able to put her in-depth knowledge to work for the Authority. “My goal is to be an expert in my role as the Small Business Advocate,” Mistler said. “I want to build strong internal and external relationships, be creative in supporting small businesses in a virtual environment and meet the goals of the department.”

According to Mistler, small businesses face challenges with navigating the state government contracting processes. “The main issue they encounter is how overwhelming the contracting process seems and understanding the terminology and technology used.”

She tells companies they increase the chances of winning a contract if they

“As the Small Business Advocate, I want to build strong internal and external relationships, be creative in supporting small businesses in a virtual environment and meet the goals of the department.”

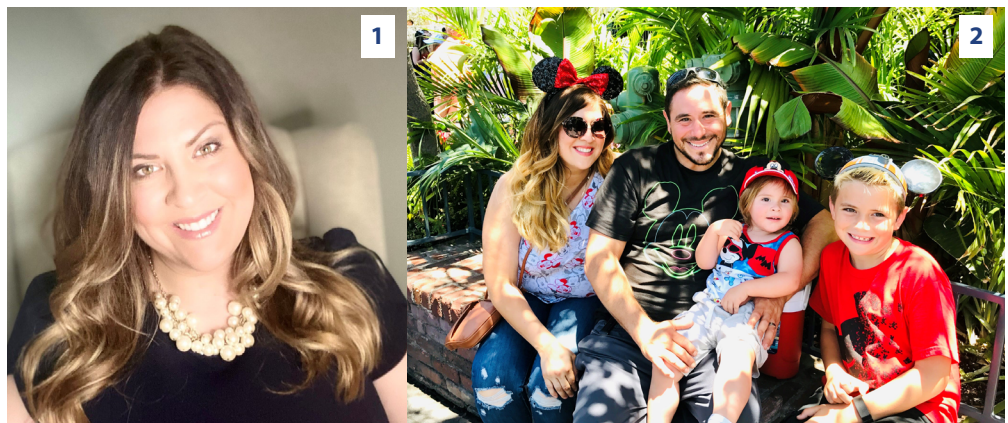
Ashley Mistler
Small Business Advocate
California High-Speed Rail Authority

complete and submit the proposal with all required documents on time. “I encourage them to not wait until the last minute and to watch some of the **DGS videos** that walk them through the registration process and what they can expect.”

She’ll also teach small businesses to be resourceful – something she learned as a child. “Being raised by a single mom helped me understand the importance of networking with people in my community and to think out of the box when things got difficult.”

Currently, more than 600 small businesses are participating in the high-speed rail project. We’ll need a lot more companies to help with years of construction, management and operation. So, we say welcome aboard to Mistler. We’re happy to have you as a part of our team that’s working on the railroad.

Karen Massie



1. Ashley Mistler brings 12 years of state service and seven years in procurement to her new position as the Authority’s Small Business Advocate.

2. When she’s not working, Mistler loves to enjoy time with her family. A trip to Disneyland fulfilled her need to be outdoors having fun in the sun.

Final 2020 Business Plan Adopted



In addition to outlining a path forward for completing high-speed rail construction in the Central Valley, the 2020 Business Plan celebrates a partnership with the Central Valley Training Center in Selma. The facility trains workers who will be needed on future construction. The good-paying jobs will provide better lives for the workers and their families.

Following several delays due to the COVID-19 pandemic, the California High-Speed Rail Authority Board of Directors adopted the Final 2020 Business Plan and submitted it to the state legislature for approval in April. The plan reaffirms a commitment to get high-speed trains running as soon as possible in the Central Valley.

The strategy outlined in this plan presents a clear path toward completing construction in the Central Valley,” said Authority CEO Brian Kelly. “We are committed to continued progress as an organization and look forward to working with our federal, state and local leaders to bring high-speed trains to California within this decade.”

The plan explains that the Authority will continue working on environmental reviews and investments in local and regional infrastructure projects in Northern and Southern California.

The Final 2020 Business Plan outlines the following priorities:

- Complete the 119-mile Central Valley construction segment and lay track pursuant to our federal funding grant agreements with the Federal Railroad Administration (FRA).
- Expand the 119-mile Central Valley segment to 171 miles of operable electrified high-speed rail connecting Merced-Fresno-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 we have 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.

The Final 2020 Business Plan was scheduled to be issued to the California Legislature three times last year and finally made it last month. After the COVID-19 pandemic began last year, the Newsom Administration and the Authority worked with legislative leaders to extend the timeline for the adoption of the Business Plan.

The Revised Draft 2020 Business Plan was issued in February, which triggered a 30-day comment period. Members of the public were encouraged to submit their comments on the revised plan. In March, the **Authority Board held a public hearing** and Authority CEO Brian Kelly testified before state lawmakers about the business plan and progress on the high-speed rail project.

During the hearings, we received more than 250 comments. About 100 of them came from mayors of cities along the high-speed rail alignment, state lawmakers and other transit agencies, who can’t wait to see the high-speed rail project become a reality. To read or download a copy of the business plan, visit the **Authority’s website**.

Max Thogmartin

Translator Tackles Challenges in Virtual Public Meetings

In live public meetings, an interpreter providing services for the California High-Speed Rail Authority is hard to miss. They are the person that's standing near the speaker wearing headsets and talking quietly into a microphone. Diana Orozco, a translator with **Lazar Translating & Interpreting**, brings her expertise to Southern California public meetings about high-speed rail. During the last year, she has experienced new interpreting challenges because COVID-19 has pushed public meetings online-related transition to online public meetings.

In a virtual environment, as interpreters become just another box on the computer screen, speakers talk quickly and tend to forget the translator is present. As the meeting progresses the interpreter can't stop the meeting to ask a question or ask someone to slow down. A participant can also mistakenly mute the interpreter. Diana notes, "We have to step up our game to keep up with the speaker to provide the seamless interpreting service that everybody expects. This keeps the job interesting and it's always satisfying to rise to the occasion!"

Diana's services begin well before the public meeting starts. She asks for written materials and slide presentations to familiarize herself ahead of time. Prior to the virtual meeting, she checks her internet connection and conducts a thorough equipment check. Her work continues after the meeting when she reviews audio recordings to identify any corrections. Diana notes, "With experience, you certainly get a sense of what a meeting might be like and what terms will be used.

"We have to step up our game to keep up with the speaker to provide the seamless interpreting service that everybody expects. This keeps the job interesting."

Diana Orozco
Translator
Lazar Translating & Interpreting

When I've worked with a client for a while, I get to know the speakers, the issues at hand and even some of the community members."

Her first interpreting assignment in 1992 was so enjoyable Diana decided to make it her career. She studied interpreting and translating in Mexico City and later attended UCLA's Extension Court Interpreter Program and the Southern California School of Interpreting Court Interpreter Program.

Despite the challenges of the last year, Diana enjoys her work, "I genuinely love the feeling of simultaneous interpreting when it feels second-nature. It is wonderfully satisfying and makes me so proud that my decades of hard work, study and training are so thoroughly a part of me." She adds, "I really enjoy working with the Authority. Prior to the meetings, we do the dry run test and I go into the meeting with complete confidence that I have the tools I need to do an excellent job!"

Rachel Kesting



1. Interpreter Diana Orozco has more than 20 years of experience translating and transcribing for a variety of clients. Before an event, she spends hours familiarizing herself with written materials and slide presentations.

2. Orozco has translated Southern California public meetings about high-speed rail. Online virtual meetings have presented new challenges. She explained people talk too fast or she gets muted accidentally, but she does what she must to keep up and provide top-notch interpreting services her clients expect.

First Central Valley Training Center Class Graduates



What was once an empty 28,000 square-foot warehouse in Selma is now a one-of-a-kind classroom home to the **Central Valley Training Center (CVTC)** built by its very own students.

Days before the first cohort would embark on the next phase of their careers, students continue to put their freshly learned carpentry skills to good use, constructing and installing the framework of the warehouse's new classroom just in time for the second cohort to begin instruction. Students like Arturo Garza help take the lead.

"The program is well worth it," said Garza of Selma. "It's a challenge because a lot of people need to work, but the sacrifice is well worth it because at the end of the day, we get these certifications in hopes to get a high-paying job. A little sacrifice is nothing compared to the reward."

Garza is one of 22 students graduating from the first cohort leaving with the intent of landing a pre-apprenticeship.

CVTC 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.

"We have qualified journeymen that come in and show them the different aspects of their respective trades," said Chuck Riojas,

"We really came from nothing - a lot of us quit our jobs to be here. That goes to show our dedication to change ourselves and change the community. All we want is to go to work, get a good job, and good benefits for me and my family."

Bryant Dollison
Student Graduate
Central Valley Training Center

executive director for the Fresno/Madera/Tulare/Kings Building Trades Council. "The Central Valley Training Center is designed to expose students to the trades so they can find what interests them. Once they show an interest in a field, they're more apt to do better in those apprenticeship programs."

Being in and out of the legal system, Greg Stanton intends to turn his life around by getting into the trades.

"The opportunities are starting to come to light," said Stanton. "I [always] wanted to get involved in the trades and I have prior construction experience. I think it would be an interesting job to be on the high-speed rail or even get involved in the unions. My goal would be to get into the electricians union."

CVTC students leave with more than five industry-specific certificates, including Occupational Safety and Health Administration 10 and Forklift certifications.



A major celebration was held at the Central Valley Training Center (CVTC) in January. After 16 weeks of hands-on training in various trades, 22 members of the CVTC's first class received their certificates at a graduation ceremony. Instruction is provided by professional carpenters, cement masons, electricians and specialists in other areas.

The last few days of the pre-apprenticeship program put their communication skills to the test by doing on-the-spot interviews with employers. Each student presented their resume and spoke with representatives one-on-one in hopes to acquire a job before securing a pre-apprenticeship opportunity.

The cohort celebrated their accomplishments on Jan. 29 with a small graduation ceremony.

“We really came from nothing - a lot of us quit our jobs to be here. That goes to show our dedication to change ourselves and change the community,” said student speaker and graduate Bryant Dollison. “Our goal is to be successful - all we want is to go to work, get a good job, and good benefits for me and my family.”

Upon completion of the program, the high-speed rail project and its contractors will assist all graduating students with job placement.

Nearly 500 Central Valley residents have applied to take part in the Central Valley Training Center program since its opening last year. The training center is recruiting its second and third cohorts with classes beginning on Feb. 8.

For more information, visit www.cvtcprogram.com.

1. & 2. Students practiced their carpentry skills by building walls of a classroom at the Central Valley Training Center. The facility that once housed an empty 28,000 square-foot warehouse in Selma welcomed its first students last October.

3. In addition to preparing students for a pre-apprenticeship program, students get a helping hand toward landing good paying construction jobs. Xang Moua was among the graduates who sat down for an on-the-spot interview with a potential employer.

4. Training center graduate Nick Lofgren proudly showed off his certificates to his partner and daughter. After students complete their training, the high-speed rail project and its contractors will assist all graduating students with job placement.



Celebrating Women’s History Month by Inspiring the Next Generation



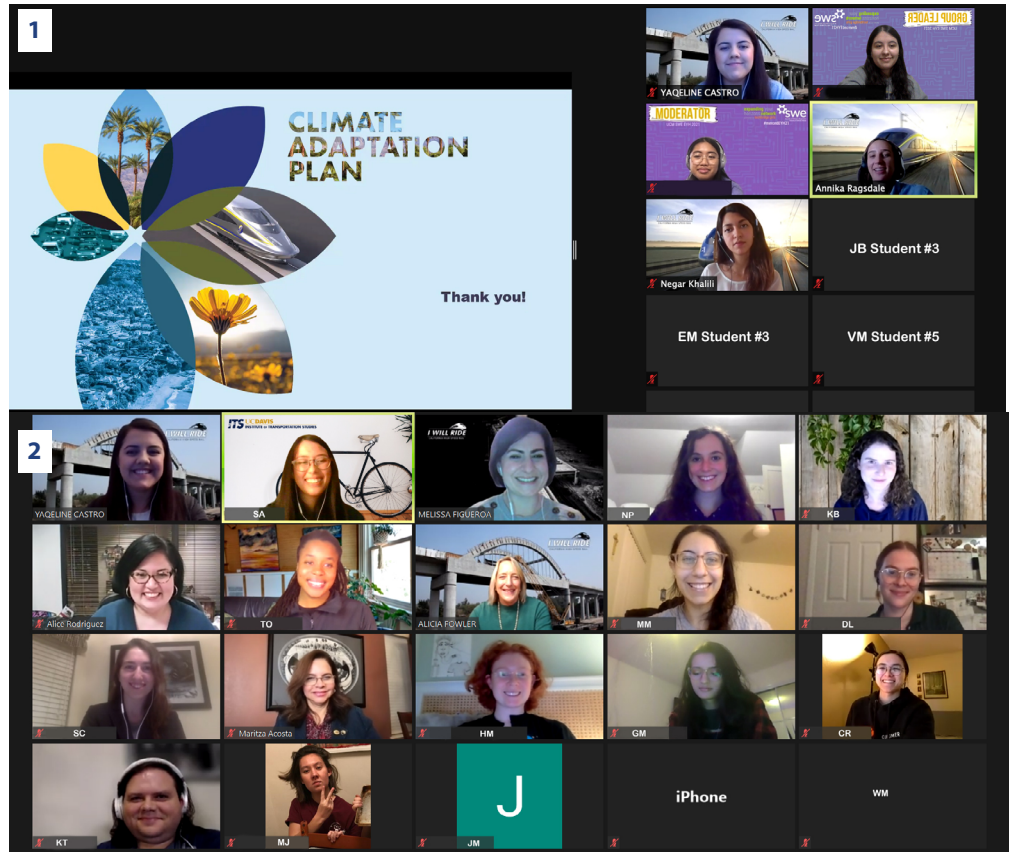
Throughout March, we were busy celebrating Women’s History month by connecting with organizations that empower female students interested in a future in science, technology, engineering, math (STEM) and transportation.

After the coronavirus hit, the California High-Speed Rail Authority stepped up to help the **Society of Women Engineers (SWE) at UC Merced** with a virtual conference that exposes middle-school and high-school-aged girls to college majors and careers. More than 25 UC Merced student volunteers hosted over 150 girls from California and other states who tuned in for the *Expanding Your Horizons* conference.

They were treated to the Authority’s workshop *Women Leading the Way: Shaping Sustainable Transportation of the Future*. The discussion on climate adaptation, mitigation and resiliency featured Senior Sustainability Consultant Annika Ragsdale, Environmental Engineer Negar Khalili and Student Outreach Liaison Yaqeline Castro. It marked the first time in SWE’s history that an outside organization provided a student workshop.

We continued the momentum when we joined the **Women in Transportation Seminar (WTS) UC Davis** chapter and brought in leading engineers and program executives to chat with students, faculty and staff. Panelists included Authority Chief Counsel Alicia Fowler, Chief of Strategic Communications Melissa Figueroa and Engineering Liaison Maritza Acosta. They discussed their work with high-speed rail and various other projects they’ve worked on during their careers.

After 30 years in transportation project management, Maritza Acosta founded Acosta Engineering Solutions. Today, her firm works closely with the Authority on geometric designs (visible features) of the high-speed



rail alignment. Figueroa and Fowler oversee two major departments of the Authority and have played crucial roles in advancing opportunities for women at the Authority and other state departments.

In addition to giving a high-speed rail overview, they talked about construction, alignments and stations. They also emphasized the importance of networking and finding mentors willing to help women succeed in the workplace.

The virtual gatherings benefited the Authority. They helped us continue building relationships with student groups and set the stage for more conferences and student outreach once it is safe for everyone to meet again in person. We can’t wait to continue these collaborations.

Yaqeline Castro

1. More than 150 girls participated in a virtual conference hosted by the Society of Women Engineers at UC Merced and the Authority. Sustainability Consultant Annika Ragsdale (second row from top, right), and Environmental Engineer Negar Khalili (third row from top, left) discussed how the high-speed rail project is reducing greenhouse gas emissions.
2. The Women in Transportation Seminar at UC Davis featured leading engineers including Maritza Acosta (third row from top, second from left), who owns Acosta Engineering Solutions. Her firm has designed high-speed rail structures being built in the Central Valley.

Tree Fresno Planting Trees to Improve Lives

Nearly three years and 3,000 trees is an amazing feat for one organization.

For **Tree Fresno**, it's simply their calling.

Established in 1985, Tree Fresno's mission is simple: to transform the San Joaquin Valley with trees, greenways and beautiful landscapes – making them the perfect partner in California High-Speed Rail's sustainability efforts and goal to deliver the greenest infrastructure project in the nation.

In celebration of Earth Day, Tree Fresno held their last tree planting as part of the California High-Speed Rail's Urban Forestry program. Volunteers, including Central Valley high-speed rail staff, I Will Ride alumni and several community groups, took the morning to plant 135 trees in southwest Fresno, steps away from the Cedar Viaduct.

As part of a \$1 million grant, Tree Fresno surpassed their goal of planting 2,400 trees at schools, parks and disadvantaged communities. Trees were planted to help improve the overall quality of the environment and life in urban areas while offsetting greenhouse gas emissions associated with construction of high-speed rail.

"People are thrilled to be out and about - out in their community and beautifying the community. And they understand the significance of planting these trees," said Mona Nyandoro Cummings, chief executive officer of Tree Fresno. "We have complete families coming out here. They want to be able to drive by and say in the future, 'I planted that tree 20 years ago.'"

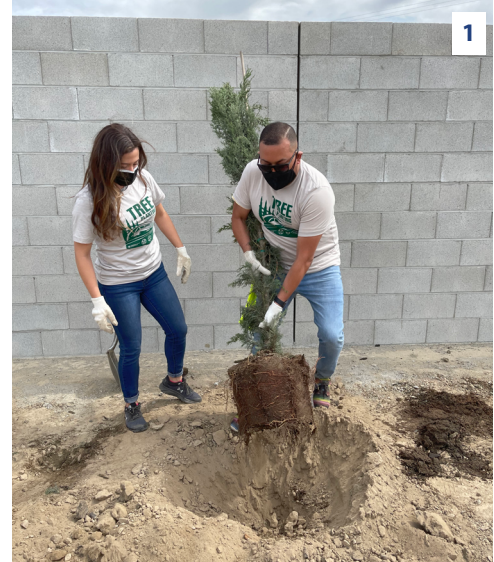
Augie Blancas

1. In April, Tree Fresno organized an Earth Day event to plant trees near the high-speed rail project's Cedar Viaduct. Volunteers included Authority information officers Toni Tinoco (left) and Augie Blancas (right) who wrestled trees into holes they dug open with shovels.

2. High-speed rail enthusiast Michael Mayfield (center) came out to do his part to plant trees that help offset greenhouse gas emissions associated with construction of high-speed rail. When Mayfield was in college, he belonged to I Will Ride, a high-speed rail support group.

3. Volunteers planted 135 trees at this Earth Day event which was a part of the California High-Speed Rail Authority's Urban Forestry program.

4. In the last three years, Tree Fresno been responsible for planting 3,000 trees in disadvantaged communities in the Fresno area. A \$1 million grant from the Authority paid for the trees and equipment.



Central Valley Native Helps Bring High-Speed Rail Home

Soft spoken, but mighty in her professional field, Malitha Chanthapadith takes pride in being a steward for California high-speed rail. Behind her shy persona, she has more than nine years of engineering experience after working on many transportation and infrastructure projects across California.

Chanthapadith is a Central Valley native and Fresno State graduate earning a Bachelor of Science degree in Civil Engineering and minor in Construction Management. After college, she began her career working for a local paving contractor as an Assistant Estimator and Project Manager, and then as an engineering consultant for a private engineering firm. There, she worked and provided design and project management services for several municipalities across the state.

In 2014, Chanthapadith joined design-builder **Tutor Perini/Zachry/Parsons** as a design engineer working with their utilities team. In 2019, she took on a new role with the California High-Speed Rail Authority (Authority) as a Segment Transportation Engineer in **Construction Package 2-3**, putting her expertise in construction, project management and engineering to task. For the 65-mile segment, she provides oversight on behalf of the Authority overseeing work done by the Authority's Project Construction Managers and **Rail Delivery Partner** staff.

"I am proud to play a key role on the project," said Chanthapadith. "High-speed rail has given me the opportunity to serve the public by solving real-world problems while having a positive impact on society, the local community and future generations."

Workload aside, Chanthapadith says high-speed rail has provided stability and allows her to maintain a healthy work, life and family balance.

"High-speed rail has given me the opportunity to serve the public by solving real-world problems while having a positive impact on society, the local community and future generations."

Malitha Chanthapadith
Segment Transportation Engineer
California High-Speed Rail Authority

"Engineering and construction management is a fast-paced and challenging work environment where the men tend to outnumber the women," noted Chanthapadith. "I encourage all aspiring future women engineers to be open minded and have enthusiasm and eagerness to learn, it will further advance your personal and professional growth."

While out at the Conejo Viaduct for the first time since before the start of the pandemic, Chanthapadith was reminded of her excitement about the project. "When completed, I'll be able to visit the project sites and share my story and contributions with my two children, family and friends."

Augie Blancas



1. & 2. Engineer Malitha Chanthapadith worked as an estimator, project manager and designer for a paving company and private engineering firm before joining high-speed rail design-builder Tutor Perini/Zachry/Parsons in 2014. The Central Valley native served as a utility design engineer before becoming a Segment Transportation Engineer in 2019. She enjoys her work and encourages other women to become engineers.

Informing the Central Valley About High-Speed Rail Construction

A career in high-speed rail construction wasn't on the radar for Jill Canete. She calls it a twist-of-fate to land in the nation's largest infrastructure project and is proud to be part of history.

Canete is a San Joaquin Valley native, born and raised in Stockton, California. Her studies and athletic abilities took her to the University of Tulsa in Oklahoma where she played NCAA Division 1 softball for the Tulsa Hurricanes and majored in business management.

From Hurricane to Hornet, she transferred to Sacramento State after two years where she completed two Bachelor of Science degrees in Business Management with emphasis on operations management and human resources. She also continued her softball career and earned second team all-conference honors playing outfield and third base.

After graduation, she landed jobs on the business side of healthcare. She worked as an account executive and then as a marketing operations consultant for Blue Shield in San Francisco. At the same time, she received a scholarship to complete her Master of Business Administration at the University of the Pacific in her hometown.

When approached about a job in construction, she admits to laughing and dismissing the idea at first. When she was approached again by a friend to work part-time in a consulting capacity, she decided it would be a great way to introduce herself to the field.

"Once I found out that I would be able to repurpose my background and experiences,

"Once I found out I would be able to repurpose my background and experiences, advocate for nearby business owners, homeowners and communities and be a part of the dialogue to move high-speed rail forward, I was sold."

Jill Canete
Public Outreach & Oversight Manager
Construction Package 2-3

advocate for nearby business owners, homeowners and communities and be a part of the dialogue to move high-speed rail forward, I was sold," explained Canete.

Canete is now the public outreach and oversight manager for Construction Package 2-3, playing a key role in keeping the community informed of the work happening across the 65-miles worth of construction and working with the contractor to mitigate impacts on adjacent communities.

"I've ridden high-speed trains in Europe and saw first-hand how it changes your perspective on travel and how it makes a positive impact on communities," added Canete. "I get to work with such a dynamic team from every aspect of construction and get to see the discussions and ideas that bring high-speed rail to life."

Augie Blancas



1. & 2. Jill Canete was in the healthcare industry and recalled laughing when asked about working in construction. Eventually, she joined the high-speed rail project as the public outreach and oversight manager for Construction Package 2-3. She said she enjoys giving information to business owners, homeowners and communities along the project's alignment.

BART Builds While Bouncing Back From COVID-19

What started out as an idea in 1946, became a reality in 1972. And today, nearly 50 years later, the **Bay Area Rapid Transit (BART)** system transports people to 50 stations along 131 miles of track in the San Francisco region.

Like other transit agencies around the country, the COVID-19 pandemic has taken its toll on ridership. Prior to the pandemic, more than 400,000 daily passengers hopped aboard BART. Passenger numbers dropped by nearly 95% when the coronavirus hit last year. Today, daily ridership has climbed back to just above 50,000.

Passengers may be returning slowly, but BART is rolling along when it comes to transit-oriented development property it owns around stations.

The **Gateway at Millbrae** neighborhood is under construction adjacent to the Millbrae Station, which features a connection to Caltrain. The mixed-use project consists of four buildings. They include 400 residential units, 100 of them designated as affordable, 150,000 square feet of office space and 45,000 square feet of retail space.

According to BART spokesperson James K. Allison, plans are underway for another project near one of BART's busiest stations at El Cerrito Plaza. Last November, the agency selected a development team that is tasked with delivering a mixed-income, mixed-use project on lots currently used for customer parking.

Steps from Oakland's MacArthur Station, people are already renting apartments in **MacArthur Transit Village**. Ninety residential units, all affordable, were completed in 2016. Phase II finished in 2019 with 385 housing units and nearly 40,000 square feet of retail space. Crews recently finished constructing another 400 residential units, over 50 affordable, on another parcel.



"We're serious about this. To increase the successful participation of small, minority, women, disabled veteran and LGBT-owned businesses on BART's construction contracts, our Office of Civil Rights provides support services to small businesses."

James K. Allison
Spokesperson
Bay Area Rapid Transit

"While each project is unique, they are all mixed-use, higher density developments adjacent to frequent transit," explained Allison. "An important component of our policy is to create jobs next to BART."

The projects also put dozens of small businesses to work. "We're serious about this," Allison said. "To increase the successful participation of small, minority, women, disabled veteran and LGBT-owned businesses on BART's construction contracts, our Office of Civil Rights provides **support services to small businesses** interested in working on our projects and those who have already won a BART contract. They get customized technical one-to-one support, interactive



After COVID-19 struck last year, daily passenger levels on Bay Area Rapid Transit (BART) trains dropped by nearly 95%. BART's aggressive cleaning and safety plan lured many passengers back. The fact that more people are getting COVID-19 vaccines has also helped ridership along with rescue funds from the federal government. (Photo courtesy of BART)



1. During the last year, Bay Area Rapid Transit (BART) has focused its attention on constructing transit-oriented development around BART stations. The Gateway at Millbrae station is under construction. When complete, it will feature 400 residential units, 150,000 square feet of office space and 45,000 square feet of retail space.

2. BART has used a \$350,000 federal grant to attract businesses that create jobs near BART stations. In Hayward, barbers Mark DeGuzman (foreground) and Romel Diaz opened a barbershop in Hayward. Many of their clients hop aboard BART to come to the shop. (Photos courtesy of BART)

training, workshops, access to potential teaming partners, marketing and more.” And best of all the help is free.

It’s a win-win for everybody. Neighborhoods get new development. As of 2017, BART’s 11 completed projects were worth \$1.2 billion dollars. Since last July, ground leases from developments added \$2.2 million to BART’s bottom line.

Projects are designed to pull people out of pollution producing cars and put them on BART to get to jobs, housing and retail. In 2017, transit-oriented development generated over a million rides on BART.

Passengers are riding on new cars purchased with a portion of \$219 million in connectivity funds from Proposition 1A, the measure that provides funds for California’s high-speed rail. “The first of 775 new train cars went into service January 2018. BART has received 282 cars from Bombardier Transportation and 171 are in service,” Allison said. “We’ve retired the worst performing cars of our legacy fleet.”

Those funds are also helping with maintenance yard improvements and a tail track extension at the Millbrae station that will provide storage for trains and the ability to turn trains around.

Currently, BART’s biggest effort is to lure more riders back to pre-COVID-19 levels. A year ago, BART instituted a **15-step safety plan**. Allison explained, “The plan includes rigorous protocols for cleaning trains and stations, longer trains to provide the opportunity for social distancing, mandatory face coverings, contactless payment and adopting new technologies for ventilation in trains.”

The agency has received \$103.7 million in rescue funds from the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. BART General Manager Bob Powers said, “These funds provide short-term relief, preventing lay-offs and providing funds to keep our current service levels for our current ridership, which is heavily transit dependent.”

Meanwhile, BART continues to look toward the future. The agency has plans for strategic investments that will allow up to 30 trains (300 cars) per hour through the underwater Transbay Tube between Oakland and San Francisco. The program includes new rail cars, a new communications-based train control system, improvements already underway on the Hayward Maintenance Complex and more substations to power more trains. There is also talk of a second Transbay Tube.

Powers added, “Now that we have gotten through the first wave of the [pandemic] crisis, we are focusing on what’s next. It is important we remain nimble and responsive to the changes in the region.”

Karen Massie

Mid-Year High-Speed Rail Update

No doubt about it, the global coronavirus pandemic has brought unprecedented challenges and adverse impacts to everything and everybody. That includes the California High-Speed Rail Authority, which is working hard to meet these challenges and advancing full steam ahead. As we move into spring and summer, 2021 is also providing opportunities to build on our progress to bring high-speed rail to California.

The Authority rang in the first quarter of 2021 and achieved a significant milestone—reaching 100 percent of the required state match of \$2.5 billion in funding from the Federal American Recovery and Reinvestment Act. The Authority's Chief Financial Officer Brian Annis noted, "This milestone demonstrates the importance of a strong and functional partnership with the Federal Railroad Administration and the federal government to support the high-speed rail program."

The first substantial completion of a construction package, **Construction Package 4**, the 22-mile stretch through Kern County to Poplar Avenue, is an amazing accomplishment. Furthermore, construction will be complete or underway on 83 of 93 structures and on 106 of 119 miles of guideway by the end of 2021. Also underway is the concurrent commencement of advanced design work right-of-way mapping and identification of utility relocation work needed for the Bakersfield and Merced Extensions.

The **Track and Systems procurement** is proposed to be a design-build-maintain contract with a scope of work that includes design and construction of trackwork, railway systems and electrification, as well as testing and commissioning. The Authority will be awarding the Track and Systems contract this year with work scheduled to start in 2022.

In Southern California, we're preparing to conduct environmental clearance of the first two segments into Los Angeles County. The Record of Decision for the **Bakersfield to Palmdale project section** is planned for the second quarter of 2021 and the **Burbank to Los Angeles project section** in the fourth quarter of 2021. In addition, the **Rosecrans/Marquardt Grade Separation Project** is finalizing pre-construction work and is poised to break ground later this year. The **Los Angeles Union Station Project** will be selecting a preferred alternative and releasing a Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) on the project which upgrades the station and makes it easier for trains to get in and out of the station.

The Authority's job now is to advance the work we have started to keep Californians working. With a daily average of around 1,200 construction workers at 35 active construction sites in the Central Valley, high-speed rail is happening in 2021.

Moamen Ramadan



1. Despite the COVID-19 pandemic, construction continues on the high-speed rail project in the Central Valley. At the Tule River Viaduct in Tulare County, crews from Martinez Steel were tying rebar for a multi-cell reinforced box culvert, a structure that will allow water and wildlife to cross below the high-speed rail alignment.

2. Crews have completed pile driving and column work on the grade separation at the Veterans Boulevard Interchange and Corridor Improvement Project in Fresno. By the end of 2021, construction will be complete or underway on 83 structures on the first 119 miles of high-speed rail.



CONSTRUCTION UPDATE

MAY 2021

LATEST VIDEOS: WWW.YOUTUBE.COM/CAHIGHSPEDRAIL



March Construction Update

The signature arches rise above the deck of the San Joaquin River Viaduct now that the superstructure is completed. The viaduct and pergola are more than 4,700-feet long and 43-feet wide. The 210-foot arch over the San Joaquin River is supported by 20 pre-cast floor beams. A total of 198 girders, weighing 156,000 pounds each, form the foundation of the lid of the pergola structure.



Interested in doing business with High-Speed Rail?

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SMALL BUSINESS PARTICIPATION

AS OF FEBRUARY 28, 2021

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

195 Certified Disadvantaged Business Enterprises

68 Certified Disabled Veteran Business Enterprises

NORTHERN CALIFORNIA:

215 Certified Small Businesses

CENTRAL VALLEY:

190 Certified Small Businesses

SOUTHERN CALIFORNIA:

191 Certified Small Businesses

OUTSIDE OF CALIFORNIA:

17 Certified Small Businesses

