

Investing in California Small Businesses

SMALL BUSINESS NEWSLETTER • Volume 12: Issue 01

WINTER 2024



Small Business Program

The Authority is committed to small businesses playing a major role in building the statewide high speed rail system.

**SMALL BUSINESS NEWSLETTER
VOLUME 12 • ISSUE 01
WINTER 2024**

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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/>

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To view past newsletters visit:

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

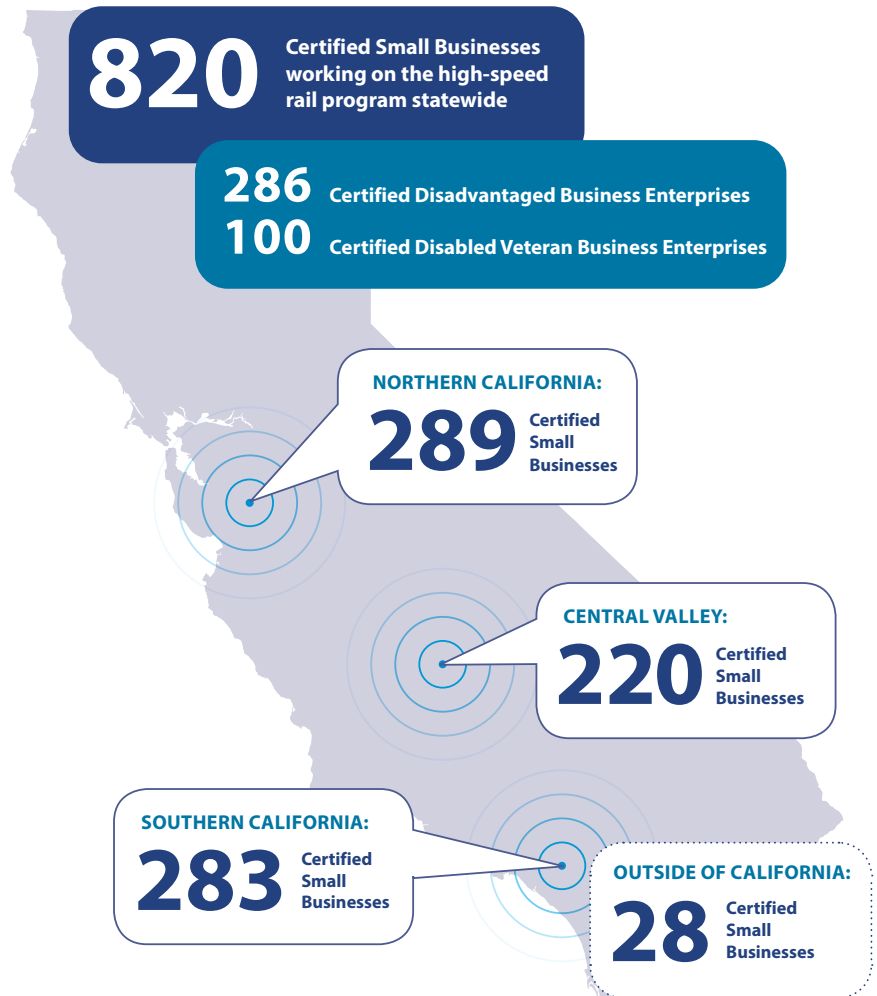
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SMALL BUSINESS PARTICIPATION

as of November 2023



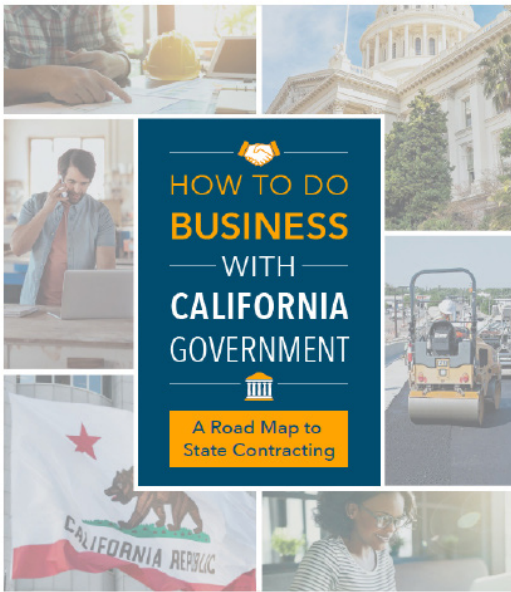
How to Do Business with the State of California

Visit these resources for education, training, and support in growing a thriving business, doing business with the state of California, and connecting with the High-Speed Rail Authority.



Connect with High-Speed Rail

Register your business at www.ConnectHSR.com

HOW TO DO BUSINESS WITH CALIFORNIA GOVERNMENT

A Road Map to State Contracting

CALIFORNIA DEPARTMENT OF GENERAL SERVICES
DGS Office of Small Business and Disabled Veteran Business Enterprise Services

AMERICA'S SBDC CALIFORNIA

There are 56 Small Business Development Centers in California, working to help small businesses

www.californiasbdc.org

We help entrepreneurs start, grow or successfully exit businesses through mentoring and education.

www.score.org

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APEX Accelerators provide education and training to ensure that all businesses become capable of participating in federal, state, and local government contracts.

Chardená Shares



Chardená Valley, Small Business Advocate

What a difference a year makes! As many of you may know, I joined the Authority as the Small Business Advocate last October, and in many ways, I feel like I'm definitely jumping on a high-speed train.

In November, our Board of Directors approved our new small business participation goals, and we talked a little about those in our last issue. Check out page 10 of this issue to see more detail.

In December, we received fantastic news at the Authority when we were [awarded nearly \\$3.1 billion](#) in grant funding from the US Department of Transportation. These funds will be used for:

- *Design and procurement of six electric trainsets for testing and passenger service,*
- *Design and construction of trainset facilities,*
- *Design and construction of the Fresno Station,*
- *Final design and right-of-way acquisition for the Merced extension – Madera to Merced,*
- *Final design and right-of-way acquisition for the Bakersfield extension – Poplar Ave. to Bakersfield,*
- *Construction, including track and systems, for the Merced-Bakersfield Initial Operating Segment.*

And we are putting those funds to work immediately. In January, we released a [shortlist of potential suppliers](#) for our future electrified trains: Alstom Transportation Inc. and Siemens Mobility, Inc. This comes after our Board of Directors [approved the release of a Request for](#)

[Qualifications](#) in the summer of last year. We anticipate releasing the Request for Proposals in the coming months, followed by the awarding of a contract later this year.

We also have several other major procurements coming down the line, so now is the time to make sure you are registered with our [ConnectHSR Vendor Registry](#), and if you already are, to make sure your business and contact information is up to date.

I also want to take this time to emphasize this issue's theme, which is moving forward with strong partnerships. Not only are we committed to getting small businesses on board our project, but we also want to help you all succeed and thrive when you do business with the state.

On May 7, we will host a teaming event for small businesses to connect with our prime contractors at a high-speed rail small business fast-track networking fair at the Department of General Services in Sacramento. This is a must-attend event if you are:

- *A small business interested in learning more about high-speed rail projects,*
- *A business certified as a Small Business/Micro Business (SB/MB), Small Business-Public Works (SB-PW), a Disabled Veteran Business Enterprise (DVBE) and/or Disadvantaged Business Enterprise (DBE),*



Small Business Outreach Coordinator Damon Dorn greets visitors to the high-speed rail booth at last fall's Veterans Small Business Trade Show.



- A small business, as identified in Assembly Bill 2019, that is owned by a disadvantaged individual, woman, LGBTQ individual, veteran, or an owner with a disability,
- A small business owner interested in matchmaking, teaming, and networking with Prime contractors,
- A new small business looking for assistance with state contracting,
- A small business looking for more information about small business certification.

Keep an eye out for more information about this event, and future events we will be holding this year designed to benefit you and your business. My team and I look forward to seeing you all!

Speaking of my team, I'm excited to share with you all that we have a new team member. Safia Abdullah has joined our team as our new Small Business Supportive Services Coordinator in January. Before joining the Small Business Program, she worked with nonprofits and small and large businesses as a Director of Recruitment at Rightworks. Within that role, she worked to ensure that diversity, equity and inclusion was a top priority by tracking the organization's efforts. Her goal upon joining



Safia Abdullah, Small Business Supportive Services Coordinator

the Authority is to personally assist and advocate for small businesses to have the tools and awareness to succeed across the board and here on the high-speed rail project.

"Helping others succeed is truly a passion of mine," said Safia. "I've always been the person in my family to spread the word with regard to resources and information that could assist them in flourishing in a fair playing field."

As we continue into 2024, we will see many exciting opportunities for small businesses to participate on this project as we move from construction toward operations. On that note, we also want to say a big thank you to Chief Executive Officer Brian Kelly, who announced in late January that he will be stepping down this year. Since taking the position of CEO in 2018, he was essential in stabilizing the organization and improving performance so policymakers would once again consider investing in the project. While we all know there is more work to be done, last year's award of the nearly \$3.1 billion grant and our renewed federal partnership demonstrate the importance of his leadership in achieving these goals. He leaves big shoes to fill.

From all of us on the Small Business team, we hope you enjoyed your holidays and are excited for new opportunities in 2024.



Chief Process and Program Development Branch Catrina Blair and Construction Package 2-3 Small Business Coordinator Bjorn Nilsen greet attendees at the Authority's first annual Small Business Diversity and Resource Fair last October.

Small Business Events



Authority Board of Directors Meeting

February 29, 2024

TBD

CAL EXPO, Sacramento

April 11, 2024

TBD

Sacramento

Small Business Program Business Advisory Council Meeting

March 27, 2024

1:00 p.m. to 4:00 p.m.

Online/Virtual Conference

February 5, 2024

Meet the Prime: AECOM-Fluor

11:00 am to 12:00 pm

Online meeting

[Register for event](#)

February 24, 2024

Meet the Prime: ARUP

11:00 am to 12:00 pm

Online meeting

[Register for Event](#)

March 15, 2024

HSR SB Program Pre-Bid and Small Business Workshop

TBD

Online Meeting

April 11, 2024

Meet the Prime: DFJV Workshop

10:00 am to 11:00 am

Online Meeting

[Register for Event](#)

April 24, 2024

How To Do Business with High-Speed Rail

11:00 a.m - 12:00 p.m.

Online Meeting

[Register for Event](#)

March 13, 2024

Business Outreach Committee: CUCP ACDBE/DBE

Certification Workshop

12:00 pm to 2:00 pm

Online Meeting

March 14, 2024

Business Outreach Committee: CUCP ACDBE/DBE

Certification Workshop

11:00 am to 3:00 pm

Santa Clara Valley Transportation Authority

3331 N 1st Street, San Jose, CA 95134

May 7, 2024

HSR Small Business Fast-Track Networking Fair

9:00 am to 1:00 pm

DGS Ziggurat

707 3rd Street, West Sacramento, CA 95605

Did You Know?

Frequently Asked Questions from Small Businesses

- Which Small Business (SB) certifications are counted towards the Authority's SB Program goals?

The Authority's Small Business Program participation goals includes the following certifications: California State certified Small Business (SB), Microbusiness (MB), Small Business for the Purpose of Public Works (SB-PW) Disabled Veteran Business Enterprise (DVBE), and California Unified Certification Program's Disadvantaged Business Enterprise (DBE) certification. Learn more about the High-Speed Rail Authority Small Business Program on our website at <https://hsr.ca.gov/smallbusiness>

Business Advisory Council Profiles



Margaret Jackson, Berryessa Business Association

Margaret Jackson is the CEO/President of the Small Business Concierge Communications & Digital Media Corporation. She has more than 35 years of experience as an internationally recognized and award-winning small businesswoman that promotes healthy commerce between small businesses and the world community. Ms. Jackson advises NorCal Inclusivity Project SBDC, working with African American businesses, publishes the Small Business Concierge Digital Magazine and catalog and serves on the California High-Speed Rail Business Advisory Council.

Status: Primary

Committed to Helping Small Businesses: Business Outreach Committee



DBE Administrator Artemise Davenport from the Business Outreach Committee speaks with small business during a workshop last fall.

Since 2007, the Business Outreach Committee (BOC) has brought together a consortium of Bay Area transit and transportation agencies to help each other help Disadvantaged Business Enterprises (DBEs) and Small Business Enterprises (SBEs). Its members represent agencies from Sacramento to Santa Cruz. “Whenever we’re helping small businesses and they come back or win a contract, we’re able to make a good connection, become certified as a DBE or a small business through our event, that’s rewarding,” says Artemise Davenport, DBE Program Administrator at the Golden Gate Bridge Highway & Transportation District.

The BOC holds workshops on topics including certification, insurance, bonds, prevailing wages, and procurements. It also facilitates networking with agency staff, prime contractors, buyers, APEX accelerators, the Department of General Services and the local community.

How can you leverage these opportunities? The BOC is always looking for feedback and new ways to help its small business community. A good first step is going to its events. “We do events in person, remote, and hybrid. Small Businesses are busy too, right? So, we make sure we’re flexible enough that our resources are utilized,” says Ken Hendricks, Procurement Manager at Sonoma-Marín Area Rail Transit.

“It’s really beneficial for small businesses and the public to participate, see more than one agency’s face, more than one agency’s projects and get technical assistance,” says Kamal Hubbard, Contract Compliance Officer at the Port of Oakland.

Can’t commit to an event? “Our quarterly newsletter has a lot of look aheads in terms of solicitation opportunities. It’s a big part of how small businesses can



The Business Outreach Committee holds workshops on a variety of topics of interest to small business owners and help facilitate networking opportunities.

prepare to go after those contracts,” says Hendricks. “Get notified before those contracts are already on the street. I recommend all small businesses sign up for different agencies e-procurement systems.” To sign up for the newsletter, email Kristina Martinez at kmartinez@cccta.org.

The BOC isn’t just helpful for small businesses. It’s a support network for the agencies within it. Brooklyn Moore-Green, who is a Senior Contract Compliance Specialist for Alameda Contra Costa Transit District, reflects on how when she was working on rewriting a policy, several members of the BOC sent her their reports and helpful documentation. “We just have so many resources here and everybody’s helpful, joins in, participates, and is kind.”





Heather McKillop, the Chief Financial Officer at Sonoma-Marin Area Rail Transit agrees, “My agency doesn’t have the resources to do the outreach all by ourselves, but the BOC has given us the resources to help. Even reading the meeting minutes is helpful to not feel like you’re alone out there because it’s a lot of work to do as a small agency where we have other, main jobs.”

Find out more about the BOC and agency contracting opportunities here: <https://www.goldengate.org/district/doing-business/business-outreach-committee/>.

The BOC would love your feedback! Fill out this quick survey to help them serve you better: <https://forms.office.com/r/MtLASniCqS>.

Katta Hules

Authority Updates Small & Disadvantaged Business Goals With an Eye on Growing Participation

 Blended State and Federal 	 100% State Funded	 100% Federal Funded (including grants)
3% Disabled Veteran Business Enterprise (DVBE) goal, which will be applied across the total contract value.	3% DVBE goal	17% Disadvantaged Business Enterprise (DBE) goal
10% DBE goal, which will also be applied across the total contract value.	25% Small Business goal using all categories that qualify under the state standard, which includes certified Small Business and SB-PW. <ul style="list-style-type: none"> Of that 25% we will designate 3% microbusiness 	
25% Small Business goal using all categories that qualify under the state standard, which includes certified Small Business and SB-PW. <ul style="list-style-type: none"> Of that 25% we will designate 3% microbusiness 		

and to promote greater diversity and inclusion in the contracting process,” said Valley.

The Authority’s changes bring it into alignment with AB 2019, a state law passed in 2022 that codified California’s 25 percent small business participation goals, based on state designations.

Click the following links to

learn more about California’s [Small Business designations](#) and [Disabled Veteran Business Enterprise \(DVBE\) designation](#) and the federal [Disadvantaged Business Enterprise designation](#).

“With these new goals being expressed separately with each contract, they are focused on increasing the number of small businesses participating in the project, particularly those owned by women, minorities, veterans, [and] disabled individuals,” said Valley.

Valley added that, “hopefully, by specifically addressing the need, the requirements for each certification, that will allow for contractors to break down their work to involve more small businesses to do so.”

The Small Business team is spreading the word about the updated goals and highlighted two upcoming small business events: a fast-track networking event slated to take place in March and the annual Small Business Diversity and Resources Fair, which previously took place last October.

Small Businesses can reach out to the Authority’s small business team at: hsrsbprogram@hsr.ca.gov or visit https://hsr.ca.gov/small_business/ for more information.

Micah Wilcox

Small business participation is an integral part of the California High-Speed Rail Authority’s construction process, enshrined in its Small and Disadvantaged Business Goals. And those goals are getting an overhaul with a focus on increasing opportunity. At its Nov. 2, 2023 Board of Directors meeting, the Authority unanimously voted to update the goals, a decision that Chardená Valley, head of the Authority’s Small Business team, said will “provide more opportunities for small businesses to do work on this contract and see the impact across the state, across California and our economy.”

Prior to the Nov. 2 meeting, the Authority had a goal of 30% small and disadvantaged business participation in Authority contracts. This goal could be met by working with businesses certified by California or by the federal government, both of which have different rules and classifications for small and disadvantaged businesses.

Under the new rules, participation goals are specified to match federal or state rules and designations based on funding source, with new rules for ‘blended’ funding sources. “These changes are being made to ensure that the project is meeting the small business participation goal

High-Speed Rail Pumping Billions Into California

In January, the Authority issued the 2023 Economic Impact Analysis Report that shows how high-speed rail continues to be a proven job creator that bolsters the local economy, particularly disadvantaged communities.

“High-speed rail is leading the way toward the Golden State’s sustainable transportation future,” said Authority Chief Financial Officer Brian Annis. “With our continued partnership with the federal government and our local partners, investment in high-speed rail creates good-paying union jobs and generates income to some of California’s most vulnerable people and their communities.”

Highlights of the report include that 99 percent of the project’s 2022-23 fiscal year expenditures have gone to California businesses and workers, with two of every three of those dollars going to disadvantaged communities, driving economic activity in these areas.

High-speed rail has also created a total of 92,000 job-years of employment, spurring \$7 billion in total direct labor income earned by workers on the project and \$18 billion in total economic activity. In 2023, the Authority posted a record-high number of job-years contributing to the total, nearly 2,000 more than any other year since the project began.

A job-year is defined as the equivalent of a full-time job for one year. For example, if one full-time job is supported for two years, it represents two job-years. Said another way, if a single person worked 92,000 job-years, they would work for 92 millennia.

Once operational, the Authority estimates completing the initial 171-mile Merced to Bakersfield passenger service



would, in addition to cutting existing trip times in half, add to these numbers, resulting in a total of 333,000 job-years of employment and total economic activity of \$70.3 billion.

Estimates show the complete build-out of the 494-mile Phase 1 System between San Francisco to Los Angeles/ Anaheim, via the underway Central Valley section, would cumulatively create a total of 945,000 job-years of employment, and total economic activity of \$203.6 billion.

The Authority’s economic impact analysis is updated annually and reflects data as of June 2023. An updated webpage featuring the latest 2023 economic impact analysis and a fact sheet [can be found here](#).

Leo Rubio's Resilient Journey in Transportation Engineering

Building a Dream Through the Relentless Pursuit of Making a Difference



Leo Rubio, President, CEO, Professional Engineer, Bennett Engineering Services

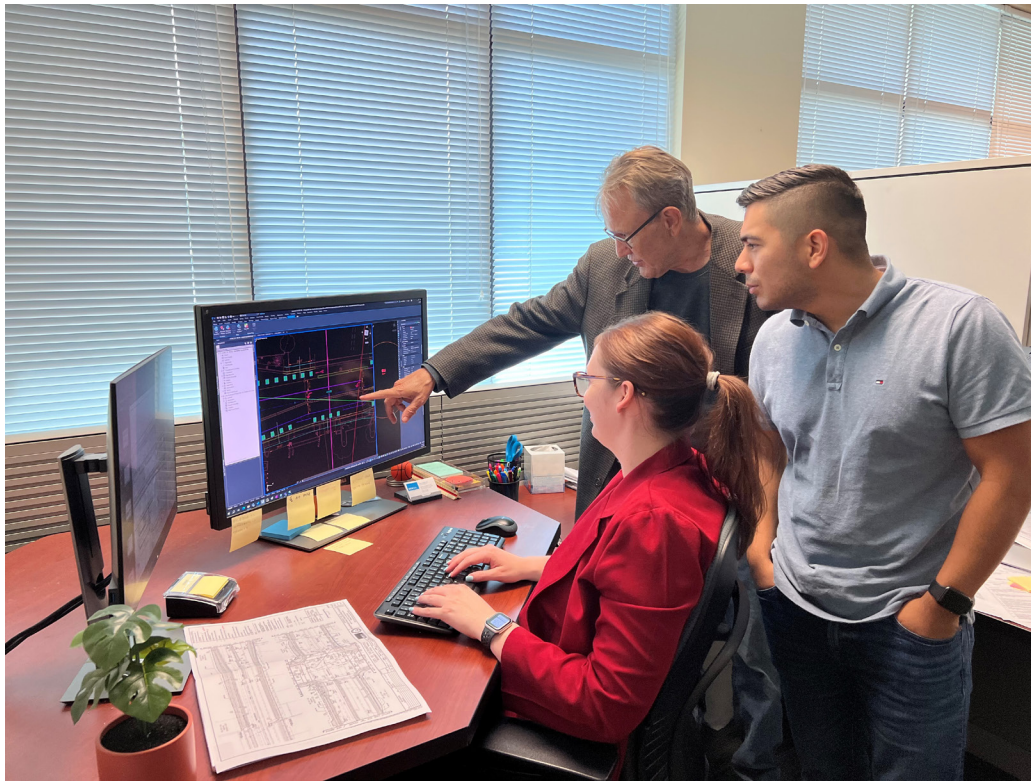
In the intricate realm of transportation engineering, Leo Rubio assumes the role of a visionary leader, guiding [Bennett Engineering Services](#) as the President, Professional Engineer and Chief Executive Officer. Leo's story isn't just a story of success; it's a testament to the relentless hard work that has fueled every milestone in his professional journey. Rubio's commitment to navigating challenges, turning obstacles into opportunities for growth, and balancing technical engineering with effective communication exemplifies his dedication to making a significant impact in both the community and in business.

With a Bachelor of Science in Civil Engineering from California State University, Sacramento, Rubio's professional background included 12 years at Caltrans, where he served as a Project Manager and Senior Design Engineer.

In 2006, Rubio decided to make the transition from the public to private sector, a challenge that would demand resilience, adaptability, and perseverance. "The clients I was interested in working for all knew me and my work in the public sector, but they also knew I had no experience in the private sector. I had to make many mistakes and learn the hard way until my proposals and understanding of what clients were looking for aligned."

Prior to Rubio joining Bennett Engineering Services, the firm had a strong reputation in local governments, particularly in water resources engineering services. Rubio's vision of establishing transportation services necessitated a gradual, project-by-project approach. Rubio's commitment did not waver. "Once someone gave me the chance to prove myself, I did whatever it took to make sure they were happy with my work, gave me repeat work, and vouched for me when I pursued other public agency work," he said.

Currently serving as a subconsultant to O'Dell Engineering, Rubio's firm specializes in providing right-of-way engineering for the California High-Speed Rail Authority. The prospect of contributing to the nation's first high-speed rail system has been an exciting endeavor and timely boost to the firm's transportation sector. The volume and consistency have contributed to filling their pipeline, and as Rubio affirms it, "has given us the credibility to pursue work at the state level." Bennett Engineering Services serves on multiple teams for both Caltrans and the Authority as a Disadvantaged Business Enterprise (DBE).



Don, Julie and Daniel working in office.

In 2022, Bennett Engineering Services was honored with the Employer of the Year award by the Women’s Transportation Seminar (WTS) Sacramento Chapter. Rubio proudly states, “almost half of our workforce are women. Most are engineers in different departments and hold key roles. We are proud of our inclusivity and diversity and of our dedicated staff who make a positive difference in our community.”

Rubio advises those aspiring to enter the field of engineering that though engineering can be a technical field, the importance of good communication skills, both in writing and public speaking are just as important as your technical abilities. Effective communication has been important in connecting with the community at public outreach events. “The work we do makes our communities and neighborhoods better and that

message can get lost in the technical aspects of a project,” Rubio said.

Beyond professional endeavors, the firm actively participates in charitable initiatives, providing support for engineering scholarships and engaging in community events. Looking to the future, Rubio envisions a company that remains flexible and thrives in any economic climate, ensuring the well-being of its staff and fostering a sense of purpose by working on projects that make a positive community impact and improve quality of life. Rubio’s tenacity serves as a beacon of inspiration; though we may face challenges throughout our journey, these challenges can be opportunities for growth, development, resilience and leaving a legacy behind that benefits those around us and the communities we live in.

Audrey Chaney



Local Small Business Helps Lead Community Engagement Efforts for Central Valley Stations



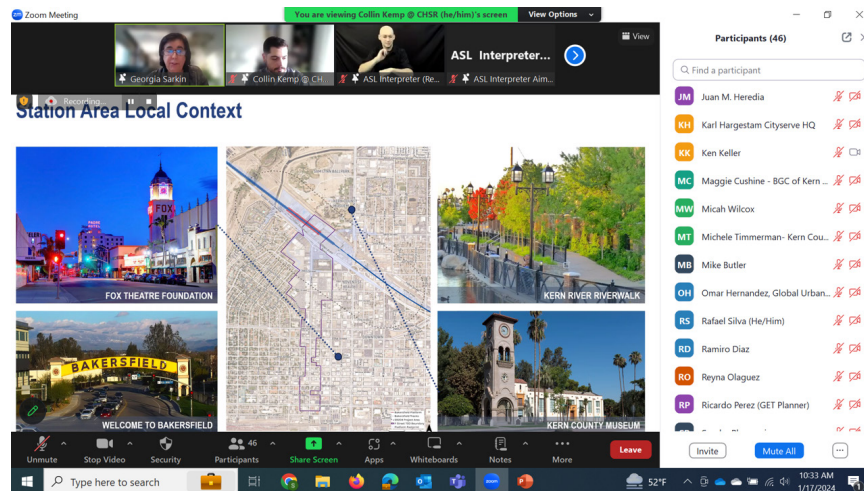
Sheila Hakimipour, Principal, Founder, Urban Diversity Design

Urban Diversity Design was founded in 2010 by Hakimipour. As a resident of Fresno, Hakimipour brings more than 20 years of expertise and experience to this component of the project. With a background in architecture, urban design, planning and community engagement, Hakimipour has worked on various projects across the valley including the development of Master Plans like City of Fresno’s Park Master Plan, Tower District Specific Plan Update, and the Mariposa Plaza Project.

“What sets me apart is being familiar with Fresno and the Central Valley, having a planning background, and having experience in community outreach and engagement,” said Hakimipour in an interview. “When it comes to the development of the high-speed rail stations, community engagement is essential in thriving station areas for all communities.”

While we love to talk construction in the Central Valley, the California High-Speed Rail Authority has assembled a team to take charge and speak with Central Valley community-based organizations (CBOs) about their vision for the high-speed rail stations coming to their respective cities.

One of those who is leading the conversation is Sheila Hakimipour of [Urban Diversity Design](#), a local small business whose expertise in urban design, planning and community engagement will play an important role in the development of stations in Merced, Fresno, Kings/Tulare and Bakersfield.



Virtual meeting for the Bakersfield Station Area with stakeholders and community-based organizations.



In 2023, Urban Diversity Design and Hakimipour joined the SmithGroup team to plan and support several meetings with community-based organizations.

“We developed a thorough list of CBOs who work on mobility and transportation, CBOs who represent underserved communities, communities of color, non-English speakers, and CBOs located around the station area,” shared Hakimipour about the planning process.

In January 2024, virtual outreach meetings kicked off with local CBOs from Bakersfield, Merced, and Kings and Tulare County regions. Additionally, an in-person meeting with local Fresno organizations was held at the Central Valley Regional Office in downtown Fresno. Hakimipour’s and the team’s efforts helped garner feedback from notable Fresno organizations like Fresno Arts Council, Downtown Fresno Partnership, Tree Fresno, Fresno Street Eats, and the Chinatown Fresno Foundation.

Augie Blancas



(Top photo; above) In-person meeting for the Fresno Station Area with stakeholders and community-based organizations.



Conaway Geomatics



Shannon and Cosette Conaway, Founders, Owners, Conaway Geomatics

Anniversaries are about measuring growth over time. And on the five-year anniversary of its founding, HSR contractor [Conaway Geomatics](#) took a moment recently to reflect on the wild ride to this point. Through the COVID-19 pandemic and from a start with a tiny staff of four, Conaway Geomatics has found a way to grow.

Shannon and Cosette Conaway, the founders, owners, and namesake of Conaway Geomatics, have grown and developed the company to fulfill their vision. They've created a culture and environment that supports their team through training, work experience and mentorship. All that growth and reflection has happened while working on California's transformative high-speed rail project.

When we first met with the Conaways in 2021, the company was a team of four working as a third-tier subcontractor under Towill Inc., assisting with parcel-out granting in the Central Valley. Today, they're a team of fifteen – their sights set on growing to 20 staffers by the end of 2024. They've climbed tiers as well. Conaway is now nestled in the Program Delivery Support team under the Joint Venture contractor (JV), AECOM-FLUOR. Conaway's work in rail extends to other agencies as well, notably with LA Metro, Metrolink and Union Pacific. Outside of rail, the company works with utility agencies and private engineering firms, California State Parks and local municipalities .

Their growth isn't isolated to the company's number of employees on payroll or the number or size of projects they take on.

"We are a very, very young team. So we're about empowering people to take their next steps and grow," Cosette Conaway said.

Conaway Geomatics develops and maintains a professional development plan for all its staff members. Once a quarter, the Conaways meet with each staff member to discuss their professional growth. Staff members are given the opportunity to express what they need – from licensures to business writing courses – to develop into the professionals they aspire to be.

And there are still problems ahead. Surveyors are retiring from and leaving the industry at a higher rate than those coming in. Without a strong workforce, infrastructure projects can feel the impact, high-speed rail included. As a result, Conaway's workforce development efforts aren't only a boon to their company, but the larger industry as well.



Since 2021, the Conaway Geomatics Team has grown as a business and also does work in rail with other agencies including LA Metro, MetroLink and Union Pacific.

Offering a meaningful and paid internship experience for college students is one of the ways they turn a seed into a flower. “Our intern(s), when they come in, they’re taught how to survey,” Cosette Conaway said. It takes around a month to get an intern up to speed. But it’s vital to the experience. An intern at Conaway isn’t entering data into a spreadsheet all day – they’re brought onto projects with full-time staff and learning the business hands-on.

Outside their building, the Conaways strive to give back to the community that has given them so much. They sit on various boards of local industry chapters, like ACEC of Orange County, and present to students at California

Polytechnic University, Pomona and California State University, Fresno. Hopefully, some of those students are future surveyors. They call their presentations Mapping Your Career. Making an impact at the college level has helped the company, in a shrinking industry, continue to grow.

“Our mission is to really find the people who want to be part of the industry and make them successful. Support their vision and mission,” Cosette Conaway said. And it’s necessary. Not just for Conaway Geomatics, but for the infrastructure industry as a whole.

Anthony Stijepovic



Speedreads



15% WORK COMPLETE ON INDIA'S FIRST BULLET TRAIN STATION IN MUMBAI

NEW DELHI, INDIA – Indian Railway Minister Ashwini Vaishnaw announced that after over five and a half years, [the government has acquired 100% of the 3,433.5 acres of land needed to construct high-speed rail between Ahmedabad and Mumbai](#). Vaishnaw also announced two additional milestones on the project, for which he said the train's first trial run will occur in August 2026: the National High Speed Rail Corporation Ltd (NHSRCL) completed pier casting for 166.8 miles on the 315.8 mile route and girder launching for 74.6 miles. The NHSRCL also announced that it has finished almost 15 percent of the civil work to build the Mumbai-based Bandra Kurla Complex (BKC) Station, the only planned underground station on the Mumbai-Ahmedabad High-Speed Rail corridor and a “key component” of the system. The station, which the NHSRCL intends to complete by 2027, will have six platforms capable of accommodating 16-coach trains. [Read more here](#).

GERMANY: BERLIN PLANS MAGNETIC LEVITATION TRAIN AS 5-KILOMETER PILOT PROJECT

Berlin plans to build a 5 -kilometer magnetic levitation (maglev) train pilot using money from a roughly \$5.5 billion fund for projects to combat climate change. Dirk Stettner, chairman of Berlin's ruling center-right Christian Democrats, said that the test track would cost the equivalent of \$87 to \$93 million and that the train is expected to be constructed more quickly and affordably than an underground train line. Stettner also stated that the maglev's driverless design is a plus, given that Berlin's public transit agency, BVG has experienced persistent staffing shortages. This pilot, when constructed, would be Berlin's first maglev train since the M-Bahn that served West Berlin between 1984 and 1991. There is currently no construction timeline or planned route for the pilot. [Read more here](#).

NEW ROUTE BETWEEN EDINBURGH AND LONDON UNDER DEVELOPMENT



The United Kingdom hopes to connect cities Edinburgh and London by high-speed rail this year after being delayed in 2019. The current route by train is 5.5 hours, however the revamped service will shorten the trip between the cities to just over 4 hours. Flights from the two capitals take 1 hour, 20 minutes but if accounting for the 2-hour recommendation to arrive before the flight for check-in and airport security, as well as the time it takes to get to the airport, the [new rail trip](#) is faster. A final decision must be made by the Department of Transport before they can commit to running one train an hour, but that is the hope. This will help visitors travel between the two most popular tourist destinations in record time.

NEW INVESTMENTS IN HIGH-SPEED RAIL IN EUROPE UNDERWAY



[The New York Times reports](#) that Western and Central Europe are on track to invest in cross-country, high-speed passenger rail improvements, from increased service to increased existing route and station capacity to entirely new direct service routes to provide competitively-priced rail service as a climate-friendly alternative to air travel. Within the European Union, passenger rail miles traveled between 2021 and 2022 doubled to reach 95 percent of 2019 levels, numbers that have been spurring both public and private action to meet demand. In France and Germany, governments have expressed support for increasing investment in rail infrastructure, while the countries' railway companies collaborated with those of Belgium and Austria to begin direct overnight service to and from Berlin. Private companies are spearheading efforts to expand service on existing routes, start overnight train services, and establish direct service between more cities.

EUROTUNNEL OWNER PREDICTS NEW DIRECT HIGH-SPEED RAIL ROUTES FROM LONDON

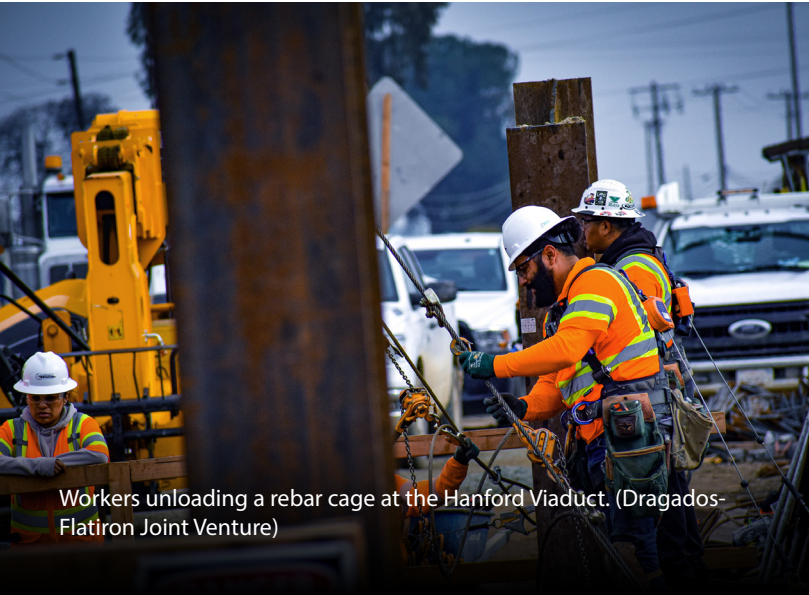


[The Guardian reports](#) that Getlink, owner of the Eurotunnel between the United Kingdom and the European continent, predicts that its efforts to double the capacity of the UK's rail connections to Europe could result in new direct, high-speed routes coming online within five years. The routes would connect London with Cologne and Frankfurt in Germany and Geneva and Zurich in Switzerland. In addition to Eurostar, which provides cross-Channel passenger rail service between London, Paris, and Brussels, the Guardian reports that two companies have publicly expressed interest in providing cross-Channel service. Getlink's CEO, Yann Leriche, said that he has also talked with "at least two" other potential operators.



HANFORD VIADUCT

LATEST VIDEOS: WWW.YOUTUBE.COM/CAHIGHSPEEDRAIL



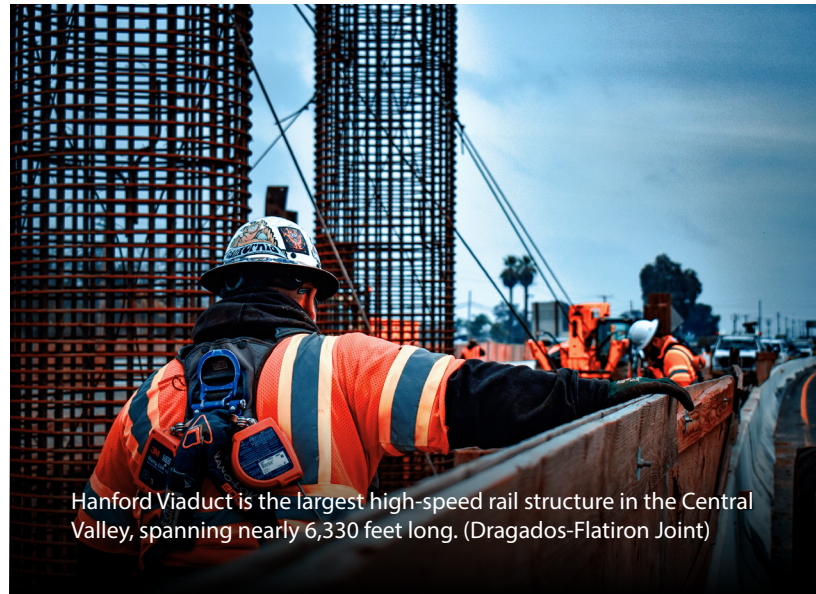
Workers unloading a rebar cage at the Hanford Viaduct. (Dragados-Flatiron Joint Venture)



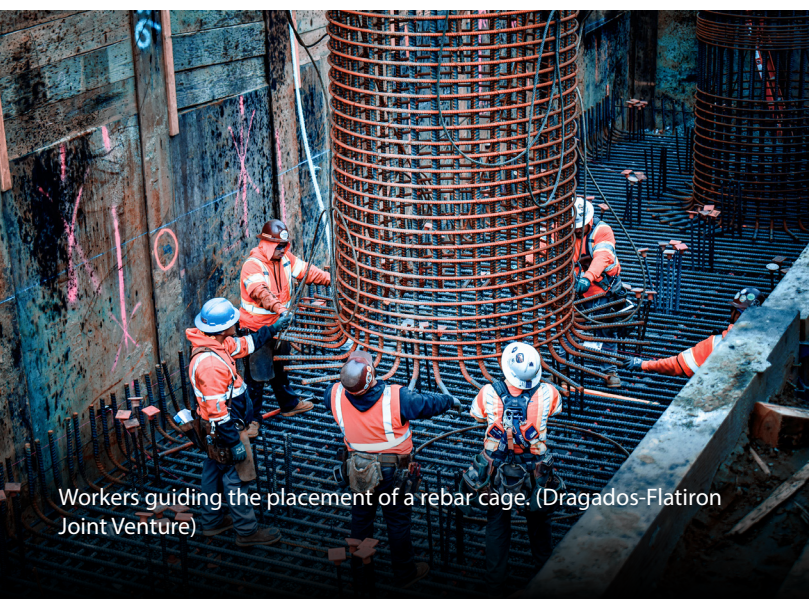
These rebar cages will be used to form the columns that will extend the Hanford Viaduct over State Route 198. (Dragados-Flatiron Joint Venture)



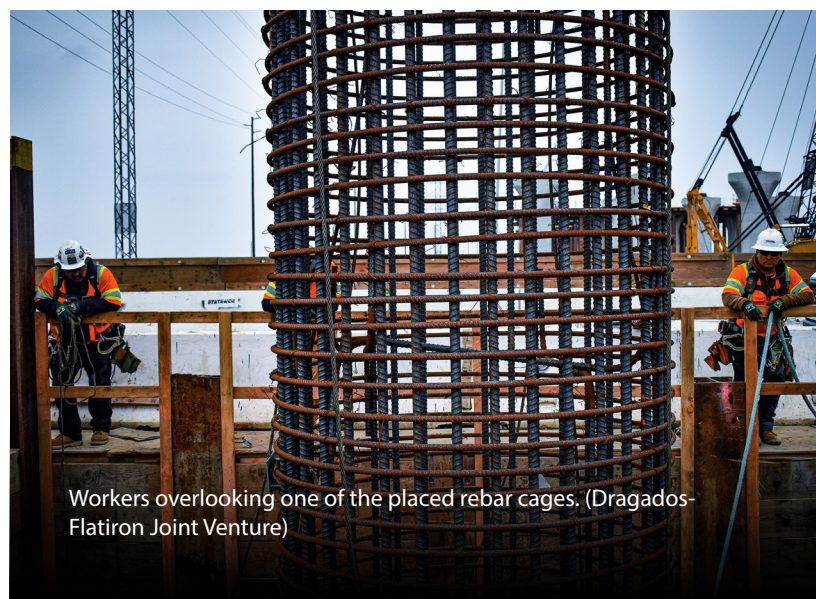
Located in Kings County, the viaduct will allow high-speed trains to cross over Grangeville Boulevard and San Joaquin Valley Railroad as well. (Dragados-Flatiron Joint Venture)



Hanford Viaduct is the largest high-speed rail structure in the Central Valley, spanning nearly 6,330 feet long. (Dragados-Flatiron Joint)



Workers guiding the placement of a rebar cage. (Dragados-Flatiron Joint Venture)



Workers overlooking one of the placed rebar cages. (Dragados-Flatiron Joint Venture)