

Investing in California Small Businesses

SMALL BUSINESS NEWSLETTER • VOLUME 9: ISSUE 4

NOVEMBER 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 4
NOVEMBER 2021**

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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/

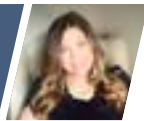
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To view past newsletters visit:

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

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Moving Forward: We're Getting There One Step At a Time

In spite of the COVID-19 pandemic, California's high-speed rail program is moving forward. The demand for construction workers and small businesses remains high and the California High-Speed Rail Authority is diligently working to meet the need.

We celebrated a major job milestone on Labor Day. Our data shows more than [6,000 jobs have been created](#) since construction began on high-speed rail in 2015. Central Valley Regional Director Garth Fernandez was thrilled. "We wouldn't be where we are today without all the dedicated women and men who are out in the field each and every day," he said.

We're wasting no time enticing new workers into the fold. In August, [a group of](#)

[students toured](#) structures along the 119-mile high-speed rail alignment in the Central Valley. They took time out from [ValleyBuild Partnership](#) pre-apprenticeship classes that prepare students for construction trades such as welding, concrete, carpentry and electrical work.

At our [Business Advisory Council](#) in August, our contract and compliance unit gave a detailed account on the number of small businesses putting people to work on the high-speed rail project. Right after the coronavirus hit in March 2020, our small business count stood at 555. Today, the count stands at 638 and climbing.

We're working hard to interest small businesses in what we're doing. The Authority

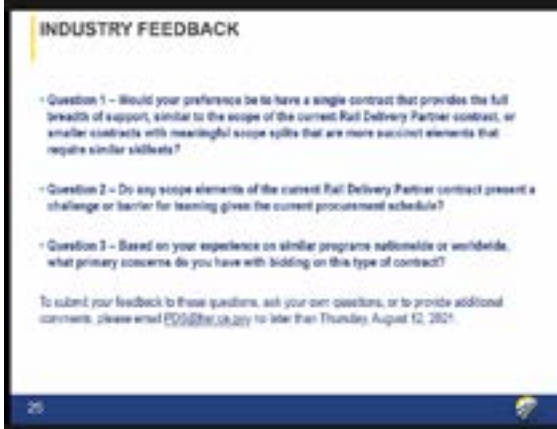
participated in one in-person event in August when we staffed an exhibit table at California's Small Business Day celebration in downtown Sacramento.

The rest of the outreach events we attended were held virtually. We found out small businesses are missing out on notices about contract opportunities because they don't have the right codes on their state certification profiles. Our Small Business Program partnered with the Department of General Services and the California Department of Transportation (Caltrans) for two recent gatherings to talk about the issue. More than 50 people joined us online for each event. Check out the Did You Know? segment in this issue to find out if you need to update your small business profile.

Those codes will be especially important for small businesses interested in joining the high-speed rail project when we release a



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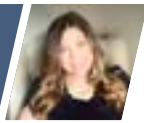
"We celebrated a major job milestone on Labor Day.

Our data shows more than 6,000 jobs have been created since construction began on high-speed rail in 2015."

Ashley Mistler
Small Business Advocate
California High-Speed Rail Authority

1. A construction crew member works on falsework for edge beams atop the Peach Avenue Viaduct in Fresno County. More than 6,000 jobs have been created since construction began on the high-speed rail project in 2015.

2. In August, Chief of the Process and Program Development Branch **Catrina Blair** (top) and Deputy Director of External Affairs **Alice Rodriguez** (bottom) told small businesses to get ready to talk to prime contractors who will bid on the upcoming Program Delivery Support contract. The Authority is looking for a consultant to provide expertise on delivery of the high-speed rail project.



Request for Qualifications for the [Program Delivery Support contract](#) in the upcoming weeks. We'll be looking for a consultant to provide their advice and expertise to the Authority for delivery of the high-speed rail program.

In September, the release of the [Authority's 2021 Sustainability Report](#) coincided with a webinar on sustainability, equity and high-speed rail. The lively panel discussion featured the Authority's Director of Planning and Sustainability Meg Cederth and Authority Board Member Anthony Williams along with Egon Terplan, Senior Advisor for Economic Development and Transportation for Governor Gavin Newsom's Strategic Council.

Northern California Regional Director Boris Lipkin was on the hot seat when he took queries from the public during a [virtual townhall on the soaring Salesforce Transit Center](#) in downtown San Francisco. The stunning structure is already serving passengers who ride buses and will be Northern California's terminus of future high-speed rail trains. I can't wait to get a ticket to ride.

And finally, November 11 is Veterans Day and we're highlighting veteran-owned small businesses and other military vets who are working on high-speed rail. In this issue, you'll meet a former fighter pilot who is flying high with his family as he maps the high-speed rail alignment. You'll hear about one of the oldest striping contractors in the nation and a former army intelligence officer, who owns a firm that made custom bridge parts for earthquake safety. Then there's "Safety Sam," our Deputy Director of Infrastructure Construction Safety. He's been around the world so many times, you'll have a hard time keeping up.

To all of our veterans - we thank you for your service and salute you for helping us make high-speed rail a reality.

Ashley Mistler

1. Public Information Officer **Karen Massie** talked to small business owners who attended California's Small Business Day celebration in downtown Sacramento in August. It was the first in-person outreach event the Authority participated in since the COVID-19 pandemic began 18 months ago.
2. Business Outreach Liaison **Jermaine Carter-Gibson** was the featured speaker when the Department of General Services (DGS) partnered with the Authority for a virtual event on doing business with the state. He told small business owners to make sure they have the right codes on their DGS certification profile to get notices about state contracts they might be interested in.
3. In August, students interested in pursuing careers in the building trades got a first-hand look at construction work underway on the nation's first high-speed rail project in Fresno.
4. Program Manager **Stacie Gandy** joined the Authority for a September online workshop on NAICS and UNSPSC codes. Without them, small businesses will miss out on important business opportunities.



United Nations Standard Product and Services Codes (UNSPSC)		
An 8-digit code that identifies a good or service		
Example:		
Hierarchy	Code	Description
Level 1	14000000	Paper materials and products
Level 2	14110000	Paper products
Level 3	14111500	Business Use Printing and writing paper
Level 4	14111507	Printer or copier paper



Small Business Events

*Subject to change

November 10, 2021
Business Advisory Council
 1:00 PM – 4:00 PM
 Webcast Meeting Online

November 18, 2021
California High-Speed Rail
 Authority Board Meeting
 Time: TBD
 Webcast Meeting Online

December 16, 2021
California High-Speed Rail
 Authority Board Meeting
 Time: TBD
 Webcast Meeting Online



November 9, 2021

[Hours of Power](#)

8:30 AM – 9:30 AM
 Online Workshop

Women entrepreneurs can take a break and join this life and leadership session. Have some fun as you talk with fellow female movers and shakers who juggle the roles of being bosses at work and mom, wife, limo driver, cook and caretaker at home. So, grab your coffee and journal, take a breath and come with pressing questions to this free innovative session that's just for you. Hosted by the Women's Business Center of the U.S. Small Business Administration. (Photo courtesy of Linked Sales Solutions on Unsplash)

November 16-17, 2021
[Caltrans North Region Procurement Fair](#)

10:00 AM – 3:00 PM

November 18, 2021

10:00 AM – 12:00 PM

Online Workshop

Workshop facilitators at the annual Caltrans Procurement Fair for Districts 1, 2 and 3 will teach small business owners how to find upcoming bid opportunities from Caltrans for goods and services. The workshop runs for three days. On November 18, attendees will hear from Small Business Advocates from Caltrans and other state agencies. A 90-day priority purchasing preference will be given to vendors who attend the fair.



December 15, 2021

[Veteran and Small Business Summit](#)

9:00 AM – 4:00 PM

14075 Frederick Street

Moreno Valley, California 92553

In-Person/Online Conference

If you're interested in connecting with prime contractors, state agencies and learning how to do business with the state of California and the federal government, then the 10th Annual Veteran and Small Business Summit is for you. Registration for this hybrid event – in-person and online – is free for attendees. The 1st Marine Division Band will also perform at the event. Hosted by the [Southwest Veterans' Business Resource Center \(SWVBRC\)](#). (Photo courtesy of SWVBRC)

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

Did You Know?

The wrong code can leave small businesses out in the cold! We're talking about NAICS and UNSPSC codes. The [North American Industry Classification System \(NAICS\) code](#) is the standard used to define businesses. The [United Nations Standard Products and Services Codes \(UNSPSC\)](#) describe goods and services businesses offer.

Small businesses are allowed to include multiple codes when they certify their company with the state of California. When new procurement contracts are released, notifications go out to small businesses based on codes. If the codes don't match bid requests, firms won't get procurement notices and will miss out on important bidding opportunities.

Perhaps many years have passed since you certified your company, or maybe you offer more goods and services than before. In 2018, California put some UNSPSC codes on an inactive list and kept the list of most frequently used codes. Whatever the reason, you need to review and update your NAICS and UNSPSC codes. They're not just gibberish. They'll help your business stay in the ballgame when it comes to getting leads on state contracts.

New Caltrain Station: No more stopping for the trains at East 25th Avenue in San Mateo. In August, the road reopened to traffic after Caltrain finished a [grade separation](#) between Palm and South Delaware Street. Traffic now trundles under an overpass carrying Caltrain cars. The \$206 million project, started in 2017, is part of work that included a new elevated [Caltrain Hillsdale Station](#) that reopened this April. The California High-Speed Rail Authority kicked \$84 million into the project funding pot, which included money from Caltrans, the City of San Mateo and the San Mateo County Transportation Authority. (Photo courtesy of City of San Mateo)



Brightline November Relaunch: [Brightline](#) is planning to [get back on track](#) in early November. The system that serves Miami, Fort Lauderdale and West Palm Beach, Florida shut down in March 2020 because of the COVID-19 pandemic. When trains start running again, passengers will be able to use transportation from stations to homes, offices and hotels, upgraded Wi-Fi and trains featuring a [Positive Train Control](#) safety system that prevents accidents. Construction crews expect to finish a new station at Boca Raton in the coming months and a line to Orlando by the end of 2022.

Massive Charge for California: Electric vehicles will soon be able to go a lot farther in California thanks to the [California Energy Commission \(CEC\)](#). The CEC has put [\\$17.5 million towards electric vehicle charging sites](#) in 13 rural counties. Eligible counties include Butte, El Dorado, Imperial, Kings, Merced, Napa, Nevada, Placer, Solano, Stanislaus, Sutter, Tulare and Yolo. Meanwhile, the [City of Sacramento has received a \\$1.8 million grant](#) to install free charging stations and electric bikes in poorer communities. The Sacramento Metropolitan Air Quality Management District has kicked in an extra \$650,000 for the state capital's project. (Photo courtesy of CEC)



Salesforce Transit Center Transforms Downtown San Francisco

For years, the city of San Francisco has been known for the Golden Gate Bridge and cable cars. Today, we can add another monument to the list of transit icons for the city by the Bay – the Salesforce Transit Center.

Boris Lipkin called the multi-modal transit hub “the Grand Central Station of the West” when he hosted a [virtual townhall celebrating the center](#) in September. Lipkin, who fielded questions from the public, is intimately familiar with the downtown San Francisco center. He serves as the Authority’s Northern California Regional Director and sits on the board for the Transbay Joint Powers Authority (TJPA), which owns and operates the soaring \$2.2 billion structure.

Lipkin took [viewers on a tour of the gigantic center](#) which covers six stories and more than 1.5 million square feet. He stopped in the light and airy Grand Hall to speak with Nila Gonzales, TJPA Interim Executive Director. She dubbed the center a “visionary destination” and pointed out that the project will include nearly 4,000 homes with 35% of the new housing units slated as affordable.

On the second-story deck, Lipkin showed off the stops where buses pick up and drop off passengers. He said, “The most exciting thing about the bus deck is that it has a direct

bridge connection to the Bay Bridge so that buses [coming in and out] don’t have to slow down or wait in traffic, saving travelers time on their way to their destinations.”

Eventually, future Caltrain and high-speed rail trains will arrive at stations in the lower level via the Downtown Rail Extension, a tunnel linking a station at 4th and King streets to the center. “This will be the northern terminus of high-speed rail and a connection to the rest of the statewide network,” explained Lipkin. “From here, passengers will be able to hop aboard high-speed rail and ride to Los Angeles and Anaheim in under three hours.”

If they’re hungry, thirsty or need a last-minute gift, visitors can shop and grab a bite to eat in the retail area which covers over 100,000 square feet.

Everyone can enjoy the center’s crown jewel – a 5.4-acre rooftop park that stretches the four-block length of the center. The air is cleaned and cooled by thousands of trees and plants from around the world. It’s also home to a children’s play area, connections to surrounding buildings and an open-air amphitheater. Architects sprinkled several fountains throughout the green space. “The best fountain is the one that will be activated every time a bus goes by on the bus deck,” Lipkin noted. “If you haven’t been and you have a chance to visit the Salesforce Transit Center, I highly recommend it.”

Karen Massie

“If you haven’t been and you have a chance to visit the Salesforce Transit Center, I highly recommend it.”

Boris Lipkin
Northern California Regional Director
California High-Speed Rail Authority



1. Northern California Regional Director **Boris Lipkin** fielded questions from the public and took viewers on a tour during a virtual townhall on the Salesforce Transit Center in downtown San Francisco.

2. The second level of the Salesforce Transit Center serves five bus systems. Future high-speed rail trains will eventually stop at a station in the lower level.

3. A beautiful park filled with plants and trees from around the world sits atop the six-story Salesforce Transit Center.

Flying is a Family Affair for Former Military Pilot

As the sun rises on the San Martin Airport, the sky is clear and the air is crisp. The conditions are picture perfect for flying.

Pat Belanger is a proud veteran who needed to keep busy after retiring from the 194th Fighter Squadron of the Air National Guard. Since his wife Julie was also a pilot, he suggested they try aerial photography together. She didn't think it was a good idea, but once Julie found herself behind the lens, everything fell into place.

Pat and Julie started [The 111th Aerial Photography](#) in 1994, filming residential real estate from the family's [Cessna 182 Skylane](#). Over the years, the California-certified Small Business (SB) and Disabled Veteran Business Enterprise (DVBE) added helicopters, drones and specialized camera equipment to help them get the perfect shot. They also expanded services to include commercial

real estate photography, mapping and aerial surveys. In 2017, the Belanger's daughter, Niki Britton, joined the crew after receiving her pilot's license. Today, Pat manages the aircraft

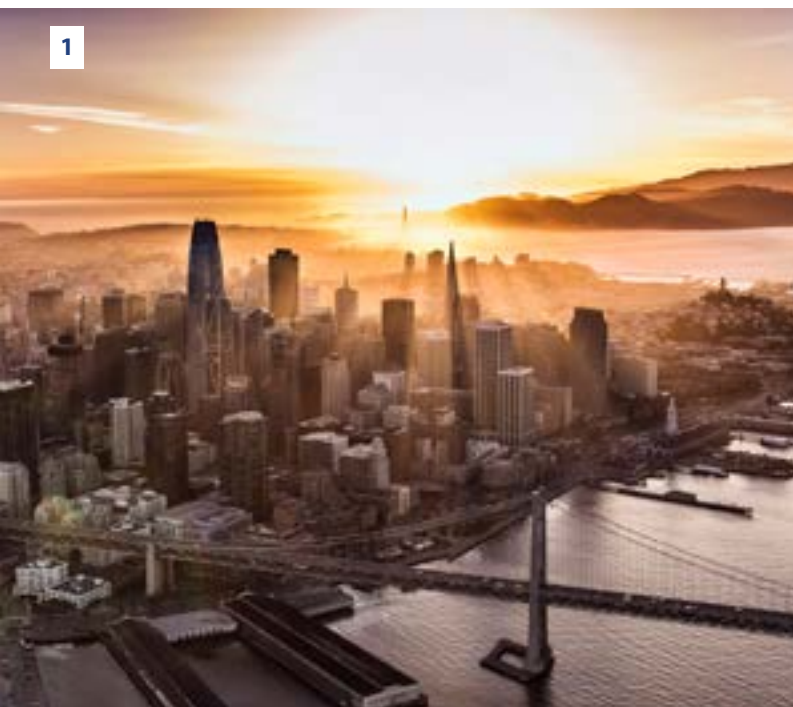
while Julie and Niki focus on shooting photos and video.

It's not as easy as it may appear to capture compelling photos of infrastructure projects. The 111th relies on decades of combined experience to produce awe-inspiring visuals. They have been called upon to photograph Google headquarters, the Chase Center and the construction of Levi's Stadium. Recently, the 111th documented the water levels of the reservoirs in Santa Clara County. The dramatic images illustrate the impact drought is having on water supplies in the region. "What we've been able to do for our clients is give them the big picture," said Julie.

In 2015, the 111th began mapping the high-speed rail corridor from Madera to the southwest edge of Fresno. Pat shared how the images are processed using a geographic information system (GIS). "We shoot monthly

"We would sail along with [the ship] for a while. Then we would take off and get some pictures, and then we would land on the Midway. It was fantastic!"

Julie Belanger
Pilot/Photographer
The 111th Aerial Photography



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1. A beautiful sunset blanketing the city of San Francisco sets the stage for a photo captured by the 111th Aerial Photography. The tallest building in the shot is the Salesforce Tower, which sits above the Salesforce Transit Center, the future home of a high-speed rail station.

2. The 111th Aerial Photography is a family affair. In 1994, **Pat Belanger** (left) started the company with his wife, **Julie** (right). His daughter, **Niki Britton** (center), joined the firm in 2017. All three are licensed pilots who take photos and videos while flying high in the sky.

nadir photography, which is straight down, every 400 feet." They tag the photos with metadata, including latitude and longitude coordinates—the packaged files contain the information needed for internet-based maps, like Google Earth. "We shoot the same exact locations," explained Julie, "You can drill down through the layers to see the changes every month on that particular location."

When the United States Navy aircraft carrier USS Midway made a stop in Oakland on its final voyage to San Diego, the 111th had a unique opportunity to photograph the historic vessel. Although Pat had flown F-16 fighter jets, he had never landed a helicopter on an aircraft carrier. "It was

going to take so long that we wouldn't be able to stay there the whole time," remarked Julie. After explaining the situation to the client, they received permission to land on the ship. She continued, "We would sail along with it for a while. Then we would take off and get some pictures, and then we would land on the Midway. It was fantastic!"

Aerial photography has kept the Belangers busy. With Pat's passion for flying and Julie's eye, they have created an enduring family business that captures spectacular views of the world from above.

Anthony Lopez



THE 111TH
AERIAL PHOTOGRAPHY & MAPPING
408-683-9111 • www.the111th.com



1. **Niki Britton** pilots an airplane over California high-speed flightlines in the Central Valley. Aerial mapping requires multiple passes of overlapping photography to cover a designated area. The maps provide information about the project not visible from the ground.

2. Before launching the 111th Aerial Photography, **Pat Belanger** piloted F-16 fighter jets for the Air National Guard.

3. The 111th Aerial Photography began recording the construction progress of Levi's Stadium well before developers broke ground on the site. The ability to monitor changes of an infrastructure project with a visual record prevents delays and can help resolve disputes that may arise.

4. The **Belangers** took shots of the USS Midway as it prepared to dock in Oakland on its final voyage to San Diego. The ship made the stop to allow workers to prepare the historic vessel as a museum and memorial. **Pat Belanger** received permission to land his helicopter on the aircraft carrier during the photo shoot.

5. The overlapping dots in this Google Earth map represent the exact location of aerial photos taken for the California high-speed rail project. When loaded on a mapping website, clicking on a dot will open the picture. The images can be layered over time to track progress and changes.



Military Vet Earns His Stripes with High-Speed Rail

If building a high-speed rail structure was like baking, consider the paving and striping of that structure the icing on the cake. An amusing analogy – at least to vice president of operations James Malloy. That’s how he likes to describe the work at [Safety Striping Service, Inc.](#)

The company is the oldest striping contractor in California and is tied for the oldest in the nation. It is a certified Small Business (SB) and Disabled Veteran Business Enterprise (DVBE) based in Goshen, California, just west of Visalia. The firm was established in 1950 by Ellery Wilson and stepson Kenneth Spittle in Santa Barbara. In 1994, Spittle’s son-in-law David Preston joined the team. Preston, a military veteran who had joined the U.S. Air Force during the Vietnam years, purchased the business in 2001 alongside his late wife Louisa.

In August 2016, Safety Striping Service,

“We take tremendous pride in our work and do things correctly with integrity. Working with high-speed rail has provided Safety Striping Service, Inc. with consistent work on an innovative project.”

James Malloy
Vice President of Operations
Safety Striping Service, Inc.

Inc. became a subcontractor of Granite Construction and began working on the State Route 99 (SR 99) Realignment Project, which was designed to move the highway 100 feet to the west to make way for the high-speed rail project. On the job, they provided stage work needed for traffic shifts, along with temporary and permanent striping along the new Clinton Avenue interchange and the newly realigned SR 99.

Since then, they have provided striping services as a subcontractor for high-speed rail design-builders Tutor-Perini/Zachry/Parsons in 2016 and for Dragados-Flatiron Joint Venture in 2019. Most notably, the firm put striping on the completed [Tuolumne Street Bridge](#) after the old bridge was torn down and rebuilt for two-way vehicle traffic going in and out of downtown Fresno. They also put stripes on the completed Road 27 Grade Separation in Madera County and



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1. The leadership team has dedicated more than 60 years to Safety Striping Service. From left to right is **Aaron Rankin**, Field/Shop Manager; **Mindi Phillips**, Accounting/Office Manager; **David Preston**, President/CEO; **James Malloy**, V.P. of Operations and **Demetrius Bailey**, Assistant Field Manager/Project Administrator.
2. Safety Striping Service provides its clients with traffic control. The company’s flaggers and traffic control technicians are trained and certified by the American Traffic Safety Services Association.



currently, their crews are providing traffic reconfiguration services and striping along State Route 43 for construction of the Tied Arch Bridge in Fresno County.

There aren't too many companies like Safety Striping Service, Inc. in the Central Valley. Malloy says public works projects with city and county entities make up most of their workload but oftentimes "stripers" will travel for work. Malloy says they've striped as far as Sacramento in Northern California and through the curvy Tehachapi Mountain section of Interstate-5 known as the Grapevine going into Los Angeles County, and up and down the California coast. They've also worked on the [Mike O'Callaghan-Pat Tillman Memorial Bridge](#) part of the Hoover Dam Bypass project that spans Arizona and Nevada.

"We take tremendous pride in our work and do things correctly with integrity," added Malloy about the company. "Working with high-speed rail has provided Safety Striping Service, Inc. with consistent work on an innovative project. We're grateful to have this work with high-speed rail and knowing that it's going to be there is important to us."

One thing's for sure, they've definitely earned their stripes with us.

Augie Blancas

1. A Safety Striping Service crew uses a jet cleaner and dryer to prepare the road for line marking.

2. Safety Striping Service joined the high-speed rail project in 2016. The company has worked on several projects including the Caltrans contract that moved State Route 99 to make room for future high-speed rail trains and the Tuolumne Street Bridge, which provides two-way vehicle traffic in and out of downtown Fresno.

3. Striping trucks looked a lot different when **Ellery Wilson** and his stepson, **Kenneth Spitler**, founded Safety Striping Services in 1950. Company officials say the firm is the oldest highway improvement striping company in California.



Southern California Manufacturer is Part of the Fabric of High-Speed Rail



For almost 40 years, [Pendarvis Manufacturing](#), has welded, machined and fabricated steel, aluminum, stainless steel and other raw materials into everything from pipes and cargo containers to movie props and parts of telescopes that are on every continent in the world.

"It was a family operation from the very beginning," owner Brian Pendarvis said of the company's humble beginnings in Anaheim.

His father, Robert "Bud" Pendarvis, hung out the firm's shingle in 1982. Working at his side was his oldest son Doug, a machinist. "They had a few pieces of machinery and two welding stations in a 2,400 square-foot shop," Brian recalled. "My dad also had more than 20 years, including management, in the manufacturing industry and all the contacts he had made during that time. It was enough for a solid start."

"Our daily work in the somewhat mundane tasks prepares us to step up to the extraordinary. I couldn't do it without all the dedicated people who work for us."

Brian Pendarvis
Owner
Pendarvis Manufacturing

Brian's other brothers, Robert and Michael, eventually worked for the firm. "In the early years, each of my brothers' education,

dedication and work experiences helped us build the company from the ground up," Brian noted.

In 1985, Brian joined the company full-time after a stint in the U.S. Army as a military intelligence specialist in an infantry division. "The dedication that it takes to be a soldier continues to inspire me to work hard and bring that same commitment to my everyday operations at Pendarvis Manufacturing," said Brian.

Under his management, the company grew and in 2015, he purchased Pendarvis Manufacturing from his dad. Today, the Disabled Veteran Business Enterprise (DVBE) is home to a full-service 15,000 square-foot manufacturing facility employing more than 25 people who help bring in almost \$5 million a year in annual sales.



Employees for Pendarvis Manufacturing proudly stand amidst some of the metal parts they've manufactured. The company fabricates steel, aluminum, stainless steel and other raw materials into everything from pipes and cargo containers to movie props and parts of telescopes that are on every continent in the world.

Two years ago, high-speed rail design-builder California Rail Builders came calling. Engineers wanted someone to design and manufacture earthquake-proof lap joints for viaducts in the Wasco area. They had to be friction free to allow for the movement of trains. "There were several technical aspects to the project that were challenging," Brian explained. "In collaboration with a team of engineers in Spain and California, we developed and designed the lap joints. We domestically sourced the materials and the custom blocks were made in the Midwest."

During the past ten years, Pendarvis has worked on fabrication projects for some of the biggest companies throughout Southern California. The firm has produced steel and aluminum components for some of the tallest buildings in Los Angeles and for the biggest amusement parks in California. Recently, company crews worked on [LA Metro's Purple Line Extension](#) and the Virgin Hyperloop. The business has also produced military projects for the U.S. Marine Corps, Navy and Air Force.

One of Brian's favorite sayings is "Our daily work in the somewhat mundane tasks prepares us to step up to the extraordinary when it is presented to us." He added. "I couldn't do it without all the dedicated people who work for us."

Crystal Royval/Karen Massie

1. Pendarvis Manufacturing is a family-run small business. **Robert "Bud" Pendarvis** (second from left) started the company in 1982 with the help of his son, **Doug** (second from right). Since then, three other sons, **Robert** (far left), **Michael** (center) and **Brian** (far right), the current owner, also joined the firm.

2. With a worker standing in front of it, you can see the scale of this pipe that was designed, manufactured and welded by employees at Pendarvis Manufacturing.

3. Welders at Pendarvis Manufacturing are certified by the American Welding Society. They produce custom components made from a variety of raw materials that meet the highest standards. Quite often, customers want parts produced out of carbon steel because it maintains extreme strength and can be painted after going through a rigorous manufacturing process.



Southern California High-Speed Rail Route Cleared

In the last half of 2021, the Authority continued to make significant progress on identifying the final route for two high-speed rail project sections in Southern California, with route selection in Northern California expected in 2022.

In June, we issued the final [Bakersfield to Palmdale Environmental Impact Report/Environmental Impact Statement \(EIR/EIS\)](#), which represented our first project section cleared outside of the Central Valley. This project section extends from the Bakersfield station and ends at the [Palmdale Transportation Center](#), which is also the location of the future connection to the Brightline West high-speed rail service to Las Vegas. The Authority's Board of Directors

adopted the final document at their two-day board meeting in August, and CEO Brian Kelly signed the Record of Decision in early September.

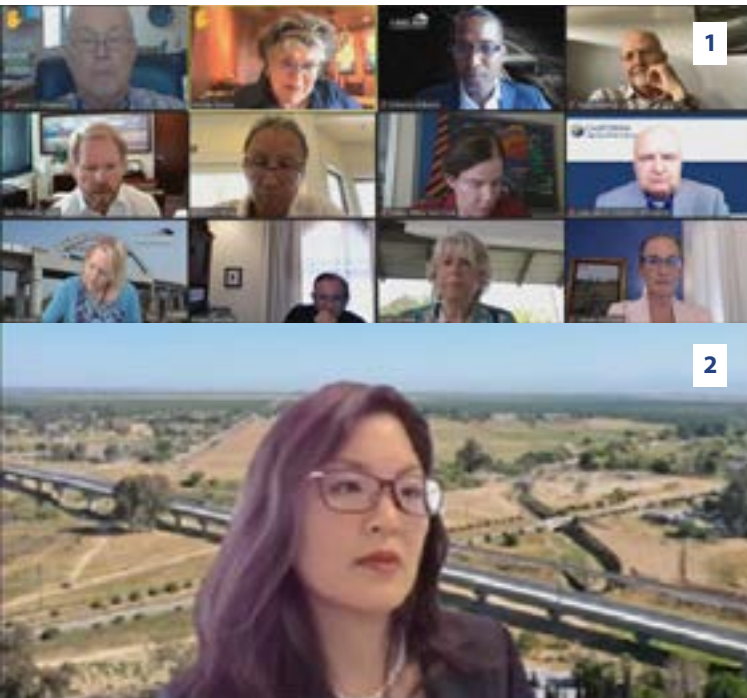
We expect to issue the final [Burbank to Los Angeles](#) environmental document in November. The Burbank to Los Angeles Project Section proposes to connect the high-speed rail system from the Hollywood Burbank Airport Station to Los Angeles Union Station, both key multimodal hubs for Southern California. The proposed high-speed rail route in this project section will utilize the existing right-of-way adjacent to the Los Angeles River, through the cities of Burbank, Glendale and Los Angeles, and will decrease rail congestion and increase

mobility in the corridor. The Board will take up review of this document at their Board meeting in January 2022.

In Northern California, we anticipate issuing the [San José to Merced](#) and [San Francisco to San José](#) final environmental documents in the first half of 2022. We also anticipate issuing the final two draft environmental documents in Southern California for [Palmdale to Burbank](#) and [Los Angeles to Anaheim](#) in the next four to eight months.

Public input and comment are essential to finalizing these environmental documents. We will continue to offer virtual and telephone open houses and meetings to make sure the public has an opportunity to view the documents, speak with the experts and provide their feedback on the routes and potential impacts to their communities.

Annie Parker



1. In August, the Authority's Board of Directors approved the Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Bakersfield to Palmdale project section. The section stretches 80 miles from the Bakersfield F Street station to the Palmdale Transportation Center. When complete, the route will close the passenger rail gap between Central and Southern California.
2. Attorney **Minming Wu Morri** with the Authority's Office of the Chief Counsel advised Authority Board members when they considered the environmental documents for the Bakersfield to Palmdale project section.
3. In September, Authority CEO **Brian Kelly** signed the Record of Decision for the Bakersfield to Palmdale project section. His action clears the way for preconstruction work to begin on the section when funding becomes available.

High-Speed Rail is Already Reducing Greenhouse Gas Emissions

When electric-powered trains start rolling down the tracks, the high-speed rail system will be a long way towards supporting California's sustainability goals. High-speed rail is expected to create a major shift in transportation. "Offering transportation that slashes travel times in half will have passengers jumping out of gas and diesel-powered cars and planes and hopping aboard high-speed rail trains running on clean electricity," explained Authority Director of Planning and Sustainability Meg Cederoth. "We'll be sourcing 100% renewable energy - very likely solar power tied to battery storage. Every year, that will help us eliminate 2 million metric tons of carbon emissions from pumping into the sky."

The Authority's [newly released 2021 Sustainability Report](#) points out high-speed rail is already producing environmental benefits.

Throughout 2020, construction occurred along the 119-mile high-speed rail alignment in California's Central Valley, which has some of the dirtiest air in the nation. The Authority's sites are about 60% cleaner than most California construction sites. We also track emissions and practices that reduce pollution from construction vehicles and reinforce the green economy. "We keep construction waste like concrete, asphalt, wood and organics out of landfills by recycling them," Cederoth said. "Since construction began, we have avoided more than 146,000 metric tons of carbon dioxide."

Disadvantaged communities get detailed attention along the high-speed rail route. They suffer from the effects of poverty, high unemployment, air and water pollution, hazardous waste, and a high incidence of asthma and heart disease. This project provides those communities with good paying jobs. Data from one high-speed rail construction package illustrates that 66%

"Social equity is a core component of sustainability at the Authority. Beyond the environmental benefits, this project will have long-lasting socioeconomic impacts to communities across California."

Meg Cederoth

Director of Planning and Sustainability
California High-Speed Rail Authority

of the total job pay went to residents in disadvantaged areas. In addition, our tree planting program has placed 7,100 trees in those neighborhoods. As those trees mature, their shade will lower heat indexes and reduce heat related illnesses and energy bills for nearby homes. Trees also help clean the air and will lead to fewer people suffering from cardiovascular, asthma and other respiratory illnesses.

"We're committed to delivering the nation's first truly high-speed rail system in a way that meets California's climate goals and lifts up underserved communities," said Authority CEO Brian Kelly. "The work being done today will improve the air we breathe and enhance the economic situations of historically disadvantaged regions of the state. This is a system that's meant to serve all Californians, so it's important that we consider all communities and invest in a workforce that reflects the diversity of the state."

The 2021 Sustainability Report notes that 55% percent of the Authority's



investment in high-speed rail has occurred in disadvantaged neighborhoods and 129 of more than 600 small businesses working on the project are located in disadvantaged neighborhoods.

"Social equity is a core component of sustainability at the Authority," said Cederoth. "Beyond the environmental benefits, this project will have long-lasting socioeconomic impacts to communities across California. It's essential that we develop high-speed rail to consciously promote inclusive, equitable growth."

Other ongoing efforts include Voluntary Emissions Reduction Agreements with the San Joaquin Air Pollution Control District. The deals fund the replacement of air-polluting tractors and diesel truck engines with more efficient equipment and vehicles.

"The Authority seeks to be a good neighbor," Cederoth noted. "We're proud of the fact that this project is improving the future for thousands of people."

To see the 2021 Sustainability Report in its entirety, visit <https://hsr.ca.gov/programs/green-practices-sustainability/sustainability/>.

Kyle Simerly/Karen Massie

Federal Bills Impact on High-Speed Rail

The U.S. Senate has passed a \$1 trillion federal infrastructure package. Meanwhile negotiations continue to get that bill and a separate reconciliation bill through the U.S. House.

The California High-Speed Rail Authority is keeping a close eye on what's in both bills. According to Authority spokeswoman Melissa Figueroa, the Authority plans to apply and compete for any funds that may be made available in the landmark pieces of legislation. "The federal government has made it clear that it wants to invest in clean, green electrified rail and high-speed rail," Figueroa said. "That's what we're building here in California. That makes us very competitive."

Here are some of the funding pots the Authority may target:

- Passenger Rail Improvement, Modernization and Emissions Reduction program

- \$10 billion included for high-speed rail funding for planning, construction and upgrades

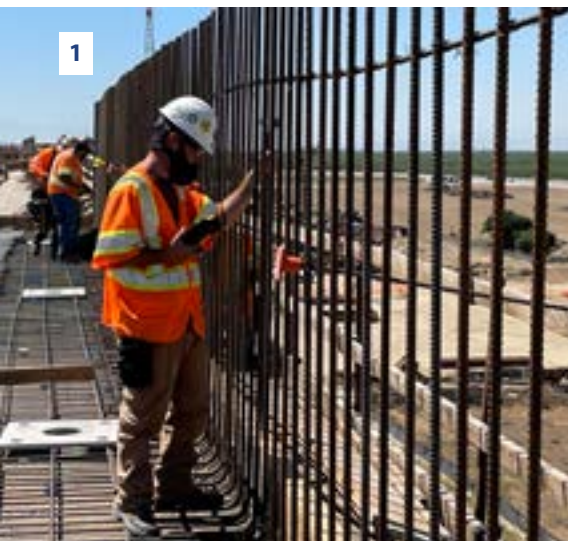
- Federal-State Partnership for Intercity Passenger Rail, which doesn't include the Northeast Corridor - \$12 billion appropriated (additional \$4.125 billion authorized)
- Projects of National and Regional Significance - \$5 billion appropriated (additional \$5 billion authorized)
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) - \$5 billion appropriated (additional \$5 billion authorized)
- Railroad-Highway Crossing Elimination - \$3 billion appropriated (additional \$2.5 billion authorized)

In August, [President Biden showed his support](#) for high-speed rail during a virtual town hall about his Build Back Better legislation plans with Fresno Mayor Jerry

Dyer. The mayor told Biden that Fresno struggles with bad air quality that could be improved by clean public transportation, including high-speed rail. Dyer expressed hope that the infrastructure package would provide financial assistance for high-speed rail. Biden responded, "We kind of had Fresno in mind — I'm not joking — because of the air quality."

The President, known as "Amtrak Joe" because of his support for rail, didn't stop there. "We have more money in this area for high-speed rail than all the money we spend on setting up Amtrak. This is a gigantic investment," he noted. "And you know as well as I do, when people can take a train from point A to point B — conveniently and faster than you can drive your vehicle — they take the train."

Karen Massie



1. If Congress approves two pending landmark bills, the Authority plans to apply for funds that may be available for the high-speed rail project.

2. & 5. Fresno Mayor **Jerry Dyer** (photo 2) took part in virtual town hall on the infrastructure bill with **President Biden** (photo 5, far left). Both men voiced support for high-speed rail during the event.

3. & 4. Amtrak hopes to get \$66 billion out of the infrastructure bill if it's passed by Congress. Amtrak wants money for infrastructure, equipment and making Amtrak available to more people.

High-Speed Rail Happenings



1. & 2. Workers have completed the Road 27 overcrossing in Madera County. Located between Avenue 17 and Club Drive just north of Madera, it's one of nine grade separations in Madera County. It will take traffic over the existing BNSF rail line and future high-speed rail trains.



3. & 4. Construction crews installed falsework for edge beams of the Cedar Viaduct located west of State Route 43 in Fresno County. In August, they poured more than 500 cubic yards of concrete in 12 hours.



5. & 6. At Fargo Avenue in Kings County, crews worked on bent caps that sit on top of columns for the future grade separation. Eventually, it will take traffic over high-speed rail lines east of State Route 43 and north of the city of Hanford.



7. & 8. Working on the Peach Avenue structure meant late nights for construction crews. It took them 14 hours to place more than 720 cubic yards of concrete and form the deck. After that, workers sandblasted steel rebar to prepare for the installation of parapet walls.

World Traveling “Safety Sam” Makes Mark On High-Speed Rail

Samuel Naylor’s path from the [Marine Corps Recruit Depot Parris Island](#) in South Carolina to the high-speed rail project in California has a lot of twists and turns. “I’ve been everywhere. I’m very well-versed and my resume is huge,” joked Naylor. It’s a life story that captivates just about anyone who hears it.

At 17, Naylor uprooted from Cleveland, Ohio to South Carolina to begin his career in the U.S. Marine Corps. During the next three years, he served in Japan and many places in the U.S. before arriving at [Camp Pendleton](#) in southern California. There, he completed his Bachelor of Applied Science degree in Psychology. Later, he was assigned to the Marine Barracks in Washington, D.C. where Marines support ceremonial and security missions around the capital.

He was honorably discharged as a Lance Corporal and traded his military fatigues for a police uniform with the Compton Police Department. Naylor stayed on the force

nearly 10 years and then ventured off to Seattle, Washington. There, he worked as [a King County Metro Transit Department](#) bus driver and eventually took a safety orientation that drove him down a new career path.

“I’ve gotten all of my jobs because I talked to someone,” said Naylor about his career in safety. He realized experiences as a Marine and police officer made him the perfect fit for King County Metro’s safety department. He reached out to the safety department manager to express an interest in learning more. The manager realized it was the first time anyone had ever volunteered to help in the safety department and decided to offer Naylor a role as the agency’s interim safety officer.

Naylor also took safety and occupational health courses at the University of Washington. That led him to Florida State University and a job as an occupational safety and health specialist.

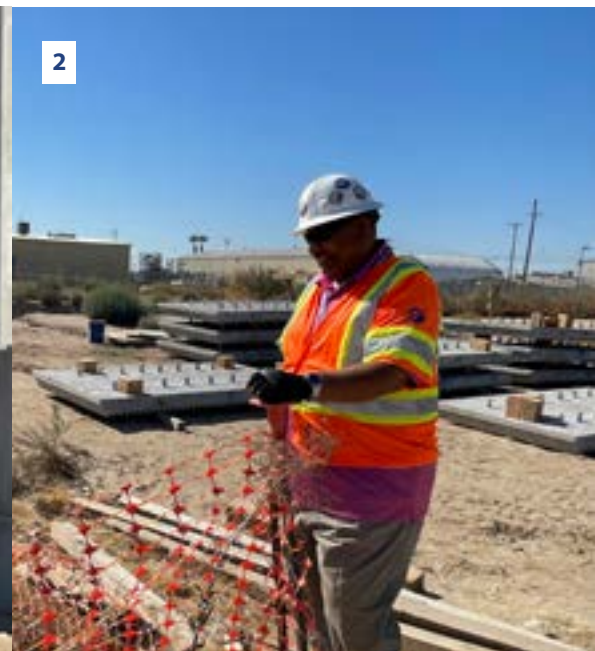
Naylor didn’t stop there. Known as “Safety Sam,” he traveled around the world and back again. He did stints as a private contractor for the U.S. Army, an environmental health and safety manager for Qatar Rail in Doha, Qatar and a program manager for safety and environmental health for the Kennedy Space Center in Florida. He remembers being one of the first staff members of [Sound Transit](#) in Seattle as a bit of a challenge.

“When I joined Sound Transit, nobody wanted us,” Naylor said. “They didn’t see the importance of public transit.”

Apparently, many people changed their minds. Today, Sound Transit provides light rail services to an average of 157,000 riders on weekdays and is expanding its network of services to 116 miles and 70 stations by 2041.

In 2018, he joined [WSP, the Rail Delivery Partner](#) for the California High-Speed Rail Authority, as a construction safety program manager. He moved up quickly and now serves as the Deputy Director of Infrastructure Construction Safety.

“High-speed rail is the crème de la crème of projects in the United States,” Naylor said. “I like to be on projects that are new, innovative



1.& 2. Deputy Director of Infrastructure **Sam Naylor** arrives at a construction site just south of the Cedar Viaduct in Fresno. Before joining high-speed rail, he was a Lance Corporal in the U.S. Marines, Compton police officer and bus driver. He eventually got a job as a safety officer with the King County Metro Transit Department in Seattle.

“I’ve helped improve safety over the entire project, reduced major hazards and made our project into a nearly zero-harm environment. We have an enormous task to make sure people go home safely to their families.”

Samuel Naylor

Dep. Dir. of Infrastructure Construction Safety
California High-Speed Rail Program



and challenging when it comes to my tasks or my work.”

He’s enjoying directing all construction activities with the high-speed rail project construction managers and design-builders across the 119-mile alignment under construction. That includes more than 30 heavy construction sites and more than 1,100 construction workers dispatched to those sites each day.

Naylor still finds time to recruit others to serve the country and admitted being in the military was his proudest accomplishment. But for now, his main focus is high-speed rail.

“Serving here at high-speed rail, I take pride and ownership in what I do. I’ve helped improve safety over the entire project, reduced major hazards, and made our project into a nearly zero-harm environment,” added Naylor. “We have an enormous task to make sure people go home safely to their families, and I do that in a systematic way, and I’m glad to be given the opportunity to oversee that.”

Augie Blancas

1. A career in safety took **Sam Naylor** around the world to the Middle Eastern country of Qatar. There he served as an environmental health and safety manager for Qatar Rail.

2. At age 17, Cleveland, Ohio native **Sam Naylor** joined the U.S. Marines. He served in Japan and many places in the U.S. before arriving at Camp Pendleton in southern California. There, he completed his Bachelor of Applied Science degree in Psychology.

3. While serving in Iraq, **Sam Naylor** (center, in white) also served as an ordained pastor. Here he can be seen with his men’s fellowship group.

4. Right on **Sam! Naylor** gave the Hawaiian Shaka to the camera while working for the Honolulu Authority for Rapid Transportation (HART).

New Contract Compliance Administrator Focuses on Small Business Success

From the time she was a child, Charlene Anderson loved riding on trains. “I loved seeing all parts of California,” she recalled. So, it’s only fitting that she now works for the California High-Speed Rail Authority. “I can hardly wait to ride on high-speed rail from end to end.”

In June, Anderson joined the Authority as the Contract Compliance Administrator. She and her staff monitor high-speed rail contracts and ensure that prime contractors achieve 30% small business participation goals they’re required to meet. They also make sure contractors follow policies in labor laws, the Authority’s Community Benefits Agreement and the National Targeted Hiring Initiative. That means that while contractors are constructing high-speed rail, they will promote the hiring of California small businesses and residents, including those who are considered disadvantaged because they face employment barriers such as being homeless, a single parent or a military veteran.

Anderson comes to the Authority with more than 30 years of experience. For 21 years, she worked at the California Department of Transportation (Caltrans). She managed a variety of resources including budgets, equipment, purchasing, labor compliance, hiring and training employees. “I had to be well versed in procurements, contracts, labor compliance laws and a variety

of other state and federal regulations for small businesses certified as owned by ethnic minorities, women and disabled veterans,” Anderson explained. She also had to be knowledgeable about anti-discrimination rules in Title VI of the Civil Rights Act of 1964.

Before landing at Caltrans, Anderson worked as a workmen’s compensation claims adjuster for the State Compensation Insurance Fund and a licensing evaluator in the California Department of Social Services Licensing Division. She evaluated group homes, and elderly and foster care facilities.

Anderson is known for her ability to focus and accomplish goals. She became a state worker after holding down a job and attending night classes at California State University, Fresno. “I got married and had my first child during my last semester of college,” she recalled. “The starting pay was very good for a college graduate and for the Fresno area. I also needed something with good benefits such as health insurance.”

As the Authority’s Contract Compliance

“I recommend that businesses ask for help if they don’t understand any requirements, and they should submit the appropriate documents in a timely manner.”

Charlene Anderson
Contract Compliance Administrator
California High-Speed Rail Authority



1. & 2. In June, **Charlene Anderson** joined the Authority as the Contract Compliance Administrator after a 30-year career in transportation. She and her staff monitor high-speed rail contracts and ensure that prime contractors achieve the Authority’s 30% small business participation goals.



Administrator, Anderson plans to put a passion for small businesses to use. She knows companies must do more than land a contract and do the work they were hired to do. "The paperwork can be challenging for small businesses," she noted.

One of the toughest requirements for firms working on a government project is turning in certified payrolls. Without them, it's hard to determine if the California Labor Code is being followed. "We can withhold funds or take the case to the Department of Industrial Relations for penalties consideration," Anderson explained. "Our first goal is to resolve the problem at the lowest level. I recommend that businesses ask for help if they don't understand any requirements, and they should submit the appropriate documents in a timely manner."

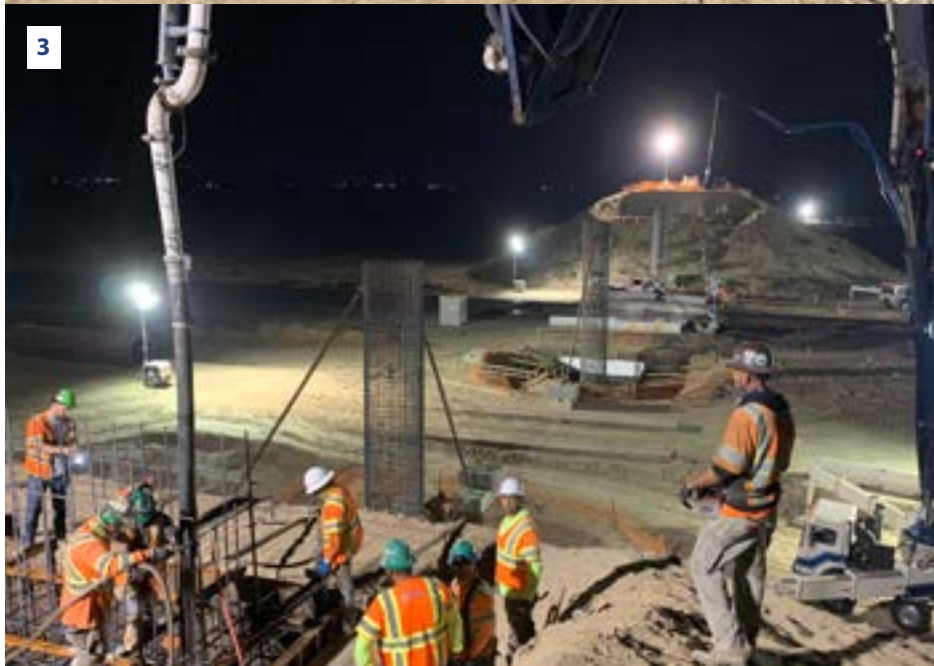
During her time off, Anderson likes being outdoors. She said, "I like to fish, take drives and explore, work in the yard and take vacations to new areas."

At work, she vows to help small businesses working on the high-speed rail project be successful. "I want to be a partner to them, not just a government official. I want them to know my staff and I will work hard to give them the training and support they need. That way we can all be winners."

Karen Massie

1. Contract Compliance Administrator **Charlene Anderson** enjoys being outdoors during her leisure time. She said, "I like to fish, take drives and explore, work in the yard and take vacations to new areas."

2. & 3. **Charlene Anderson** makes sure that high-speed rail contractors follow policies in labor laws, the Authority's Community Benefits Agreement and the National Targeted Hiring Initiative. She vowed to help small businesses working on the high-speed rail project be successful.



San Francisco's Muni is on the Move

They're back! San Francisco's [world-famous cable cars](#) are once again carrying tourists and commuters up and down the steep hills of the city by the Bay.

Cable car service shut down in downtown San Francisco when the coronavirus pandemic hit 18 months ago. Last month, the [San Francisco Municipal Transportation Agency \(SFMTA\)](#) restored operations. "We had a bit of trouble and a power outage knocked the cable cars offline when we first put them back in service," explained Kristen Holland, SFMTA's acting Media Relations & Customer Communications Manager. "But maintenance crews got them rolling again and now all three cable car lines are back up and running again."

Muni buses, light rail trains and historic streetcars are currently running on reduced services. "Based on our data, ridership at the heaviest blow of the pandemic decreased 83% from the end of February 2020 to mid-April," Holland said. "In April 2021, we saw a promising improvement and 41% of our riders had returned from pre-pandemic levels."

Ridership numbers continue to climb thanks to higher vaccination numbers, a mask requirement for passengers and employees, and an intensive cleaning program that includes sanitizing transit vehicles and touch surfaces. SFMTA applied for and received an infusion of \$1 billion in COVID-19 relief funds from the federal government. "[That money means] SFMTA will be able to largely restore Muni service," declared Holland. "We've also avoided layoffs and furloughs and made new

"We've avoided layoffs and furloughs and made new hires during the pandemic, thus continuing to provide San Franciscans access to essential services."

Kristen Holland
Media Relations & Customer Communications
San Francisco Municipal Transportation Agency

hires during the pandemic, thus continuing to provide San Franciscans access to essential services."

Funds from Proposition K, a voter approved half-cent sales tax, and a Caltrans Active Transportation Program grant have also bolstered improvement plans such as "[quick-build](#)" projects planned for [6th Street](#) and [Taylor Street](#). According to the San Francisco Public Works website, more than \$20 million was budgeted for the Taylor Street Project. Both projects will increase safety on high-density streets known for a high number of collisions that have killed and injured pedestrians and cyclists. Crews will be tasked with reducing traffic lanes, widening sidewalks, parking and loading areas, and installing traffic signals.

Bids have been accepted for the 6th Street and Taylor Street safety projects. To date, several small businesses are committed to both projects which are expected to be completed in 2024.

SFMTA's [Central Subway project](#) is also adding to the bottom line of many small businesses. The project, expected to be finished by mid-2022, is designed to bypass heavy traffic and extend the Muni Metro light rail tracks under San Francisco from the Caltrain depot at 4th and King streets to Chinatown.



1. Several small businesses worked on Muni's Sunset Tunnel Improvement Project. Completed in 2017, the \$23 million project upgraded an aging track system and other parts of the tunnel.
2. Testing has begun on the San Francisco Municipal Transportation Agency's Central Subway system. The project is designed to connect some of San Francisco's dense and underserved neighborhoods with the central part of the city.
3. In September, San Francisco's cable cars returned to service following an 18-month shutdown due to the COVID-19 pandemic.

“Following years of planning, construction began on the Central Subway in 2010,” said Holland. “Tracks, four stations and art installations are completed for the 1.7-mile alignment. We’re testing trains in the underground tunnels and other systems including communications and train control.”

SFMTA has other projects on the books that will benefit small businesses. When federal funds are included in those plans, SFMTA has a 22% participation goal for Disadvantaged Business Enterprises (DBE), which are small businesses owned by ethnic minorities and women. Small business owners can also go to the [Doing Business with the SFMTA](#) webpage to find out more about those projects, business opportunities and upcoming outreach events.

Meanwhile, the agency wants riders to know Muni services have undergone six major changes during the COVID-19 crisis. “We have restored service and expedited temporary service improvements to speed up trips,” explained Holland. “We have added service in busy corridors and created new lines, focusing on improvements in neighborhoods with higher numbers of low-income residents and people of color. SFMTA has also implemented a program to assist those who needed more transportation options such as providing taxi service to seniors and persons with disabilities.”

Last month, riders, residents, businesses and other community members [took part in a survey](#) to help SFMTA determine how to boost Muni bus service next year. “We want to include the public in this important decision as we move forward,” Holland noted. “Getting passengers to jobs, shopping, restaurants and other destinations better than we did before will benefit everyone and help keep our city thriving.”

Karen Massie



1. & 2. Workers broke ground for the \$1.5 billion Central Subway project in 2010. It extends Muni tracks under San Francisco from 4th and King streets to Chinatown. The project includes four new stations and will improve access to the Bay Area Rapid Transit, Caltrain and future high-speed rail trains. Officials expect to complete the project in 2022.

3. San Francisco’s Muni system has the city covered with light rail trains, hybrid buses, trolley coaches, historic street cars and cable cars.



LATEST VIDEOS: WWW.YOUTUBE.COM/CAHIGHSPEDRAIL



November Construction Update

Construction crews worked late nights and weekends to place 40 girders that will form the pergola section of the Wasco Viaduct. Girders weighed in at more than 157,700 lbs. each with the longest girder spanning more than 135-feet long. When the viaduct is complete, it will be nearly 2,000 feet long and will take high-speed rail trains over the existing BNSF freight tracks.

SMALL BUSINESS PARTICIPATION

AS OF AUGUST 31, 2021

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

210 Certified Disadvantaged Business Enterprises

72 Certified Disabled Veteran Business Enterprises

NORTHERN CALIFORNIA:

221 Certified Small Businesses

CENTRAL VALLEY:

193 Certified Small Businesses

SOUTHERN CALIFORNIA:

206 Certified Small Businesses

OUTSIDE OF CALIFORNIA:

18 Certified Small Businesses



Interested in doing business with High-Speed Rail?

Visit www.ConnectHSR.com

