

High-Speed Rail In California Moves Along, But Slowly

[Article was originally posted on www.capradio.org]

By Megan Manata,

While California voters approved a proposition in 2008 to fund a high-speed rail line that would connect major cities like San Francisco to Los Angeles, progress has been slow in the years since.

California High-Speed Rail Authority CEO Brian Kelly said that progress has been delayed several months because routine governmental tasks like legislative oversight hearings were pushed back due to COVID-19.

“[CHSRA is] not an operating entity, but certainly, we’ve been impacted by COVID. We’ve had to put in new safety measures,” Kelly said on CapRadio’s Insight. “It’s affected our construction. It’s affected our environmental process. It’s affected all elements of what we do.”

The project has faced numerous delays and cost overruns, and Gov. Gavin Newsom scaled back the plan in 2019. Then in a letter written to the CHSRA’s contracting chief this month, the construction company contracted by California alleges that a large part of the rail’s delay is due to the state failing to secure the agreements needed over land and freight tracks to begin construction.

CHSRA’s CEO Brian Kelly spoke with Insight’s Randol White about how construction has been picking up pace since he assumed his role in 2018, and while the pandemic has slowed things down, Kelly can see the light at the end of the tunnel.

This interview has been edited for length and clarity.

Interview Highlights

On how the pandemic has slowed construction of the HSR down

I think you’ll see we’re going to [on our business plan update] spend a lot of time talking about how COVID has impacted us ... public transit agencies [have gone] up and down in the state and even around the nation. It’s clear here that transit agencies are now getting in California on the order of \$6 billion in federal aid because they have seen such a loss of ridership.

They’ve got to find a way to rebound and come out of this COVID challenge. We’re not an operating entity, but certainly, we’ve been impacted by COVID. We’ve had to put in new safety mea-



A full-scale mock-up of a high-speed train is on display at the Capitol in Sacramento, Calif., in 2015. The Trump administration is planning to cancel a \$929 million federal grant for the project. Rich Pedroncelli/AP

asures. It’s affected our construction; it’s affected our environmental process; it’s affected all elements of what we do.

On what has slowed down the project as a whole over the years

The voters passed the [HSR] program in 2008, and we started construction in about 2013. The federal government gave California money and said, ‘you must spend it by this date.’ And so what happened early in this program is they started construction before they had all the right-of-way in hand, which means you’re going into construction at risk because you can only continue if you have the right-of-way in place ...

So construction had some stop and starts, and when you have the stops, that translates into delays and costs, so a lot of the early challenges on this project was the fact that they were in construction at risk. They did not have all the right-of-ways in hand.

On where the HSR project is at now

So when I started [at CHSRA] in February 2018, it was estimated that we needed 1,750 total parcels [of land] for the 119 miles segment in Central Valley. Well, the reality is we need about 2,300, and so we are working through those, but we have about 80% of the parcels in hand, and we are advancing construction work. We’re in front of construction. That’s, I think, the important part right now and our effort going forward. We believe we’re going to have all the right-of-way done in 2021.

The other thing that will happen in 2021 is the first construction package — as we get to the end of this year — will be completed, which means the first 21 miles of that 119 will be complete.

We’ve got a lot of big things on the horizon in 2021 that are a milestone achievement ... Our daily jobs numbers when I started was 217 workers every day on the job site. Today, it’s 1,100. We are moving this project forward in



California Sub-Bid Request Ads



Is requesting quotes from certified and qualified **CBE** and **Minority/Women/Disadvantaged/Disabled Veteran (M/W/D/DVBE)** Subcontractors, Suppliers, and Service Providers for the following (but not limited to) work:

SUBS/SERVICE PROVIDERS

Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing; Environmental Consulting Services; Highway, Street, and Bridge Construction; Human Resources Consulting Services; Landscaping Services; Masonry; Construction Material Merchant Wholesalers; V-Ditch/Shotcrete Construction; Aggregates; Concrete Ready Mix; Asphalt Paving; Erosion Control; Hydroseeding; QSD/SWPPP

SUPPLIERS

Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing; Environmental Consulting Services; Highway, Street, and Bridge Construction; Human Resources Consulting Services; Landscaping Services; Masonry; Construction Material Merchant Wholesalers; V-Ditch/Shotcrete Construction; Aggregates; Concrete Ready Mix; Asphalt Paving; Erosion Control; Hydroseeding; QSD/SWPPP

Peter Pitchess Detention Center Class III Landfill Closure Project Castaic, CA

Los Angeles County Public Works Specification No. 5703

Capital Project No. 86575

CBE GOAL 25%

BID DATE: March 8, 2021 at 12:00 p.m.

All Quotes Due Prior

Sukut Construction, LLC

4010 W. Chandler Avenue, Santa Ana, CA 92704

Contact: Nicholas Osborne

Phone: (714) 540-5351 • Fax: (714) 545-2003 • Email: estimating@sukut.com

Plans/specs are available for viewing at our office by appointment, by Sukut FTP, or from Owner. Subcontractors must be prepared to furnish 100% performance and payment bonds and possess current insurance and workers' comp coverage. Sukut will assist qualified subcontractors in obtaining bonds, insurance, and/or lines of credit. Subcontractors/Vendors will be required to sign Sukut's Standard Subcontract/Purchase Order. Copies are available for examination. Please contact Nicholas Osborne at Sukut Construction for assistance in responding to this solicitation.

Sukut Construction's listing of a Subcontractor in its bid to the agency is not to be construed as an acceptance of all the Subcontractor's conditions or exceptions included with Subcontractor's price quotes. Quotations must be valid for the same duration as specified by Owner for contract award.

Sukut Construction, LLC
An Equal Opportunity Employer



1395 Evans Avenue, San Francisco, CA. 94124

Phone: (415)227-1040 Fax: (415)227-1046

Contact: Kathy Streblov – kstreblov@mitchell-engineering.com or

Scott Tilley – stilleym@mitchell-engineering.com

An Equal Opportunity Employer & Comply with the San Francisco Fair Change Ordinance
All Qualified AND/OR Certified Federal SBE & DBE Subcontractors, Truckers and Material/
Equipment Suppliers are requested to forward bids/quotes for the following Project:

L Taraval Improvement Project – Sunset Boulevard to West Portal, Contract No. 1308R

Location: San Francisco, California

Bid Date: March 4, 2021 @ 3:00PM

**The project is also subject to have all subcontractors listed
in the bid with a DIR Number.**

Mitchell Engineering is seeking qualified subcontractors and suppliers for the following: Trucking/Hauling including Hazardous Waste Disposal, AWSS, Pavement, Concrete, OCS, Television Inspection, Rail Procurement, Electrical, Steel Poles, Street Lighting, Valves & Fittings, Landscape, Pipe materials, VTAG train signaling system.

Plans and specs are available at no cost to interested firms. Please contact our office @ (415)227-1040 or email: stilleym@mitchell-engineering.com



Project Name: 4200 Geary Design Build Photovoltaic

Location: San Francisco, California

Bid Date: Friday, February 26, 2021 @2:00pm

Pre-Bid: Wednesday, February 10, 2021 @10:00AM

Labor Requirements: Prevailing Wage

Project Schedule: Est. Start February 2022

Nibbi Brothers has been selected as the General Contractor for the 4200 Geary Blvd project in San Francisco. We are in receipt of the 100% DD Set and are currently requesting bid proposals from qualified subcontractors including those certified as SBE's for Design Build Photovoltaic System. The Contract Monitoring Division (CMD) has set the SBE participation goal for this project at 20%. For more information about the San Francisco SBE program as it relates to this solicitation please contact Mr. Selormey Dzikunu at the City and County of San Francisco Contract Monitoring Division via email, selormey.dzikunu@sfdpw.org.

Project Description: Demolition of existing structure, construction of new Building to include ground floor commercial (retail), 98 Senior residential units, two 7th floor terraces. All Dwelling units are adaptable or mobility.

For any questions on accessing this bidding software, please contact Jacqueline Leiva, Precon & Estimating Coordinator via email, jacqueline@nibbi.com. For specific questions regarding this project, please contact Mackenzie Courtney, Preconstruction Manager via email, mackenziec@nibbi.com.

SBE OUTREACH SERVICES

With 1.5 million businesses in our database, SBE is California's #1 source for diversity outreach.

Advertisements

Placed in the Small Business Exchange newspaper, SBE Today newsletter, and online at www.sbeinc.com

Faxed and Eblast Solicitations

Targeted mailings sent to businesses per your criteria.

Telemarketing

Telephone follow-up calls that follow a script of 5 questions you create.

Computer Generated Reports

Will fit right into your proposal, along with a list of interested firms to contact.

Contact Info:

795 Folsom Street, 1st Flr, Room 1124

San Francisco, CA 94107

Email: sbe@sbeinc.com

Website: www.sbeinc.com

Phone: (415) 778-6250, (800) 800-8534

Fax: (415) 778-6255

Publisher of

Small Business Exchange
weekly newspaper



California Sub-Bid Request Ads



COFFMAN SPECIALTIES, INC.

GENERAL AND ENGINEERING CONTRACTORS

9685 Via Excelencia, Ste 200 • San Diego, CA 92126
 Phone: (858) 536-3100 • Bid Fax: (858) 586-0164
www.coffmanspecialties.com

PROJECT: 08-1C0824 Construction on State Highway in Riverside County- Route 10/177 Separation to 1.1 Miles West of Wiley's Well Road Overcrossing

OWNER: CALTRANS – DBE GOAL 11.00%

BID DATE: February 23, 2021 BID TIME: 2:00 PM
****RESPOND BY 5:00 p.m., February 22, 2021****

Coffman Specialties, Inc. (CSI) is requesting quotes from all qualified subcontractors and suppliers for the following items of work, including but not limited to:

- TRUCKING / HAULS – BASES, ASPHALT, AGGS
- TRUCKING / EXPORT OF SOILS, DISPOSAL
- AGGREGATE SUPPLY / AGGREGATE BASE
- EQUIPMENT RENTAL
- LEAD COMPLIANCE PLAN / ADL WORK
- SWPPP / WPC
- STREET SWEEPING
- EROSION CONTROL
- SURVEY / QC
- TRAFFIC CONTROL
- WATER TRUCK
- CONSTRUCTION AREA & ROADSIDE SIGNS
- PAVEMENT MARKING / STRIPING
- TEMPORARY RAILING (TYPE K)
- JOINT SEAL
- METAL BEAM GUARD RAIL (MBGR) / FENCING
- CONCRETE SAWCUT & SEALING
- CONCRETE / MINOR CONCRETE
- ASPHALT / ASPHALT PAVING / ASPHALT DIKE
- COLD PLANING / PULVERIZING
- CLEAR & GRUB
- ELECTRICAL
- CONCRETE BARRIER
- REBAR
- DRAINAGE / PIPE SUPPLY
- GRINDING / CRUSHING
- EARTHWORK GRADING
- DEMOLITION / EXCAVATION
- LANDSCAPE / IRRIGATION
- ROCK SLOPE PROTECTION
- POLYESTER CONCRETE OVERLAY
- CIDH PILE
- APPROACH SLABS

Coffman Specialties, Inc. is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. Quotations must be valid for the same duration as specified by the Owner for contract award. Firms must possess insurance per the requirements set forth in the Contract Documents, as well as 100% Payment & Performance Bonds will be required, and we will pay up to 1.5% for the cost of the bond. Waiver of Subrogation will be required. We will provide assistance and advice with obtaining bonds, insurance, credit, equipment, materials and supplies.

****Subcontractors must provide a current contractor's license number and Department of Industrial Relations (DIR) current registration number with their quote.** A contractor may not bid or engage in the performance of any contract for public work unless currently registered and qualified to perform public work pursuant to Section Cal. Labor Code Section 1725.5.

Plans and specs are available at no cost to interested firms. Contact our office via email: estimating@coffmanspecialties.com, phone number: (858) 536-3100, or visit our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms.

****Please send quotes via email to estimating@coffmanspecialties.com or via fax to (858) 586-0164**

If you have any questions or need further information, please contact Joe Eckardt or Marty Keane at (858) 536-3100

Silver Creek Industries

We are requesting bid quotations from all Subcontractors and Suppliers and SBE, MBE, WBE and DVBE Subcontractor/Supplier for the following:

**San Diego Unified School District
 Keiller Leadership Academy Charter
 Whole Site Modernization Temporary
 Portable Classrooms**

Project No. CZ20-0695-08

BID DATE: February 25, 2021 at 2:00 PM

PLEASE EMAIL US YOUR BID PROPOSAL
NO LATER THAN February 22nd, 2021.

THANK YOU!

Silver Creek Industries

2830 Barrett Avenue, Perris, CA 92571

Estimator: Frank Carrillo

Email: frankc@silver-creek.net

Phone: (951) 943-5393 • Fax: (951) 943-2211



SYBLON REID
 General Engineering Contractors
 Providing Solutions to Difficult Projects

P.O. BOX 100 Folsom, CA 95763
 Phone: (916) 351-0457 Fax: (916) 351-1674
 Contact: Brad Schieckoff
 Email: brads@srco.com & estimating@srco.com

Sub-Bids Requested From
**Minority Business Enterprise (MBE);
 Women Business Enterprise (WBE);
 Small Business Enterprise (SBE);
 Small Business in Rural Area (SBRA);
 Labor Surplus Area Firm (LSAF); or
 Historically Underutilized Business (HUB)**

Zone Small Business

Subcontractors & Suppliers for:

OWNER:

CARUTHERS COMMUNITY SERVICES DISTRICT

**CARUTHERS COMMUNITY SERVICES
 DISTRICT WATER TREATMENT
 PLANT PROJECT**

LOCATION: CARUTHERS, CA

BID DATE: MARCH 4, 2021 @ 2:00 PM

****Addendum No. 1 was issued****

Trades Solicited: Concrete Pumping, Electrical, Trucking, Metal Building- Car Port, Pavement, Rebar, Bolt Steel Tank, Painting & Coating, HVAC, Misc Metals, Surveying.

If a portion of the work is too large for you to handle, contact us and we will try and break it into smaller portions

Subcontractors and suppliers must be licensed to conduct business in the state of California. Must be able to provide payment and performance bonds provided by approved surety company. SRC will pay bond premium up to 1.5% of subcontract amount and will assist with insurance compliance. SRC will work with subcontractors on joint check agreements. Plans and specs are available for viewing at our Folsom office and upon request will provide FTP site for electronic viewing of project.

Bonding, insurance, lines of credit and any technical assistance or information related to the plans or specifications for the work will be made available. Assistance with obtaining necessary equipment, supplies, materials, or related assistance or services for this project will also be offered.





California Sub-Bid Request Ads

SKANSKA-RASMUSSEN JOINT VENTURE

Subcontractor/Supplier Bids/Proposals Requested

Owner: Los Angeles County Metropolitan Transportation Authority
LA Metro IFB No. C70396C1205

Skanska-Rasmussen JV Proposal due to Owner By: February 24, 2021 – 2:00 PM

**Subcontractors and Vendors please submit Proposals to Skanska-Rasmussen JV By:
February 19, 2021 – 2:00 PM**

This project has 12% DBE Participation

Skanska is interested in soliciting in Good Faith all subcontractors as well as certified DBE subcontractors and suppliers related to the scopes of work below for the

I-5 NORTH CAPACITY ENHANCEMENTS PROJECT IN LOS ANGELES COUNTY, CALIFORNIA

Plans, Specifications and Supplemental Bidding Documents can be accessed and download online at Building Connected here: <https://app.buildingconnected.com/public/59b1c0096ab4570007e09292>

Requested scopes include, but are not limited to the following and should be based on Owner's Contract documents and its amendments:

Aggregates, Concrete, Cellular Concrete, Pipe Materials, Asphalt Paving, Concrete Paving, Cold Planing, Minor Concrete, Ditch Lining, Sweeping, Erosion Control, Environmental, Clearing, Bridge Demolition, Bridge Deck Rehabilitation, Biologist, Fencing, Railings, Guardrail, Landscaping, QA/QC, Driven Pile, CIDH Pile, Precast Girders, Reinforcing Steel, Soil Nails, Shotcrete, Ground Anchors, Shoring, Masonry, Saw Cutting, Roadside Signs, Sign Structures, Sign Panels, Storm Drain System, Striping, Markings, Surveying, Traffic Control, Concrete Barrier, Utilities, Temporary Office Trailers, Photos and Video Documentation, Potholing, Trucking, Misc. Metals, Traffic Coatings, Formliner, Joint Seals, Painting and Staining, Fall Protection, Signals & Lighting, Electrical and Communications

Requirements:

All DBE firms must be certified under the California Unified Certification Program (CUCP) by the bid proposal due date. If your firm qualifies, you can apply for DBE and SBE certification through Metro online at: <https://metro.gob2g.com/> Should you have any questions regarding Metro's certification process, contact Metro's certification Hotline at (213) 922-2600 for further assistance.

All Subcontractors competing for award of contracts of one hundred thousand dollars (\$100,000) or more will be required to complete and submit a Contractor Pre-Qualification Application to the Metro Pre-Qualification Office no later than the bid due date and time. Do not put copies of pre-qualification documents in your Bid. Subcontractor is responsible for ensuring a timely submittal of all Pre-Qualification Applications. For detailed instructions, refer to the Metro Contractor Pre-Qualification Application (EXHIBIT 14) which can be found on Building Connected through the link above.

Skanska-Rasmussen will assist qualified subcontractors, vendors, & suppliers in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies. If you are a DBE Company, please provide your certification letter with your proposal. If you are a Non DBE, please indicate all lower-tier participation on your quotation as it will be evaluated with your price. In order to assist DBE subcontractors and suppliers, we will divide total requirements into smaller packages, tasks or quantities & establish delivery & construction schedule, which will permit maximum participation when feasible.

Subcontracting Requirements: This project will fall under a Contractor Controlled Insurance Program (CCIP), which modifies parts of Skanska-Rasmussen's standard insurance requirements. Please see Metro's IFB documents on Building Connected for more CCIP information. Skanska-Rasmussen's standard insurance requirements are Commercial General Liability (GL): \$1M ea. occ., \$1M personal injury, \$2M products & completed operations agg. & general agg.; \$1M Auto Liability; \$5M Excess/Umbrella and \$1M Workers Comp. Endorsements and waivers required are the Additional Insured End., Primary Wording End., & a Waiver of Subrogation (GL & WC). Other insurance requirements may be necessary per scope or RFP requirement. Subcontractors may be required to furnish performance & payment bonds in the full amount of their subcontract by an admitted surety & subject to approval by Skanska-Rasmussen. Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Skanska is signatory to the Operating Engineers, Laborers, Cement Masons, & Carpenters Unions. Subcontractors must provide weekly, one original and one copy of all certified payrolls, including non-performance and fringe benefit statements if required by law or by the Prime Contract. Please note that all Contractors and Subcontractors must register with The DIR (Department of Industrial Relations) in order to bid on public works projects. Include CSLB License Number, DIR Number, and Bond Rate on All Quotes Submitted. Please see the checklist on Building Connected for all required Subcontractor submittal documents.

**Skanska-Rasmussen JV is an Equal Opportunity/Affirmative Action Employer
EEO/AA/Vet/Disability Employer**

Estimating Department: 1995 Agua Mansa Rd, Riverside, CA 92509

Phone: (951) 684-5360, Fax: (951) 788-2449

Lead Estimator: Ken Epps Email: bids.social@skanska.com



O.C. Jones & Sons, Inc.

1520 Fourth Street • Berkeley, CA 94710
Phone: 510-526-3424 • FAX: 510-526-0990
Contact: Jean Sicard

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

**HMA, structural concrete, CIDH piling
and rebar**

**Hwy 80/29 Separation Vallejo
Solano County**

Caltrans #04-2K8404

BID DATE: February 25, 2021 @ 2:00 PM

We are soliciting quotes for (including but not limited to):
Trucking, Temporary and Permanent Hydroseed and Erosion Control Measures, QC/QA Testing, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Portable Radar Speed Feedback Sign, Portable Changeable Message Sign, Water Pollution Control Program, Temporary Fencing, Sweeping, Temporary Active Treatment System, Temporary Concrete Washout, Treated Wood Waste, Clearing & Grubbing, Structure Excavation, Structure Backfill, Bonded Fiber Matrix, Hydroseed, Rapid Strength Concrete Base, Geosynthetic Pavement Interlayer, AC Dike, Tack Coat, Cold Plane AC, Temporary Support, Furnish Steel Sheet Piling, Drive Steel Sheet Pile, CIDH Concrete Piling, Prestressed Concrete Piling, Structural Concrete – Bridge, Structural Concrete-Approach Slab, Joint Seal, Bar Reinforcing Steel, Bridge Removal, Underground, Concrete Backfill, Adjust Manhole to Grade, Cleaning, Inspecting, and Preparing Culvert, Minor Concrete, Misc. Iron & Steel, Bridge Deck Drainage System, Pavement Marker, Roadside Signs, Single Thrie Beam Barrier, Type Soft Top Terminal Barrier, End Cap, Alternative In-Line Terminal System, Crash Cushion, Concrete Barrier, Striping & Marking, Modify Existing Electrical System, and Construction Materials

Jean Sicard (510-809-3411 jsicard@ocjones.com) is the estimator on this project and he is available to provide assistance or answer questions regarding the project scope of work including bid requirements, break out of bid items, plan or spec interpretation, bonding or insurance requirements, and other bid assistance. Plans and specs are available to review at our Berkeley office, or can be sent out via Building Connected. Plans are also available under the Advertised Projects tab at the Caltrans website at: <http://ppmoe.dot.ca.gov/des/oe/contract-awards-services.html>. PDF format quotes should be emailed to the estimator or faxed to 510-526-0990 prior to 12:00 PM on the date of the bid. Quotes from DBE Subcontractors, Suppliers and Truckers are highly encouraged. OCJ is willing to break-out any portion of work to encourage DBE participation. Subcontractors must possess a current DIR, Contractors License, and insurance and workers compensation coverage including waiver of subrogation. OCJ may require Performance and Payment bonds on subcontracts. OCJ will pay the bond premium up to 2% of the contract value. Please contact OCJ for any assistance required by your firm in obtaining bonding or insurance. The US Small Business Administration may also assist you in obtaining bonding - please see the following site for information: <http://www.sba.gov/content/contractors>. Visit the California Access to Capital Program Financing Solutions website for additional resources for your small business - http://www.calbizfinance.org/cal_cert_biz_program.html. OCJ is available to help obtain necessary equipment, material and/or supplies. All subcontractors are required to execute OC Jones' standard subcontract agreement, comply with all insurance requirements, and name OCJ as additional insured. Copies of our agreement and insurance requirements are available upon request. OCJ is a Union contractor, and we are signatory to the Operating Engineers, Laborers, Teamsters, and Carpenters. OCJ is an Equal Opportunity Employer.

EPA Awards Grant to Stanford Student Team for Innovative Technology Projects



The William and Cloy Codiga Resource Recovery Center (CR2C)

[Article was originally posted on www.epa.gov]

The U.S. Environmental Protection Agency (EPA) has announced a Stanford University student research team as a recipient of its People, Prosperity and the Planet (P3) grant program, alongside 31 other student teams from across the country. The P3 program is a two-phase research grants program that helps support the next generation of scientists and engineers working to tackle some of today's most pressing environmental issues.

"We want to congratulate the Stanford team on its innovative development and design of a project that addresses a pressing water quality challenge," said Acting EPA Pacific Southwest Regional Administrator Deborah Jordan. "EPA is proud to support the next generation of environmental leaders, including those working on issues critical to California's future."

As a Phase I P3 winner, the Stanford team will receive funding to develop and demonstrate its Electro-Assisted Wastewater Nutrient Recovery unit. The project aims to create a cost-effective, self-contained unit that targets and captures nitrogen and phosphorous from wastewater and converts them for use in pure fertilizer with little chemical or energy input. Currently, up to 80 percent of wastewater is discharged without treatment. Capturing the flow stops a common source of toxic algal blooms from polluting water sources, and also provides a reliable and efficient supply of nutrients essential for agricultural fertilizer production.

"We are thrilled to benefit from EPA support in our efforts to close the nitrogen and phosphorus cycles by transforming wastewater into new commodities. We focus on combining adsorption and electrochemistry to achieve the best of both techniques: low energy, low cost and low envi-

ronmental impacts," said Will Tarpeh, an assistant professor of Chemical Engineering at Stanford and faculty lead for the team. "Along the way we look forward to engaging students, community members and the broader public in our efforts to reduce the effects of nitrogen and phosphorus discharges to the environment."

Tarpeh and an interdisciplinary team of Stanford students will be working with the William and Cloy Codiga Resource Recovery Center – a wastewater treatment plant at Stanford – to install and operate the pilot reactors for the project. Anna Kogler (PhD student, civil and environmental engineering), Hang Dong (postdoctoral fellow, Tarpeh Lab), Brandon Clark (PhD student, chemical engineering) and Will Chow (undergraduate, chemistry) lead the charge with Tarpeh.

Visit link for the full article: <https://www.epa.gov/newsreleases/epa-awards-grant-stanford-student-team-innovative-technology-projects>

High-Speed Rail In California Moves Along, But Slowly

■ Continued from page 1

a very big way, but there are challenges. There are challenges and always will be.

On their response to the contractor letter

This is a letter from a contractor who is ultimately trying to make the argument that whatever challenges there are, it's got to be somebody else's fault so we can get paid. This is part of the give and take of doing a mega project with a contractor ... they make claims. Our job is to evaluate those claims for merit and for reasonableness.

Look, some of it is fair. I came here in 2018. We weren't satisfied with where the project was. We've made a lot of changes on staff, we've made a lot of changes on management, and I

think that's why we're starting to move in the right direction ... When I started here, the project was stuck. It was a quagmire, ok? Today, we're moving the program.

So I am very proud of the work that we're doing here. I also acknowledge, as I said earlier, starting a construction project of this magnitude without having all the right-of-way was a colossal mistake.

On when somebody can buy a ticket and ride from Merced to Bakersfield

I want that to be by the end of the 2020s. So what does that require of us? We're going to finish out the 119-mile segment soon. We want to expand into downtown Bakersfield in the south, and we want to expand it to downtown Merced on the north, which would give us 171 miles

of electrified high-speed rail to start in Merced. That would connect with trains that go to the Bay Area and trains that go to Sacramento on the Amtrak system.

Out of Bakersfield, you get on Amtrak buses, high-speed railbuses, and go to L.A., and so we want to start with that, and that's because that's what I have money to do ... It's a building block approach. What I'm going to achieve in the next couple of years is, I'm going to get 119 miles done. I'm going to get a track going, and I'm going to finish the environmental work on all 500 miles from San Francisco to L.A. and Anaheim.

SOURCE:

www.caprudio.org/articles/2021/01/21/high-speed-rail-in-california-moves-along-but-slowly/