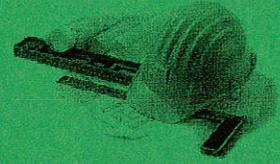


California Regional Transportation Summit

Date: January 10, 2014 – Time: 7:30 AM -5 PM

Location: Bakersfield, California



Seizing Opportunities

Positioning for Growth and \$150 billion in High-speed Rail projects!

Full day to network and connect with Primes, and learn from industry experts in contracting, financing and business growth strategies!

You will leave knowing:

- How to accelerate growth and position your company...
*\$150 billion recently announced California INFRASTRUCTURE Projects
"SPEND" Goals for California Small Business Subcontractors.*
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Proven methods to separate your company from thousands of small business subcontractors to capture market share.
- Capacity Building Techniques...
Competitive strategies that create wealth reduce costs, increase contracts.

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- Build Joint Venture opportunities just like the Primes do for major projects
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- Consulting and Teaming Options to position your business for winning contracts
- Initiatives and resources to retain AND hire employees to allow growth

Plus, Panel Discussion with major primes and public agencies, Industry Experts and Contracting Strategists!

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Questions call: 661-324-7535 or Email: kmca@att.net

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Public Agencies / Prime Contracting Outreach Forum

“Your Connecting Point for Jobs & Contracts”

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Bakersfield California

Invited Summit Speakers *(Partial List)*

State of California

- Brian Kelly, California Secretary of Transportation
- Dan Richard, California High Speed Rail Authority Board Chairman
- Jeff Morales, CEO - California High Speed Rail Authority
- Malcolm Dougherty, Caltrans Agency Director

Federal Speakers

- Anthony Fox, US Secretary of Transportation
- Federal Rail, Office of Civil Right
- US Commerce - Minority Business Development Agency
- SBA

January 10th Agenda

Prime & Sub Contractors "Meet & Greet" – Breakfast

Breakout Workshop Session

Luncheon Speakers

Vendor Booth & Sponsorship Opportunities Available

1ST Annual – Golf Shotgun Tournament – Fundraiser

The Links at Riverlakes Ranch

Date: January 9, 2014 – Time: 1-6 PM

Registration @ www.sjvannualpce.eventbrite.com

Questions: 661-324-7535 Dominique or 661-747-1465 Marvin

Email: kmca@att.net



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APAC - Associated Professionals and Contractors of CA

Date: December 5, 2013
To: CHSR Authority Board of Directors
From: Diana LaCome, President
Associated Professionals and Contractors of CA, Inc.
Re: CHSR Disparity Study and Unbundling of Large Contracts

Good morning Chairman Richard, CEO Morales, General Counsel Fellenz and members of the board. I am Diana LaCome, President of APAC of California, Inc.

Disparity Study:

Today, I'd like to speak about the disparity study that Federal Rail Administration (FRA) required of the Authority to conduct. The study is extremely important for SBEs and DBEs because, the results will guide the Authority in setting individual contract goals which, in turn, help meet the overall goal of 30% (17% SBE, 10% DBE, 3% DVBE). Construction is scheduled to start in early 2014 therefore contract goals may be implemented soon after FRA accepts/approves the Authority's Disparity Study.

At a recent meeting, APAC Members were asking about the disparity study. To date, none of our members have been contacted and no one has received notices regarding any public meetings. Has the consultant held any meetings? If so, may we have the list of organizations invited, locations, dates, times, sign in sheets, etc? Additionally, were the following participants invited? 1) attendees of the industry forums, 2) small businesses who submitted statements of interest, 3) attendees of a each public outreach meeting to date, 4) businesses who currently have/had contract(s) with the Authority. If no meetings have been scheduled yet, I sure hope they aren't scheduled in December, because there will be minimal attendance due to the holidays. APAC requests a copy of the meeting transcripts or taped webcasts so we may share them with our membership.

Unbundling of Contracts:

FRA specifically asked the Authority to "unbundle contracts" so that small businesses could participate as subcontractors and even prime contractors. CHSR CEO Van Ark made a commitment to APAC to unbundle large contracts. He agreed this would give small businesses a greater chance of participation. FRA's recommendation and Van Ark's commitment have obviously gone on deaf ears since instead of "unbundling" contracts; the Authority is doing the exact opposite. Construction Package (CP) 2 and CP 3 are being bundled making the package huge and out of reach to small businesses. The same is true of Project Construction Management (PCM) 2 and PCM 3. Fewer small, disadvantaged and disabled businesses will have the opportunity to participate on the two large contracts. APAC understands that bundling is more expedient and manageable for Authority Staff; however, expediency at the cost of excluding small businesses sends a negative signal to the public. We urge the Authority to reconsider "unbundling" contracts as FRA recommended.

Thank you for your attention.

***COMPARISON BETWEEN CALTRANS AND CHSRA CONTRACTING
ON
PROGRAM/PROJECT/CONSTRUCTION MANAGEMENT
OF
ENGINEERING CONTRACTS**

1. Caltrans - Construction Management Contract

- a. Program management (one contract)
- b. Project management (one contract)
- c. Construction management
 - i. Construction management/Engineering/Inspection Support (one contract)
 - ii. Project control (Scheduling & Claims Support) (one contract)
 - iii. Materials Testing (Soil/Concrete/Steel/Asphalt) (one contract)

2. CHSRA -Construction Management Contract

CHSRA lumps all of the above into one (1) mega contract. The service components in this contract include:

- a. Design-Building Oversight
This is equivalent to Caltrans Project Management contract. PB is now doing Program Management
- b. Project Controls
This equivalent to Caltrans Scheduling/Claims Support contract.
- c. Construction Management Support Services
 - Construction management support equivalent to Caltrans Construction Engineering/Inspection contract.
 - In this, CHSRA embedded QA function (Materials Testing) in it. This should be a separate Materials Testing contract.
 - So, just this along, the contract should be broken off into two separate contracts.

3. Conclusion: CHSRA could and should, at a minimum, break the contract into 4 Separate Contracts:

- Project management
- Construction management/Engineering
- Project controls (Scheduling/Claims Support)
- Materials Testing

from:
 DAN POLAN BOARD CHAIRMAN
 925-451-6244, S.R.A. [REDACTED]

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City Rankings

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MOST POLLUTED CITIES

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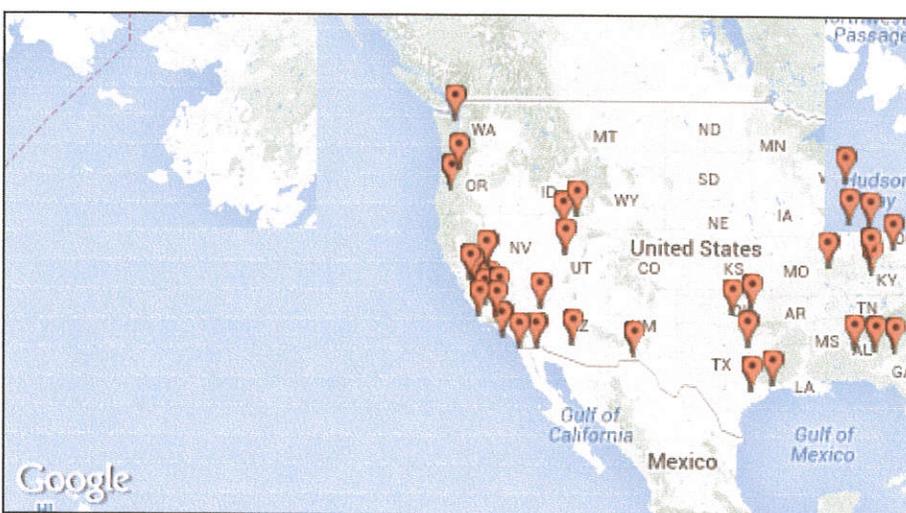


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- #4: [Fresno-Madera, CA](#)
- #5: [Hanford-Corcoran, CA](#)
- #6: [Sacramento--Arden-Arcade--Yuba City, CA-NV](#)
- #7: [Houston-Baytown-Huntsville, TX](#)
- #8: [Dallas-Fort Worth, TX](#)
- #9: [Washington-Baltimore-Northern Virginia, DC-MD-VA-WV](#)
- #10: [El Centro, CA](#)
- #11: [San Diego-Carlsbad-San Marcos, CA](#)
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- #9: [El Centro, CA](#)
- #10: [Cincinnati-Middletown-Wilmington, OH-KY-IN](#)
- #11: [Philadelphia-Camden-Vineland NJ-DE-MD](#)
- #12: [Louisville-Jefferson County-Elizabethtown-Scottsburg, KY-IN](#)
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36.2

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California

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California

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RESOURCES

CENTRAL VALLEY AIR QUALITY COALITION

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SEND FEEDBACK

California Air Resources Board

From Wikipedia, the free encyclopedia

The **California Air Resources Board**, also known as **CARB** or **ARB**, is the "clean air agency" in the government of California. Established in 1967 when then-governor Ronald Reagan signed the Mulford-Carrell Act, combining the Bureau of Air Sanitation and the Motor Vehicle Pollution Control Board, CARB is a department within the cabinet-level California Environmental Protection Agency. California is the only state that is permitted to have such a regulatory agency, since it is the only state that had one before the passage of the federal Clean Air Act. Other states are permitted to follow CARB standards, or use the federal ones, but not set their own.

The stated goals of CARB include attaining and maintaining healthy air quality; protecting the public from exposure to toxic air contaminants; and providing innovative approaches for complying with air pollution rules and regulations.

The governing board is made up of eleven members appointed by the state's governor. Half of the appointees are experts in professional and science fields such as medicine, chemistry, physics, meteorology, engineering, business, and law. Others represent the pollution control agencies of regional districts within California - Los Angeles region, San Francisco Bay area, San Diego, the San Joaquin Valley, and other districts.

<div style="text-align: center;">  <p style="margin: 0;">California Air Resources Board <i>California Environmental Protection Agency</i> AIR RESOURCES BOARD</p> </div>	
Logo of the Air Resources Board	
Agency overview	
Formed	1967
Preceding agencies	Bureau of Air Sanitation Motor Vehicle Pollution Control Board
Headquarters	1001 I Street Sacramento, California
Employees	1,225 ^[1]
Annual budget	\$651.9 million ^[1]
Agency executive	Mary D. Nichols, Chairman
Parent agency	California Environmental Protection Agency
Website	http://www.arb.ca.gov

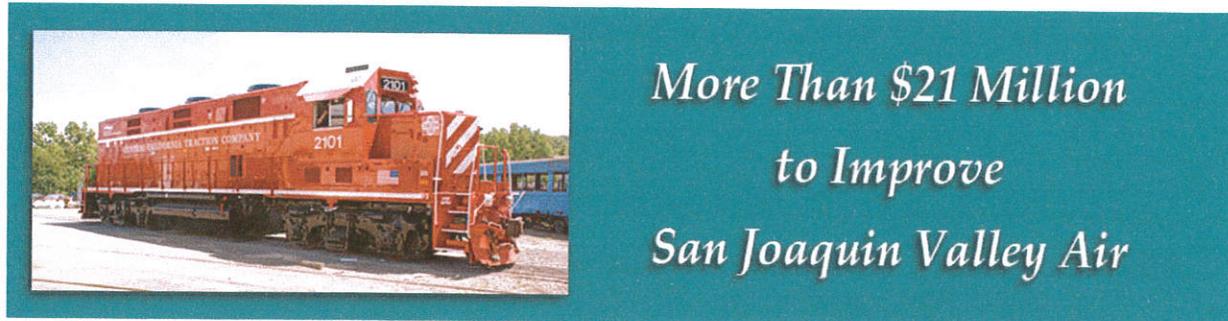
Contents

- 1 CARB's organizational structure
 - 1.1 Air Quality Planning and Science Division
 - 1.1.1 Atmospheric Modeling & Support Section
- 2 Role in reducing greenhouse gases
 - 2.1 Alternative Fuel Vehicle Incentive Program
 - 2.2 California zero-emissions vehicle
 - 2.3 Low-carbon fuel standard
 - 2.4 PHEV Research Center
- 3 See also
- 4 References



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[Stockton, CA Event](#)
[Tuesday, January 24](#)

[Clovis, Fresno, Visalia, CA Events](#)
[Wednesday, January 25](#)

Stockton Event

EPA Regional Administrator Jared Blumenfeld, along with the California Air Resources Board and San Joaquin Valley Air Pollution Control District and other local partners announced more than \$21 million in Diesel Emissions Reduction Act funding to California that will stand to improve air quality and generate significant public health benefits, especially to the San Joaquin Valley. The cleaner diesel projects will fund cleaner locomotives, school buses, trucks, ships and agriculture irrigation pumps throughout California. These new technologies will eliminate approximately 88 tons of particulate matter, 1,232 tons of nitrogen oxides, and 102,118 tons of carbon dioxide emissions for the lifetime of these projects.

In addition, EPA launched a strategic plan for the San Joaquin Valley that will address serious issues including air and water quality, enforcement of public health standards and environmental justice. The San Joaquin Valley is the top agricultural producer in California responsible for more than 250 unique crops and much of the nation's fruits, vegetables, and nuts. Combined with its unique topography and wind patterns, the Valley's success has resulted in severe impacts to the health of its more than four million residents. It also has some of the worst air quality in the country and the highest rates of childhood asthma in California. In addition, non-compliance with federal and state drinking water requirements are disproportionately affecting disadvantaged communities and small systems throughout the San Joaquin Valley.

Click a thumbnail for its larger version.



San Joaquin Valley Strategic Plan



Factsheets



[DERA 2011 Grants \(PDF\)](#)

[DERA Total Grants \(PDF\)](#)



[DERA Locomotive Grants](#)

[Brookville Genset Locomotive \(PDF\)](#)

Media Contact: [Nahal Mogharabi \(Mogharabi.Nahal@epa.gov\)](mailto:Nahal.Mogharabi@epa.gov)

The following statement is from Ms. Colleen Carlson, County Counsel for County of Kings.

Authority Board Members,

On Behalf of Kings County whose representatives could not be here today, and on behalf of Citizens For High Speed Rail Accountability, we would like to express our extreme but expected disappointment in your actions, which continue to be deceptive. I am speaking of the secretive Petition for Exemption submitted to the Surface Transportation Board for an exemption from a construction permit relating to the Fresno to Bakersfield segment, which you filed on September 26, 2013:

- **without noticing any of the parties whom you KNOW to be interested**
- **without ever discussing this in an open meeting**
- **without ever reporting out from closed session your intent to file**
- **in violation of the open meeting laws**
- **and asking for all of this before ever completing your environmental obligations for this segment.**

You continue to mis-manage this project to the embarrassment of the Californians who are paying for it. You are supposed to be spear heading the first high speed rail project in the nation and you make a mockery of it. Please note for the record the specific request of Kings County and Citizens for High Speed Rail Accountability's desire to be noticed on any subsequent filings with the Surface Transportation Board for any segment of the High Speed Rail Project.

On behalf of Ms. Carlson

Thank you,

**Colleen Carlson
County Counsel
County of Kings
1400 W. Lacey Blvd.,
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Hanford, CA 93230**

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