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Progress Made on Construction of High-Speed Rail in the Central Valley

Since Governor Brown and a crowd of supporters celebrated the official high-speed rail groundbreaking at the future station site in downtown Fresno in January, work continues to ramp up on Construction Package 1 (CP 1). This work includes the continuation of geotechnical investigations which are essential to completing structural design. Crews are also demolishing existing structures in preparation for the construction of dedicated high-speed rail roadways and bridges. To date, almost 34 buildings have been torn down in preparation for major construction this summer, with new buildings coming down almost every week.

“This work is essential to do before we start major construction as we have to prepare the area for future structures,” said Central Valley Regional Director Diana Gomez. “From design work to utility relocation to property acquisition, something

is always going on in the area as we move forward with this portion of the program.”

In February, geotechnical investigative work started at the San Joaquin River -- the same type of work crews did at the

“From design work to utility relocation to property acquisition, something is always going on in the area as we move forward with this portion of the program.”

Diana Gomez
Central Valley Regional Director

Fresno River in Madera in 2014. This work is a precursor to building a major river crossing for high-speed trains and helps »

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

To view past newsletters visit: www.hsr.ca.gov/Programs/Small_Business/newsletter.html

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To access and download more information pertaining to the small business program, visit the Authority's SB Resources webpage at www.hsr.ca.gov/Programs/Small_Business/index.html



» the Authority and the CP 1 contractor, Tutor Perini/Zachry/Parsons (TPZP), finalize designs. Additional testing at river crossings will be conducted throughout the year.

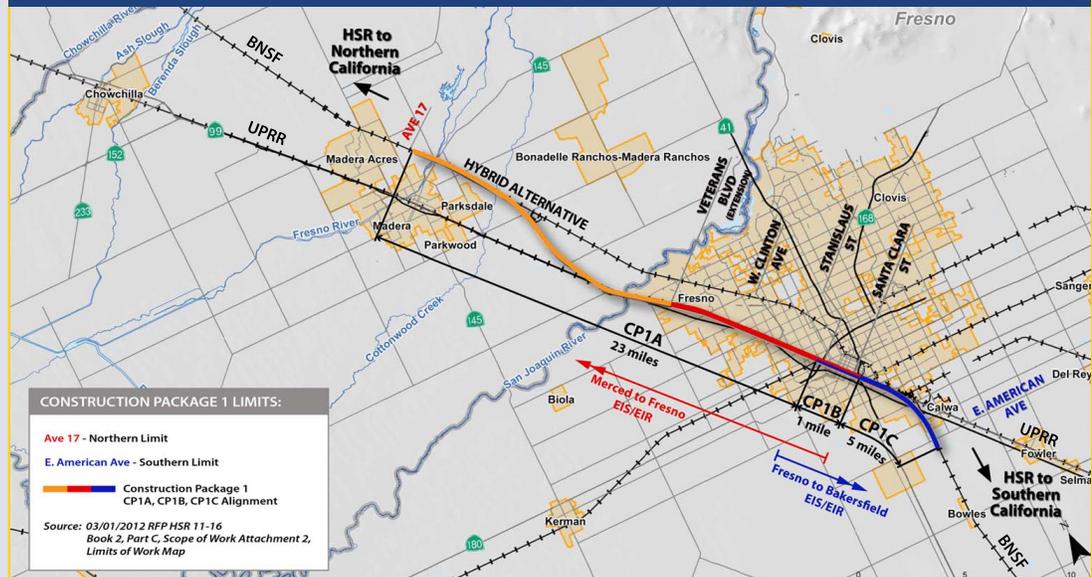
The Authority and TPZP are also moving forward with agreements for utility relocation in the region. An agreement with the City of Fresno and the Fresno Metropolitan Flood Control District led to the start of relocating approximately 450 feet of stormwater drain in downtown Fresno on March 3. This was the first major third-party relocation project being done as part of CP 1 activities. The work for this project was done by the TPZP subcontractor Valverde, Inc., a certified Small Business and Disadvantaged Business Enterprise based out of Southern California.

Small Businesses continue to play a significant role in the work that is being done in the area. To date, there are 65 small businesses with commitments totaling \$307.5 million working on the CP 1. Of those small businesses, 27 are from Madera and Fresno counties, and those businesses have \$97.2 million in commitments that are being pumped back into the local economies.

The Authority and TPZP have held a series of open houses in Fresno and Madera. These open houses are designed to keep members of the community up-to-date on the latest construction activity in the region and answer questions by the public.

Annie Parker

CONSTRUCTION PACKAGE 1



Small Business Program

The Authority is committed to small businesses playing a major role in building the state-wide high-speed rail system. The Small Business Program has an aggressive 30 percent goal for small business participation including Disadvantaged Business Enterprises (DBEs), Disabled Veteran Business Enterprises (DVBEs) and Micro-Businesses (MBs).

High-Speed Rail Vendor Enjoys Grinding Work

After 30 years of working for a family-owned business, the firm closed and Mike LaRue found himself out of work and in a quandary. "I thought maybe we'll do this on our own," he recalled. In May 2010, he opened Valley Coffee, a Fresno-based bottled water and coffee services business. He and a friend started with one route. Today, he has 11 employees and 1,500 customers. Two of them are prime contractors for the high-speed rail project – the CP 1 project and construction management team of Wong/Harris and the design-build team of Tutor Perini/Zachry/Parsons. "We got on with high-speed rail in 2013 through a referral," LaRue said. "They're great customers. We have a nice relationship with them." LaRue plans to see about servicing construction sites once heavy construction begins. "We'll do what we always do – offer great service. We have great people working for us. They know it's all about the customer," LaRue said. "And we hope to be a vendor for high-speed rail until the project is over."

Karen Massie



Valley Coffee trucks transport bottled water to high-speed rail prime contractors Wong-Harris and TPZP. Owner Mike LaRue hopes to add more stops along the high-speed rail route in Fresno.

Larry McDonald: Breaking Ground on High-Speed Rail



Heavy equipment operator Larry McDonald was among the first to break ground on high-speed rail in the Central Valley. He built a construction yard, helped with bridge foundation testing and graded sites where buildings were torn down to make way for the high-speed rail.

Over fifteen years ago, Larry McDonald made a decision to change careers that allowed him to stay in the Central Valley. After an extensive time in construction and automotive management, Larry is pleased to have found an opportunity on the high-speed rail project not far from his home in Clovis, California. "This is awesome. I was waiting for a couple of years for this project to start," McDonald said.

He was one of the first workers to break ground on the project. He's a heavy equipment operator and has used large Caterpillar loaders, excavators and blades to build a construction yard, help test soil, steel rebar and concrete for bridge foundations and grade properties after buildings have been demolished. "On the demolition sites, I have to make sure they're environmentally compliant," McDonald explained. "You can't have any drainage or anything else leaving the property before the contractor gets them."

Tutor Perini/Zachry/Parsons, the design-build contractor for Construction Package 1, was impressed by McDonald's work. He said, "I was their first rehire. And so far, I've been called back four times." He's worked on a couple dozen properties which were purchased for the high-speed rail project. According to McDonald, "I'm working at one of Tutor Perini's sister companies while I wait for more work with high-speed rail. I have no doubt that they're going to call me back again."

The project is expected to create 20,000 construction jobs annually over five years in the Central Valley. McDonald plans to work several more years on the project -- long enough retire. McDonald added that he hopes his son, who also runs heavy equipment, can follow in his footsteps and help build high-speed rail.

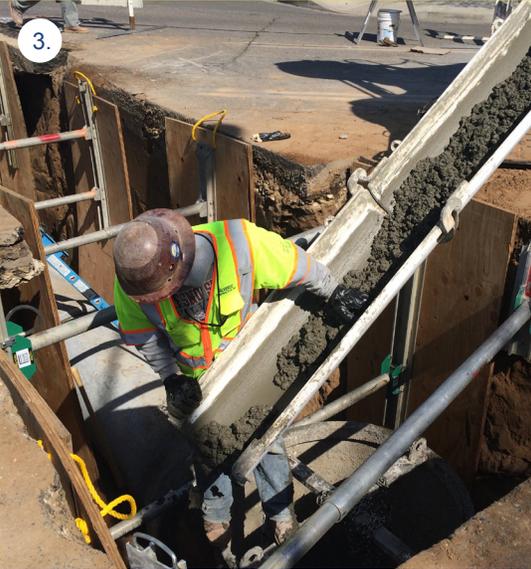
Elizabeth Jonasson



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2.



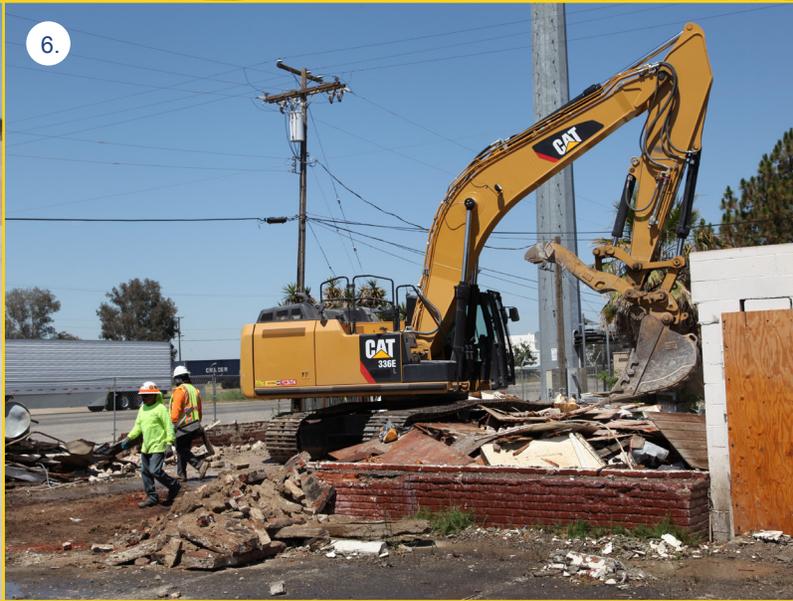
3.



4.



5.



6.

1. Crews are mobilized to test the soil at the location of a bridge that will cross State Route 99 at Cedar Avenue.

2. A concrete plug has been curing for several days in anticipation of statnamic testing.

3. & 4. Crews from Valverde Inc. conduct utility relocation work on Kern Street in Fresno.

5. Soil samples are collected at the construction sites as an essential part of building high-speed rail structures.

6. Crews demolish an old liquor store located on Herndon Avenue near State Route 99.

7. Contractor visiting the future site of a high-speed rail bridge at State Route 99 at Cedar Avenue.

8. Crews from J. Kroeker Inc at the site of an old liquor store that was demolished in June along Herndon Avenue at State Route 99.

“This work is essential to do before we start major construction as we have to prepare the area for future structures.”

Diana Gomez
Central Valley Regional Director

7.



Larry Dickson Creates Comfort with Caring and Loving

“I always wanted to own my own business,” declared Larry Dickson. His dream came true in 1999 when Dickson opened Caring & Loving, a Fresno-based commercial cleaning and maintenance business. “We clean offices, hospitals, schools and houses and we do a good job.”

In 2012, when he heard the Authority was giving a percentage of work to small businesses, Dickson attended several high-speed rail meetings and found out how to get involved in the project. The military veteran certified his firm as a Disabled Veteran Business Enterprise and a Micro-Business with the state, a move that soon paid off.

Dickson won a contract with Tutor Perini/Zachry/Parsons (TPZP), the design-build contractor for Construction Package 1 (CP 1). “TPZP had a lot of their people coming into Fresno to work,” explained Dickson. “They were staying at apartments and I got a contract to clean 13 two-bedroom units.”

He hired six additional employees. The contract lasted two years and just recently ended. Dickson is now working to get another contract. “I know more people are coming in to work on high-speed rail and they’ll have offices that need to be cleaned,” Dickson said. “I had a small contract before and it was a good deal for me, but I can do a bigger one. Plus, I’ll be able to put some other people to work.”

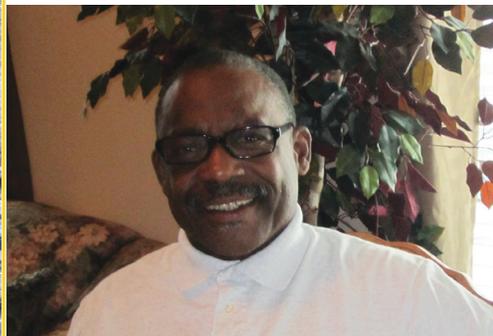
He’s also looking forward to the completion of the high-speed rail project. “I rode the high-speed train in China and it was quite an experience,” Dickson said. “It’ll be great to take the train from Fresno to the Sacramento airport. I’ll be able to get there in an hour, instead of being forced to drive three hours.”

Karen Massie

8.



Caring & Loving Enterprises
General Services Contractor
559-270-7768



With Caring and Loving, Larry Dickson kept apartments for TPZP employees spic and span. Dickson says he’ll be ready for additional work when more people flock to Fresno to build the high-speed rail system.

Rail Delivery Partner Contract Awarded to International Team

As the California high-speed rail program transitions from planning to delivery, on June 9, the California High-Speed Rail Authority's (Authority) Board of Directors approved the Rail Delivery Partner (RDP) contract that takes a new and expanded approach to the nation's first high-speed rail program.

This new partnership – led by Parsons Brinckerhoff (PB), Inc., - signifies a shift in the program from planning to construction and draws on a seasoned team of international experts with experience delivering high-speed rail systems around the world.

"We are pleased to have received competitive proposals from two of the global leaders in program management," said Authority CEO Jeff Morales. "The board's action reflects a new area of emphasis for us as we move forward with construction and focus towards planning and implementation of operations."

The board action authorizes the Authority's CEO to negotiate, finalize and execute the terms of the RDP contract which will run through 2022 and has an estimated

total value of up to \$700 million.

The RDP team combines significant resources and expertise in high-speed rail. Parsons Brinckerhoff, Inc. is a global consulting firm assisting public and private clients to plan, develop, design, construct, operate and maintain critical infrastructure.

According to President and CEO Gregory

"We are pleased to have received competitive proposals from two of the global leaders in program management. The Board's action reflects a new area of emphasis for us as we move forward with construction and focus towards planning and implementation of operations."

Jeff Morales
Authority CEO

Kelly, "Parsons Brinckerhoff is very pleased to bring innovation, forward-thinking and a world class team to partner with the Authority on this historic rail delivery program which will address the needs of Californians for years to come."

Additionally, Network Rail Consulting and LeighFisher will both provide major contributions as members of the RDP.

Network Rail Consulting is the international consulting arm of Network Rail, the authority responsible for the United Kingdom's railway network. LeighFisher is a global management consulting firm with over 65 years of expertise in infrastructure, advisory and consulting services, including public-private partnerships.

The Rail Delivery Partner is a successor of the current Program Management Team. On January 29, 2015 the Authority issued a Request for Qualifications (RFQ) for the RDP contract. On March 23, 2015, teams headed by Bechtel Infrastructure Corporation (Bechtel) and Parsons Brinckerhoff submitted Statements of Qualifications. They were evaluated on their ability to address



“Parsons Brinckerhoff is very pleased to bring innovation, forward-thinking and a world class team to partner with the Authority on this historic rail delivery program which will address the needs of Californians for years to come.”

Gregory Kelly
President and CEO
WSP Parsons Brinckerhoff

engineering and construction challenges, such as seismic tunneling, high-speed systems, operations, testing, commissioning and support of alternative delivery models, including public-private partnerships. Following in-depth interviews, evaluators determined the Parsons Brinckerhoff team was the top ranked offeror.

Twenty of the 40 firms committed in PB's contract bid are small businesses that will help the company meet the Authority's aggressive small business goals, which include a 30 percent participation goal for small businesses competing for contracts with the Authority.

Annie Parker

Rail Delivery Partner Includes Diversified Group of Businesses

The RDP contract is being supported by a wealth of companies large and small with international experience in delivering transportation and high-speed rail programs. The RDP is also required to comply with the Board's 30 percent small business participation goal. Parsons Brinckerhoff submitted a proposed team comprised of several firms with international experience to meet that requirement. All companies on the team are listed below with the small businesses denoted by asterisk.

- Parsons Brinckerhoff
- Network Rail Consulting, Inc. (NRC)
- LeighFisher Inc.
- *Abtahi Engineering Management Consulting (SB [micro])
- *AllTransit Consultants, LLC (SB [micro], DVBE)
- *Alta Vista Solutions (SB, DVBE)
- Bickmore
- Cambridge Systematics, Inc.
- Commonwealth Associates, Inc.
- *Construction Engineering Consulting Group, Inc. (SB [micro], DBE)
- *Cordoba Corporation (DBE)
- *Dan Hoyt (SB)
- *D.C. Agrawal Consulting, LLC (SB)
- *D.R. McNatty & Associates, Inc. (SBE)
- Electrical Consultants, Inc.
- Enterprise Wireless Alliance
- *Fukuji Architecture & Planning (DBE, SBE, MSBE)
- Mallery Consulting
- *Natoma Technologies, Inc. (SB)
- Nayak Corporation, Inc.
- *Oliveira Advisory Services, LLC (SB [micro])
- Oppenheimer and Co. LLC
- Org Metrics
- *Padilla & Associates, Inc. (SBE, SB, DBE)
- Paragon Partners Ltd.
- Parsons Brinckerhoff Halsall, Inc.
- *SC Solutions, Inc. (SB)
- Sedway Consulting, Inc.
- *Stephen J. Thoman Consulting (SB [micro])
- *TEC Management Consultants, Inc. (SBE)
- *Urban Ecos, LLC (SB [micro])
- *Veridico Group, Inc. (SB [micro], DBE)



**PARSONS
BRINCKERHOFF**

Reaching Out and Educating Small Businesses

The California High-Speed Rail Authority has stepped up outreach efforts to let small businesses know how to get involved in the high-speed rail project. Since last November, the Authority's Small Business Program team hosted 15 small business workshops from Fresno to Bakersfield. At some of the workshops, small businesses were certified-on-the-spot, which will enable them to do business with the Authority and other state agencies. The Small Business Program team also regularly attends small business workshops sponsored by the U.S. Small Business Administration in Fresno.

"We're meeting with dozens of local businesses that are unaware or unsure of how to find out about and compete for upcoming business opportunities," said Contracts Compliance Officer Peggy Chio. "When

they climb aboard the high-speed rail project, they help us meet our 30 percent small business goal and they're able to put much needed dollars toward their bottom line."

Authority staff in San Jose and Los Angeles are also setting up certification workshops that will teach business owners how to improve their chances of winning a state contract.

On March 6, over 150 small business owners and representatives attended a Spring Procurement Fair at the UC Merced Center in Fresno. They were able to talk to procurement specialists and buyers staffing exhibit booths for about a dozen companies and government agencies, including Arcadis, Tutor Perini/Zachry/Parsons and Dragados/Flatiron. Exhibitors had a wide variety of goods and services they were

seeking, such as office supplies, janitorial services, vehicles information technology, paving, catering, engineering, real estate brokers and construction services.

The event also offered sessions on how to become a California-certified Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE) and a Disabled Veteran Business Enterprise (DVBE). Twelve companies were certified on-the-spot.

"There are distinct advantages for small business owners to certify their firms," said Small Business Advocate, Jose Camarena. "They can bid on contracts for high-speed rail and other public agencies. We also want to increase the diversity of people working on high-speed rail."

Many more workshops are scheduled in the coming months in the Central Valley.

Karen Massie



Over 150 small business owners attended the Spring Procurement Fair hosted by the Authority in Fresno on March 6. Participants talked to procurement specialists from about a dozen companies and government agencies, including the Authority and high-speed rail prime contractors who were looking for a variety of goods and services. Workshops offered small businesses on-the-spot certification and information on bonding, licensing and funding.

Continuing Construction of the Backbone of High-Speed Rail: Construction Package 2-3

On June 10, progress on the Central Valley backbone of the high-speed rail program reached a major milestone with the execution of the Design-Build (DB) contract for Construction Package 2-3 (CP 2-3). This \$1.2 billion contract - executed between the Authority and Dragados/Flatiron Joint Venture - is for design-build services on the next 65-mile section of construction through the Central Valley from East American Avenue in Fresno County to one mile north of the Kern-Tulare County line.

“The CP 2-3 contract execution represents the final cap on a multi-year, two part procurement process that involved several bids from world-class teams,” said Authority CEO Jeff Morales. “With the execution of CP 2-3, we now have nearly 100 miles of construction underway in the Central Valley, and we are bringing jobs and small business opportunities to the region.”

The selection of the DB contract for CP 2-3 was made after an extensive review by a panel of experts. Last November, Dragados/Flatiron/Shimmick was named the “apparent best value bidder” for CP 2-3 with a bid of \$1.2 billion - well below the Authority’s estimated construction costs of \$1.5 billion to \$2 billion and lower than the bids of the two other teams.

On January 13, the Authority Board of Directors awarded CP 2-3 to the design-build team, which gave Morales the green light to start negotiations that would lead to the finalization and execution of the contract.

During talks with the team, Dragados and Flatiron decided to move forward without Shimmick, an action that won't impact the scope of work or budget for CP 2-3.

Dragados USA, based in New York City, is a subsidiary of ACS (Actividades de Construcción y Servicios) S.A., one of the largest construction companies in the world, which started in Spain in 1941. Dragados USA is currently working on two other major DB projects - the I-595 Corridor Improvement project in Broward County, Florida and Seattle’s SR 99 Bored Tunnel project, which is touted as the largest diameter tunnel in the world. Dragados is also working on several other projects

including the Calaveras Dam outside San Francisco.

Flatiron West, Inc, headquartered in Benicia, California, is a leading transportation, energy and water infrastructure contractor in North America. The company founded in Colorado in 1947 has worked on a number of projects including the \$231 million I-80 Carquinez Suspension Bridge in Crocket, California, the \$803 million Eastern Transportation Corridor, a toll road in Orange County, and Terminal B at the Sacramento International Airport.

Now that the contract has been executed, and a limited notice to proceed issued on June 12, Dragados/Flatiron will join Arcadis, Inc., the program and construction management team for CP 2-3, and open offices within the CP 2-3 construction area. They will also continue their commitment to bring workers on board through the Community Benefits Agreement and reach out to small businesses as part of the Authority’s Small Business Program, which calls for 30 percent small business participation goal.

Annie Parker

“The CP 2-3 contract execution represents the final cap on a multi-year, two part procurement process that involved several bids from world-class teams. With the execution of CP 2-3, we now have nearly 100 miles of construction underway in the Central Valley, and we are bringing jobs and small business opportunities to the region.”

Jeff Morales
Authority CEO

DRAGADOS USA

FLATIRON

Construction Package 4 Moves Forward

In addition to the recent execution of CP 2-3 this June, the Authority continues to make significant progress on Construction Package 4 (CP 4). This spring, the Authority formally released the Request for Proposal (RFP) for CP 4 with the approval of the Board of Directors. This next 22 miles of the high-speed rail program reaches from the terminus of Construction Package 2-3 to Poplar Avenue north of Bakersfield.

“The teams that submitted statements of qualifications for CP 4 represent some of the best names in the construction business,” said Director of Design and Construction Ofelia Alcantara. “We are pleased to be moving forward with offering them the chance to bid on the CP 4 project and we look forward to the creative and innovative solutions that they will bring to the table.”

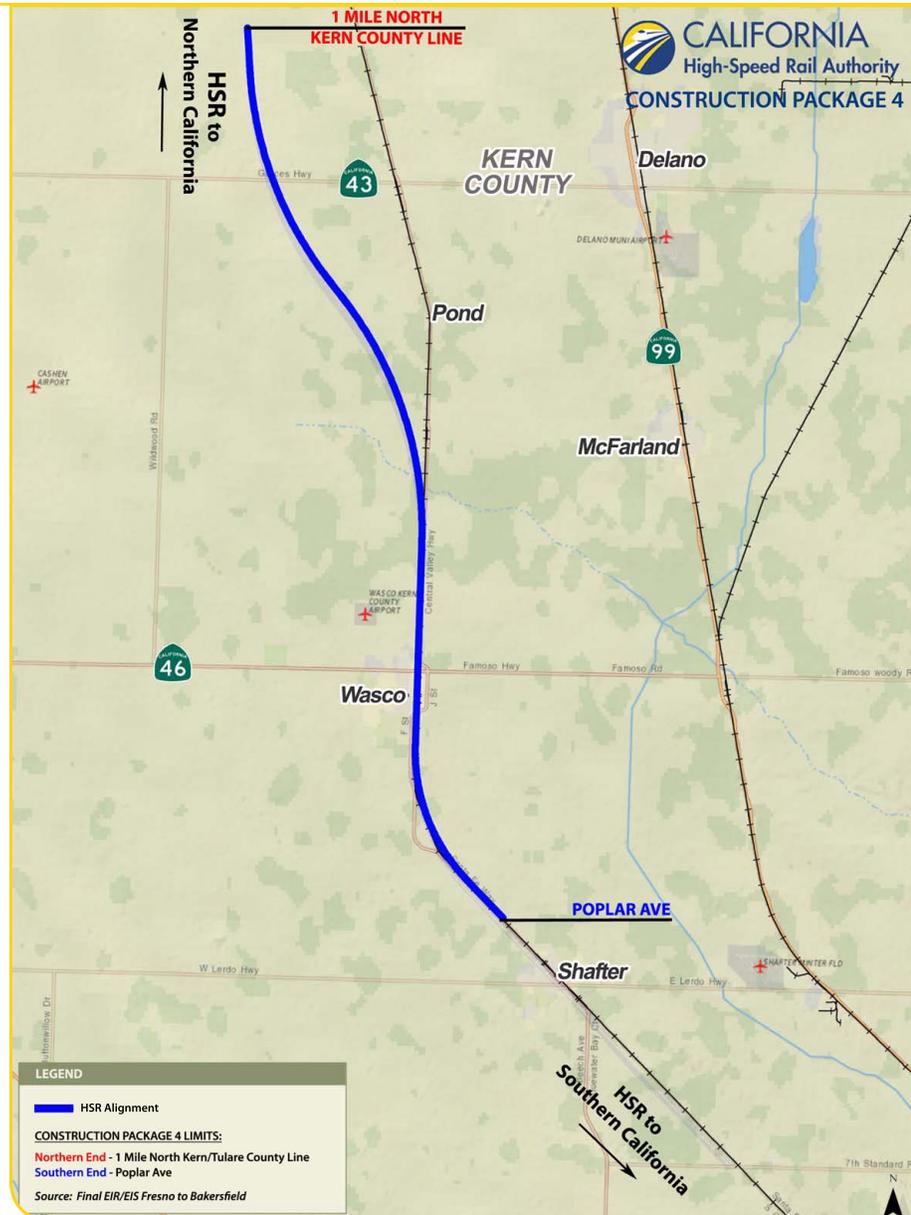
In April, the Authority announced that five world-class teams were qualified to bid on the design-build contract for CP 4. All five teams submitted Statements of Qualifications (SOQ) and were evaluated on experience, technical competency, ability to perform and other factors.

Meeting qualifications are the following teams in alphabetical order:

- **California Rail Builders: Ferrovial Agroman US Corp.**
- **Central Valley Connection Builders: FCC Construction S.A. and Corsan-Corviam Construcción S.A.**
- **Dragados/Flatiron Joint Venture: Dragados USA, Inc. and Flatiron West Inc.**
- **Salini Impregilo/Security Paving Joint Venture: Salini Impregilo S.p.A and Security Paving Company, Inc.**
- **Tutor Perini/Zachry/Parsons a Joint Venture: Tutor Perini Corporation, Zachry Construction Corporation and Parsons Transportation Group Inc.**

Contract bids for CP 4 are due to the Authority on October 16, 2015 and an anticipated contract award is expected in December 2015. The Authority hosted an Industry Forum on June 10 in Wasco and the event was an opportunity for the five qualified teams to meet with small businesses who are interested in working on the high-speed rail program.

CP 4 is the third phase of construction in the Central Valley and is located within the counties of Tulare and Kern and the cities of Wasco and Shafter. The selected design-build firms will be responsible for designing and constructing CP 4. The work will include the construction of at-grade and aerial sections of the alignment and the relocation of 4.6 miles of existing Burlington Northern Santa Fe (BNSF) tracks. The estimated cost of this project is \$400-500 million.



SENER and STV Awarded Regional Consultant Contracts in Southern California

Two companies have hopped on board the effort to bring high-speed rail to Southern California. The Authority recently named Sener Engineering and Systems, Inc. (SENER) and STV Incorporated (STV) as Regional Consultants (RCs) who will be responsible for preliminary engineering, environmental services and public outreach.

After being named the apparent best value bidder, SENER signed a five-year contract worth up to \$56 million for the Palmdale to Burbank Project Section. And STV is contracted for five-years for work on the Burbank to Los Angeles and Los Angeles to Anaheim Project Sections and worth up to \$51 million.

SENER is a privately-owned engineering and technology company, which was founded in 1956. Based in Spain, the firm has offices in a dozen other countries and works on transportation, power plants, healthcare and aerospace industry projects.

The company has helped plan, engineer and construct 10,000 miles of high-speed rail around the world.

Founded in 1912 and based in New York City, STV offers environmental and engineering services and program and construction management throughout the U.S. and Canada. The company is associated with many well-known landmarks, including architectural designs for the Thomas Jefferson Memorial in Washington D.C., the Coney Island Parachute Jump in New York and NASA's Vehicle Assembly Building at the Kennedy Space Center in Florida.

Both RCs have a strong commitment to small businesses and have built enduring relationships with small business over the years. The companies have signed agreements that adhere to the Authority's requirement for 30 percent small business participation.

"In addition to engineering and environmental services, SENER and STV are

also on board to support our robust public outreach program and community working group activities to make sure that we are engaging and informing the public on the project as we build momentum in Southern California," said Michelle Boehm, Southern California Regional Director.

The Palmdale to Los Angeles Project Section was split into two sections last summer – Palmdale to Burbank and Burbank to Los Angeles. It was determined that hiring one RC for each section would allow the Authority to streamline their delivery and result in more focused community outreach and environmental studies in each corridor.

Adeline Yee

"In addition to engineering and environmental services, SENER and STV are also on board to support our robust public outreach program and community working group activities to make sure that we are engaging and informing the public on the project as we build momentum in Southern California."

Michelle Boehm
Southern California Regional Director



Small Business Participation Continues to Grow Over 219 Working on the Program

The California high-speed rail program continues to create new jobs and small business opportunities throughout the state. As seen in the Authority's recent Small Business and Jobs Report, released on May 7, the Authority has paid over \$29 million to small businesses since July 2014. Even more impressive – for the reporting period of October through December 2014, the Authority added nine new prime contracts that includ-

ed commitments from 21 certified small businesses.

"We have been working hard to get the word out about small business involvement in the high-speed rail program, and we are pleased with these latest numbers," said Jeff Morales, the Authority's CEO.

"While these numbers are impressive, we remain committed to continuing reaching out to small business owners through our partners across the state to keep these

numbers up and continue to reach for our 30 percent small business participation goals."

Small business participation as of December 2014 includes 219 certified small businesses committed to working on the program, with 67 of those businesses certified as Disadvantaged Business Enterprises (DBE) and 32 certified as Disabled Veterans Business Enterprise (DVBE). From the north to the south, small businesses are involved

Cumulative Jobs & Small Business Participation: Fiscal Year to Date

Fiscal Year 2014-15
Reporting Period:
July-December 2014



Prime Contracts = **32**



Hours = **653,523**



Small Business Utilization = **27%**



Small Business Invoices = **\$29 Million**

“While these numbers are impressive, we remain committed to continuing reaching out to small business owners through our partners across the state to keep these numbers up and continue to reach for our 30 percent small business participation goals.”

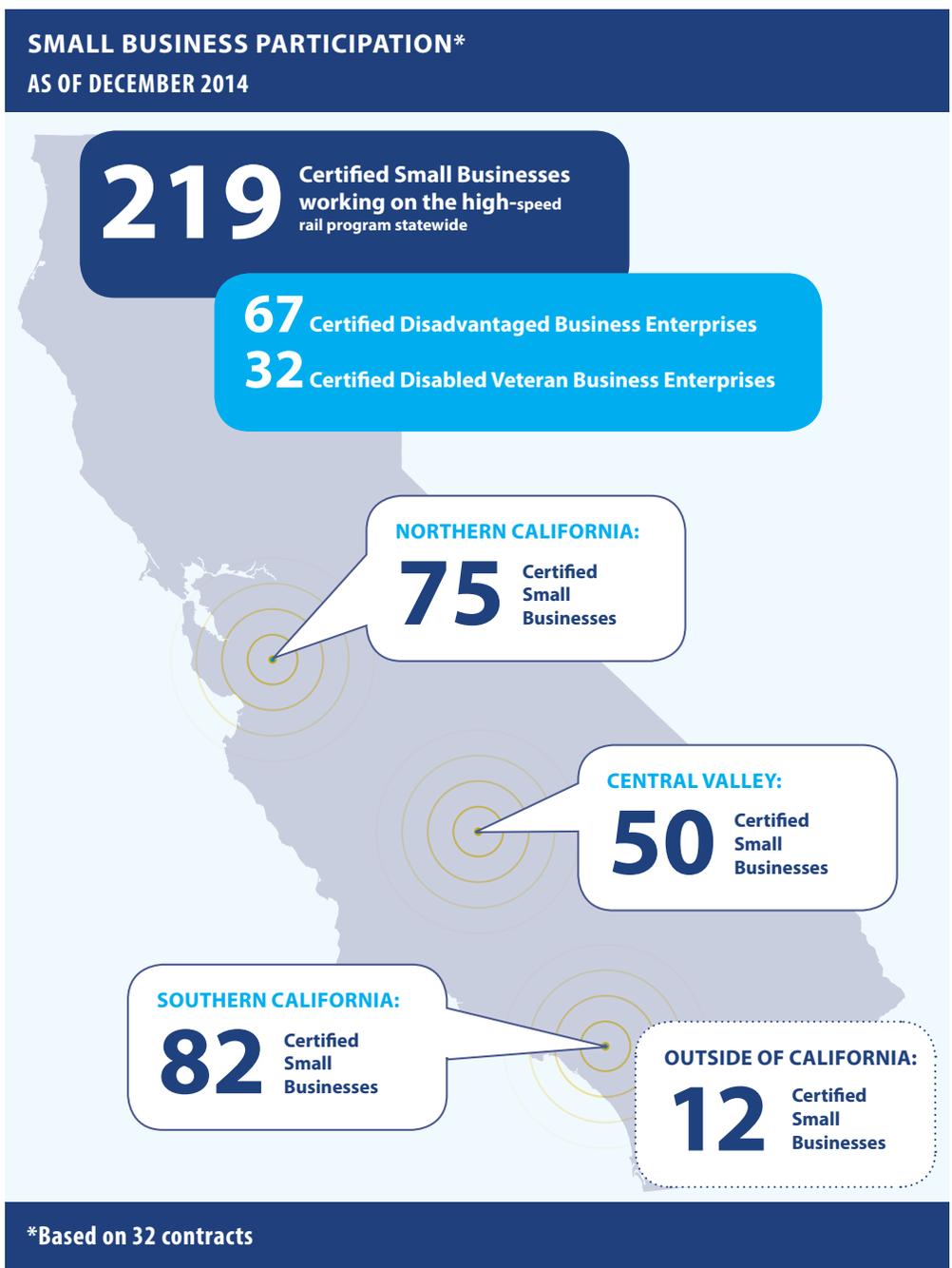
Jeff Morales
Authority CEO

in a variety of tasks on the high-speed rail program from construction to materials to professional services. The project has a 27 percent small business utilization rate to date, and will continue to build on that momentum to develop new strategies to bring additional small businesses on.

This latest report and all archives are available on the Authority’s website here:

http://hsr.ca.gov/Newsroom/studies_reports.html.

Annie Parker



Between Oct-Dec 2014: 21 New Small Businesses Added to the Program



+



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For a total new commitment of
\$39.7 Million

Brian Schmidt Keeps ACE Train on Track

As a child, Brian Schmidt remembers hearing the sound of horns as trains rumbled nearby. He knew trains were big, loud and fast and carried fresh fruit and vegetables from San Joaquin County to destinations far from where he lived.

Today, Schmidt is the Director of Planning, Programming and Operations for the San Joaquin Regional Rail Commission (SJRRRC) which runs the Altamont Corridor Express (ACE). Since 1998, the ACE train has shuttled passengers from the Central Valley to the Silicon Valley in the San Francisco Bay area.

Schmidt has been with the SJRRRC since its inception. He hopped aboard after seven years as a San Joaquin County public

“Decades ago rail was king when it came to transportation. Then the focus turned to highways and cars. Now what was old is becoming new again. Rail is making a comeback and it’s an exciting time to be a part of something that will make such a huge change in our lives.”

Brian Schmidt
Director of Planning, Programming and Operations
San Joaquin Regional Rail Commission



Brian Schmidt has been with SJRRRC since it began in 1995. As Director of Planning, Programming and Operations, he makes sure ACE trains run on time. He’s also working on expansion plans which include high-speed rail.



The ACE train service has doubled since it first began in the San Francisco Bay area and San Joaquin Valley 17 years ago. It continues to grow and has taken on the leadership for high-speed rail planning in the Altamont Pass.

works inspector. His boss was SJRRRC Executive Director Stacy Mortensen. At that time, she was head of the county Transportation Planning Department. “Stacy and I were asked to review the planning documents and look at the viability of an Altamont passenger rail service,” Schmidt recalled. “The county thought we would come back with a negative review, but the more we looked at it, we realized it was feasible and would greatly benefit the community.”

In 1990, San Joaquin County voters approved a half cent sales tax. Seven cities and San Joaquin County used those funds to launch SJRRRC. “The ACE service was

merely a dream at that point," Schmidt said. "We had no equipment - just a very determined board of directors."

Eight years later, ACE train operations begin with eight cars and two daily roundtrips to the Bay area. Service has doubled and today, the ACE train has 24 cars, four daily roundtrips, and a million passengers a year.

Schmidt said SJRRC hopes to add safety

improvements, more Central Valley stops and two more roundtrips with the ACE-forward initiative, a plan that includes high-speed rail. Two years ago, the California High-Speed Rail Authority transferred leadership and funding for rail planning in the Altamont Corridor to the SJRRC.

The agreement between the two agencies builds on a partnership formed back in 2008 when voters approved Proposition

1A, the \$9.9 billion bond fund for high-speed rail. Prop 1A included \$11 million for the Stockton Passenger Track Extension, a plan for ACE train and Amtrak passengers to share a station platform and prepare for a future connection with high-speed rail. Expanding and improving ACE will benefit travelers by providing more alternatives to cars that spew out greenhouse gases which hurt's the valley's farmlands.

Schmidt maintained with the help of high-speed rail funds, the ACE train has a bright future. "Decades ago rail was king when it came to transportation. Then the focus turned to highways and cars," he explained. "Now what was old is becoming new again. Rail is making a comeback and it's an exciting time to be a part of something that will make such a huge change in our lives."

Karen Massie



Agency Spotlight

Construction Management Association of America

The Construction Management Association of America (CMAA) touts itself as North America's only organization dedicated exclusively to the interests of professionals who handle Construction and Program Management.

Established in 1962, the organization promotes the use of qualified Construction Managers on infrastructure projects and provides members with research, scholarships and professional development through educational courses delving into a variety of subjects. The Construction Manager Certification Institute also offers a Certified Construction Manager Program accredited by the American National Standards Institute.

More than 14,000 members belong to CMAA, including more than 11,000 firms and individual CM/PM practitioners, corporate members, and construction owners in both public and private sectors, along with academic and associate members. Along with 28 regional chapters, the organization also has 50 student chapters at colleges and universities.

Authority employees network with international construction management experts on a regular basis at CMAA regional and national symposiums. This open dialogue is an opportunity to share challenges and best practices that will help in the delivery of the California high-speed rail program.

Karen Massie



**Advancing Professional Construction
and Program Management Worldwide**

Construction Crews Transform Transbay Terminal into Towering Transit Center

Each morning, an army of construction workers converges on the massive construction site that lies in the epicenter of the city of San Francisco, building what will ultimately serve as the northern terminus for the nation's first high-speed rail system: the Transbay Transit Center (TTC).

Considered one of the more important infrastructure projects in California history, the TTC is viewed as the first step toward bringing high-speed rail service to the San Francisco Bay Area. The project was launched in 2010, when workers created what appeared to be an enormous crater.

Since then, construction crews have excavated four city blocks 60 feet deep and poured thousands of cubic yards of concrete into foundations, columns, and walls, allowing the project to rise above ground. Crews continue to feverishly work on the project that will transform a large swath of downtown San Francisco into one of the more vibrant transit centers in California.

"Our project is extremely busy, and only getting busier," said Transbay Joint Powers Authority (TJPA) Executive Director Maria Ayerdi-Kaplan. "We are proud to report that the construction of the Transbay Transit Center is on schedule to begin bus operations in late 2017."

Like most major infrastructure undertakings, the TTC project has been a major job-creator, having generated 8,500 jobs in 20 states, and over 3,000 jobs in the San Francisco Bay Area. Like the California High-

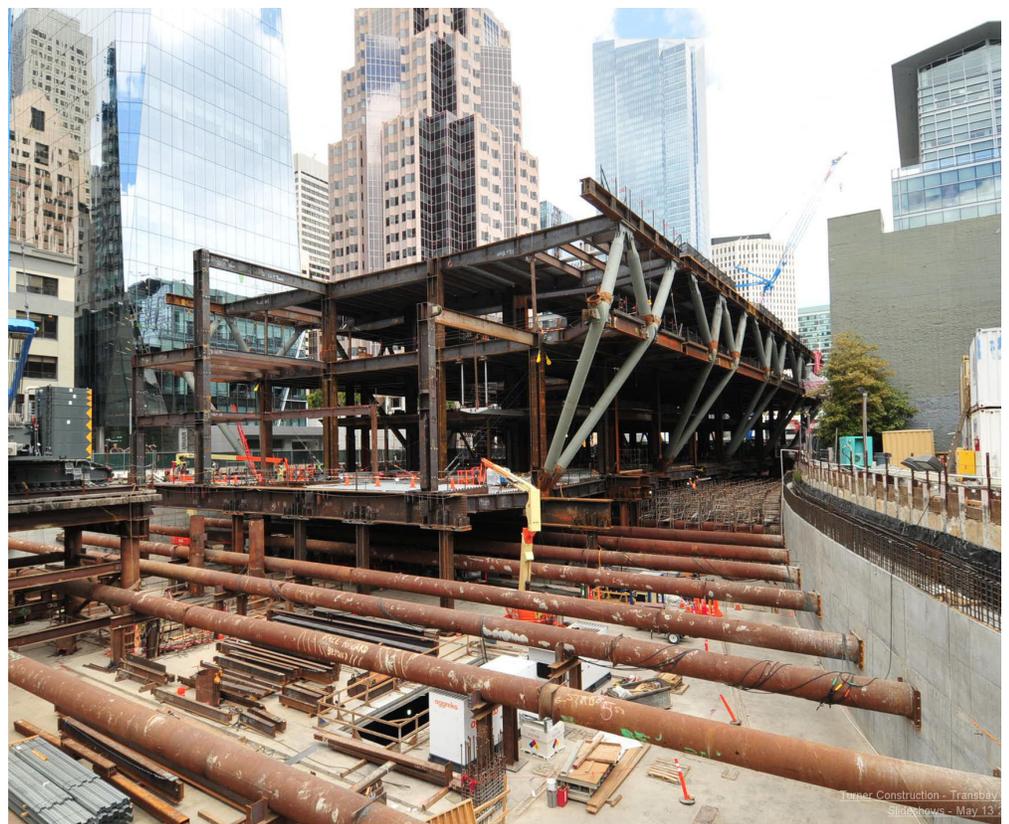
Speed Rail Program, the TJPA is working to ensure that small businesses are engaged in the project.

Since 2010, more than 140 small and disadvantaged businesses have been contracted to work on the Transbay Transit Center project. Certified small and disadvantaged business enterprises account for more than 17 percent of the construction work at the Transbay Transit Center project.

Added Ayerdi Kaplan: "We are prouder still of the fact that to date, our project has provided over 1.29 million hours of work for America's working families."

Once completed, the TTC will connect eight counties of the San Francisco Bay Area through 11 transit systems, including: AC Transit, Amtrak, BART, Caltrain, Golden Gate Transit, Greyhound, MUNI, SamTrans, WestCAT Lynx, and Paratransit. It will also serve as the Northern California launching hub for the future high-speed rail system that will run from San Francisco to Los Angeles.

The Transbay project consists of three interconnected elements: replacing the outmoded Transbay Terminal with a modern transit center; extending Caltrain



Construction of San Francisco's new Transbay Transit Center has put 8,500 people in 20 states and 140 Small and Disadvantaged Businesses to work. Excavated by works crews, support beams cross a crater that stretches four city blocks and a depth of 60 feet

1.3 miles from Fourth and King Streets to the new TTC at First and Mission Streets, with an accommodation for high-speed rail service, and creating a new transit-friendly neighborhood with 3,000 new homes and mixed-use commercial development.

This past October saw the completion of the Transbay Transit Center's five-foot-thick, four-block-long mat slab foundation. Requiring more than 55,000 cubic yards of concrete, workers poured the mat slab in

16 overnight sessions between September 2013 and October 2014. The mat slab is now complete, and progress is well underway on the Transit Center's concrete walls, columns and concourse level.

The structural steel assembly began in the fall of 2014. The demolition of footings from the old bus ramp has also been completed, which now allows construction of the new bus bridge ramp.

Construction on the TTC's concourse

level and structural steel will continue throughout 2015. Foundation piles for the TTC bus ramp and cable stayed bridge section has commenced and will continue through the spring. Once complete, falsework for the new bus bridge ramp is expected to begin.

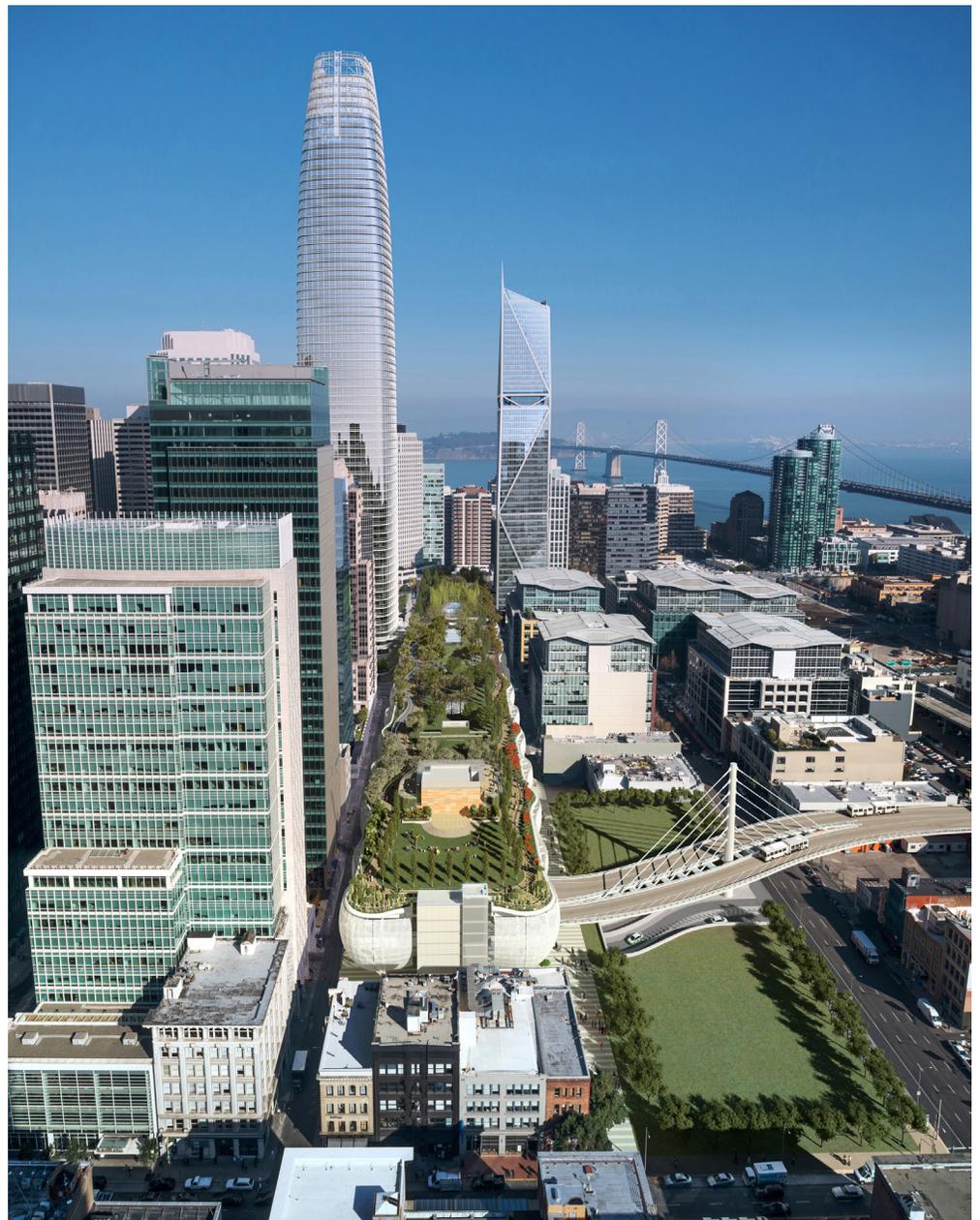
Work on the TTC is expected to be completed by late 2017, and is currently slated to cost \$1.89 billion.

Ricci Graham



“Our project is extremely busy, and only getting busier. We are proud to report that the construction of the Transbay Transit Center is on schedule to begin bus operations in late 2017. We are prouder still of the fact that to date, our project has provided over 1.29 million hours of work for America’s working families.”

Maria Ayerdi-Kaplan
Executive Director
Transbay Joint Powers Authority (TJPA)



When it's complete in 2017, the Transbay Transit Center will be home to 11 transit systems including Caltrain and high-speed rail. It will also feature a 5.4-acre rooftop park, gardens, retail shops and an amphitheater.

California Celebrates Official Groundbreaking

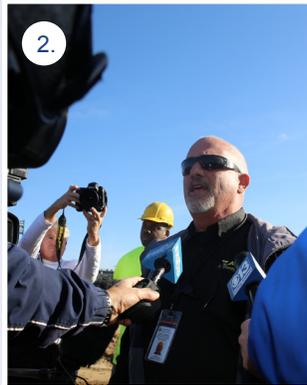
Marking significant progress toward modernizing California's transportation infrastructure, the California High-Speed Rail Authority joined hundreds of supporters and government, student, community, transportation, business and labor leaders to break ground on the nation's first high-speed rail system.

"What is important is the connection that we are rooted in our forebears and we are committed and linked to our descendants," said Governor Edmund G. Brown Jr. at a ceremony held at the site of the future high-speed rail station in downtown Fresno on January 6. "And the high-speed rail links us from the past to the future, from the south to Fresno and north; this is truly a California project bringing us together today."

Small business participation in the program was also highlighted at the event. During the event, Debbie Martinez, co-owner of Martinez Steel, a certified Hispanic-Owned micro-business (MB) and certified Disadvantaged Business Enterprise (DBE) talked about how her company has been providing materials for the first area of construction on the high-speed rail program and the importance of California small business participation.

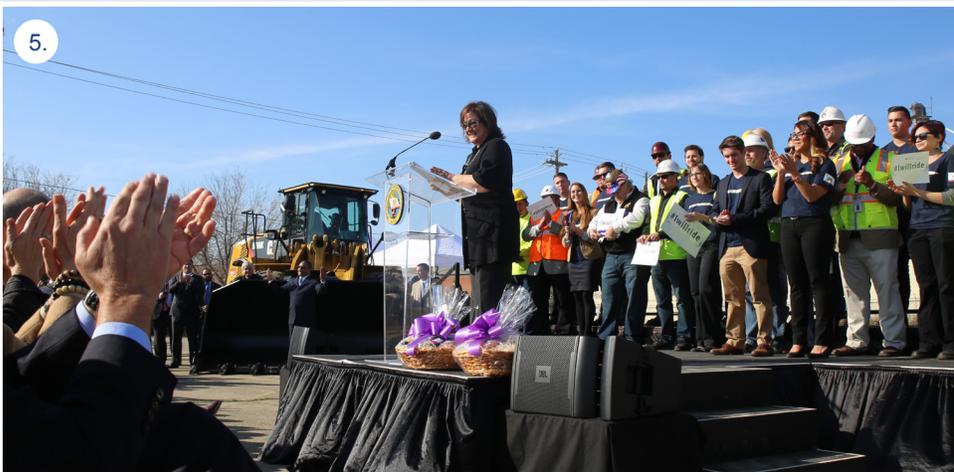
Prior to the event, during a media tour attended by more than 60 media outlets, two more small businesses based in the Central Valley were highlighted: Katch Environmental Inc., an environmental abatement firm and certified Disabled Veterans Business Enterprise owned by Paul Katchadourian; and J. Kroeker, Inc., a woman-owned demolition business owned by Jill Kroeker. Both Mr. Katchadourian and Ms. Kroeker were able to deliver first-hand accounts of the positive impacts high-speed rail is having on their businesses and the local economy. Small Businesses are essential to making high-speed rail a reality, and the Authority was pleased to be able to highlight their contributions to the program at such an historic event.

Annie Parker



1. Prior to the official groundbreaking event, Authority staff took members of the media on a brief tour of the site of the future high-speed rail station.
2. Paul Katchadourian, owner of Katch Environmental, Inc. a certified DVBE based out of Fresno, talked about how the project has allowed him to hire within his own backyard.
3. Jill Kroeker, owner of J. Kroeker Inc. talked about how winning the contract for demolition has been a game-changer for her company based out of Clovis.
4. Central Valley Regional Director Diana Gomez and Press Secretary Lisa Marie Alley talk to the media about how far work on the high-speed rail program has come in the Central Valley.





5. Debbie Martinez, co-owner of Martinez Steel, a small business based out of Southern California.

6. Board of Director Chair Dan Richard and former Federal Railroad Administrator Joe Szabo.

7. U.C. Merced student Michael Lomio and CSU Fresno student Bianca Rodriguez, both #IWillRide members.

8. Governor Jerry Brown

9. Governor Jerry Brown and guests sign historic rails.



Calendar of Upcoming Events

Meeting dates, times and locations are subject to change.

EVENTS	DATE	TIME	ADDRESS
Pre-Bid Conference: Project and Construction Management Services for CP 4	June 24, 2015	9:00 am – 11:00 pm	Wasco Veterans Hall 1202 Poplar Street Wasco, CA
Small Business Workshop	June 26, 2015	9:00 am – 12:00 pm	Kern County Builders' Exchange 1121 Baker Street Bakersfield, CA
Pre-Apprentice Construction Training	July 15, 2015	9:00 am – 12:00 pm	Southeast Fresno Community Economic Development Association 4883 E. Kings Canyon Road Fresno CA
Small Business Administration: Government Contracting	July 16, 2015	9:00 am – 12:00 pm	Small Business Administration 801 R Street, Suite 201 Fresno, CA
Board of Directors Meeting	August 4, 2015	TBD	TBD
Business Advisory Council Meeting	August 20, 2015	1:00 pm – 3:00 pm	Department of General Services Executive Dining Room 707 3rd Street West Sacramento, CA



1. The Authority's Southern California Regional office has held more than 188 outreach events, community working group meetings and public open houses within the Palmdale to Burbank section of the high-speed rail program since May 2014. The goal of these meetings is to educate the public about the alignments under consideration in the section and get feedback.
2. Central Valley Regional office staff held two public meetings in the communities of Chowchilla and Fairmead to give the residents an update on the latest with the Central Valley Wye alignment and provide them with information about topics ranging from right-of-way to engineering.