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Traffic Safety is Top Priority for Fresno Company

Toni Tinoco

Debbie Hunsaker and her team at Alert-O-Lite, Inc. have been keeping the Central Valley safe for decades.

In fact, Hunsaker helped lead the way for construction of the high-speed rail project by providing traffic control services throughout Madera and Fresno counties. The small business was one of the very first teams in 2013 to work on Construction Package 1 (CP 1), the first design-build contract between Madera and Fresno counties, and generated traffic control plans as utility relocation and heavy construction ramped up for the project. "I thank God for the high-speed rail because when work was slow a few years ago, it kept us going," Hunsaker said.

In 1971, **Alert-O-Lite** was founded by Hunsaker's father, Eddie Hunsaker, and

"It's kind of mind-boggling to see this project begin to take shape. I think when it's all said and done, it's going to completely change the landscape of our community."

Debbie Hunsaker
Owner
Alert-O-Lite

Investing in California Small Businesses

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has been in downtown Fresno for more than 40 years. Hunsaker said she grew up in the business and began by sweeping floors – eventually becoming the company's bookkeeper. After the passing of Hunsaker's father, she led the way for the company and dove head first into every organization or event that would help expand operations. Today, Alert-O-Lite is registered as a Small Business Enterprise, Women's Business Enterprise and Disadvantaged Business Enterprise.

Not only has the family-owned business worked on CP 1 for the high-speed rail project, they are now providing traffic services to Construction Package 2-3, which reaches across Kings County. Along State Route 43, crews have been setting

up rolling shoulder closures and installing safety barricades while utility lines are being relocated to make way for construction of several overpasses. "It's kind of mind-boggling to see this project begin to take shape," Hunsaker added. "I think when it's all said and done, it's going to completely change the landscape of our community."

While providing traffic services to the project, Hunsaker was faced with having to relocate her business that was in the pathway of the high-speed rail alignment. After a few years of searching for a new location that would accommodate her business' operations, Hunsaker opened the doors to her new facility near Golden State Boulevard in south Fresno. She held a ribbon-cutting ceremony with several local leaders to



A nostalgic throwback photo shows what Alert-O-Lite's headquarters and equipment yard looked like from overhead in 1974. The company which provides traffic control services for high-speed rail recently relocated because it was in the pathway of the high-speed rail alignment.



Alert-O-Lite Owner Debbie Hunsaker (left) is congratulated by U.S. Rep. Jim Costa, D-California (right) and receives a congressional resolution at the grand opening of the new location of Hunsaker's small business.

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 Enterprises (DBEs), Disabled Veteran Business Enterprises (DVBES) and Micro-Businesses (MBs).



1. & 2. Since 1971, Alert-O-Lite has been keeping the Central Valley safe. The company provides traffic cones, barricades and reflective and flashing signs for lanes closures for construction crews who are working on high-speed rail in the Central Valley.

3. Alert-O-Lite's new headquarters is across the street from the company's old location in Fresno. Owner Debbie Hunsaker admitted the move to make way for high-speed rail was challenging but the new 32,600 square-foot building houses workers from three smaller offices, making communications more efficient and increasing job requests.

4. There were smiles all around at Alert-O-Lite's grand opening for its new Fresno location. Joining the festivities were Fresno Economic Development Corporation President Lee Ann Eager (4th from left), U.S. Rep. Jim Costa D-California (5th from left), Alert-O-Lite Owner Debbie Hunsaker (holding scissors) and Authority Vice-Chair Tom Richards, (3rd from right).

"It has been a positive experience. I encourage people all the time to get involved and to take advantage of this happening in our community because it's helping so many of our small businesses."

Debbie Hunsaker
Owner
Alert-O-Lite

celebrate the successful relocation. The High-Speed Rail Authority, with the help of the Fresno Economic Development Corporation, relocated Hunsaker and her team into a 32,600 square-foot building that combined three smaller Alert-O-Lite offices. "I had a love-hate relationship [with moving] because it was very emotional to lose the building that we had since my dad founded the company. But at the same time, it offered our company opportunities to work with the primes and work with the people associated with high-speed rail," Hunsaker said.

She says her company is more efficient with everyone together in one place, communication is better and their job requests have almost doubled. So far, the company has hired on six new employees and is continuing to add to their team.

"It has been a positive experience. I encourage people all the time to get involved and to take advantage of this happening in our community because it's helping so many of our small businesses."

Precast Yard Puts People and Small Businesses to Work in Hanford

Rising in a field just outside the Kings County town of Hanford is a **new girder making facility**. Dragados Flatiron Joint Venture (DFJV), the design-build team for high-speed rail's Construction Package 2-3, is building the plant. "They just don't do this in California," declared Project Superintendent Mick Wilson. "If you do it right, you can almost build a whole bridge in one week here."

A precast girder is made by pouring concrete into a reusable mold that contains steel rods, known as rebar, for strengthening. After it cures, the beam is trucked to a construction site where it will be lifted into place on a bridge. The Hanford yard will be able to produce eight girders at a time, an ability that will speed up the entire high-speed rail construction process. According to Project Manager Juan Gasca, "We are going to be building around 1,300 different types of beams, plus almost half a million square feet of slabs."

Gasca said the idea for the Hanford facility was conceived in late 2017 when DFJV realized it needed a plant that could churn out girders and slabs fast enough to meet its schedule for building high-speed rail bridges, viaducts and overpasses. By March 2018, the Hanford yard was under construction.

The task put several small businesses to work. "They

"If you do it right, you can almost build a whole bridge in one week here."

Mick Wilson
Project Superintendent
Precast Girder Facility



Design-builder Dragados Flatiron Joint Venture is building a precast facility outside Hanford to make girders for Construction Package 2-3. Mick Wilson (inset) is the project superintendent.

are mostly suppliers for tools," Gasca explained. "All the electrical systems for the plant have been installed by Preferred Power Solutions, a small woman-owned company from Bakersfield. The rebar for the plant is being installed by Martinez Steel [based in Claremont]."

The girder making yard has also put 20 to 30 people to work including Plant Operator Javier Velasquez. He's called Hanford home since he was 20, but said in three decades of working in construction, "I've only worked close to home for a couple of weeks a month – maybe three times out of 30 years."

Velasquez, who has worked around the state and the country, said usually he's only able to return home every few months. He's glad this job will be different. "This will be the longest that I've been home. It feels good. It feels real good," he said.

The precast yard is now open for business and provides jobs for 25 to 40 people.

Justin Chechourka



"We are going to be building around 1,300 different types of beams, plus almost half a million square feet of slabs."

Juan Gasca
Project Manager
Precast Girder Facility

1. The precast facility near Hanford will be able to churn out eight girders at a time. The site is expected to produce a total of 1,300 different types of bridge beams, plus almost half a million square feet of slabs.

2. & 3. Construction of the precast facility has put several small businesses to work along with 20 to 30 skilled laborers. Many of the workers say they're glad to have a job close to home instead of traveling around California and to other states for work.



Strengthening Communities through Sustainable Architecture

Paul Murdoch has long drawn inspiration from high-impact projects that explore sustainable architecture. Unsurprisingly, he believes in high-speed rail and the communities the project will strengthen and ultimately connect.

“To the extent that projects are unprecedented, that’s where we feel we can bring a lot of value,” said Murdoch, a Philadelphia native with 30 years of design and project architecture experience. “High-speed rail will have a really significant impact on not just transportation in California, but also land use ... at a station, in particular, is where we would see a potential role, to help shape it so it’s not just slicing through a community, but is adding value.”

Six people work for Murdoch at his firm, **Paul Murdoch Architects**, a certified small business based in Los Angeles. The firm tackled early space calculations for the Palmdale Transportation Center Station and Burbank Airport Station, work that could eventually shape the design of other high-speed rail stations.

They worked hand-in-hand with subcontractor PlaceWorks on the Palmdale to Burbank regional consultant contract. Murdoch said he’s also expressed interest in future design work.

“There are a lot of different formulas that have been created and tested in terms of analyzing the ridership numbers to generate the mix and size of spaces, to create an estimate for how big a station should be,” described Murdoch, noting the groundwork that informs design and construction. “We want a seat at the table with decision making and participation.”

Murdoch’s project background includes the design of public libraries, college facilities and civic buildings. After earning an architecture degree from the University of Virginia, he traveled to Europe and India, where he

“High-speed rail will have a really significant impact on not just transportation in California, but also land use, [particularly] at a station, so it’s not just slicing through a community, but adding value.”

Paul Murdoch
Owner
Paul Murdoch Architects



1. In addition to the high-speed rail project, Paul Murdoch Architects planned the Automated People Mover at Los Angeles International Airport (LAX). The \$4.9 billion project features an electric train traveling on a 2-mile elevated guideway with six stations. The system is expected to open in 2023.

2. The view passengers may have of an LAX airport terminal as they ride on board the Automated People Mover.

researched Tibetan Buddhist traditions and architecture.

“Travel and looking at how people use cities and architecture is maybe the most valuable experience any [architecture or urban design] person can have,” he explained.

Murdoch worked with Arthur Erickson Architects before launching his firm in 1991. His core team includes his wife, Milena, an architect who joined the firm in 2001. Her early work includes time on the Harold Williams Auditorium at the Getty Arts Center and the Los Angeles International Airport (LAX) Gateway Enhancements urban design project.

But Murdoch contends, “Clearly the biggest break for us as a firm was winning the competition for the Flight 93 Memorial.” In 2005, his firm’s design for the memorial in Shanksville, Pennsylvania was chosen from 1,100 entries. “It’s the first new national park of the 21st Century and it was built from scratch.”

The site is a 2,200-acre national park (more than twice the size of New York’s Central Park) commemorating those who died when a hijacked plane crashed into the countryside on Sept. 11, 2001. Murdoch’s symbolic 93-foot “Tower of Voices,” features 40 wind chimes (one for each lost life) suspended by corbels cast into a concrete tower at the end of the memorial’s circular path.

“There’s additional work we need to do on the chimes to perfect them,” Murdoch pointed out. “It’s complex and challenging. Each time we build chimes and test them, we learn a lot.”

The same can be said for high-speed rail. He noted, “We see our role as improving human experience and architectural quality to what would otherwise be engineered infrastructure.”

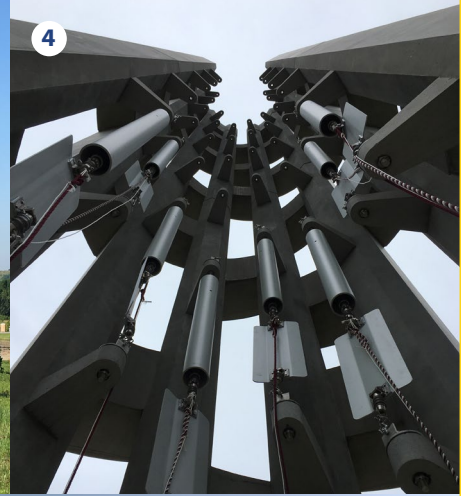
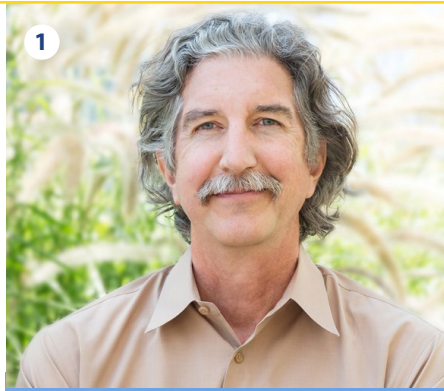
“Community is adding value to the high-speed rail system, and conversely the high-speed rail system is adding value to the community.”

Micah Flores

1. Paul Murdoch is founder and president of Paul Murdoch Architects. With over 30 years of design experience, he landed a high-speed rail contract to do early space calculations for the Palmdale Transportation Center Station and Burbank Airport Station.

2. Milena Murdoch, Paul’s wife, is Vice President of Paul Murdoch Architects. She brought sixteen years of professional experience as a project architect, manager, and designer when she joined the firm in 2001.

3. & 4. Workers use a crane to install the “Tower of Voices” at the Flight 93 National Memorial in Shanksville, Pennsylvania. Paul Murdoch Architects proposal to design the 93-foot tower was selected from 1,100 entries. The structure features 40 wind chimes, each representing a life lost when terrorists crashed United Airlines Flight 93 on Sept. 11, 2001.



5. Paul Murdoch Architects is designing the Department of Motor Vehicles office in Inglewood to replace an existing facility. The new Zero Net Energy building features a broad overhanging canopy with solar panels to power the building.

6. Paul Murdoch is proud of his team’s work on high-speed rail. He said, “We see our role as improving human experience and architectural quality to what would otherwise be engineered infrastructure.”

Excavating Firm Creates Underground Jobs for High-Speed Rail

At the start of any construction project, one of the first things that happens is utility relocation. And that's where a company like **Leo Tidwell Excavating Corporation (LTEC)** comes in.

Based in Atascadero, the certified small business has been around for 46 years doing utility relocation, installation and specializing in 'dry' utilities, such as underground telephone and power lines. The firm does business all over the state of California with customers that include Verizon, SBC, AT&T, MCI, Sprint, Qwest and PG&E, among others.

Daniel Sani is a Superintendent and Project Manager for LTEC, overseeing the AT&T utility relocation work underway in Kings County at Kent Avenue, which is part of Construction Package 2-3 (CP 2-3).

"A majority of our work is AT&T," Sani said. "But we do work for other companies, too. We're kind of all over the place. We do a lot in the Central Valley, but a lot in the high

country too. We do anything with excavating or directional boring."

Sani, who has spent his career in construction, has only been with the company about eight months, but has known the Tidwell family all his life. He says the company had been growing so quickly that

"I've always been in underground construction. You just have to make sure the installation goes correctly, and safety has always been a priority."

Daniel Sani
Superintendent/Project Manager
Leo Tidwell Excavating Corporation

they called him to come help manage all the work they have in the Central Valley.

"I've always been in underground construction, from my parents' company to my last job to here. I started with waterlines and now it's dry utilities," Sani noted. "It's the same concept though. You just have to make sure the installation goes correctly, and safety has always been a priority with this company."

LTEC employs a total of 48 people across the state, with about half of them based in the Central Valley and 13 specifically dedicated to high-speed rail. With offices in Selma and Wasco, they have projects underway in both CP 2-3 and Construction Package 4, worth a total of about \$9.5 million. They have also worked with the local unions to fill eight new positions just for high-speed rail. The additional work is also good news for construction equipment companies, as LTEC has had to buy additional equipment like excavators to dig trenches and vacuum



Thirteen employees for Leo Tidwell Excavating Corporation are dedicated to working on the high-speed rail project. They are moving underground utilities for AT&T. The firm has contracts to work on sites in Construction Package 2-3 and Construction Package 4, worth a total of about \$9.5 million.

“There’s a good chunk of work to be done and we enjoy it. It’s good for the team to have this steady work.”

Daniel Sani
Superintendent/Project Manager
Leo Tidwell Excavating Corporation

trailers that help to remove dirt from around utilities.

“Originally we had a smaller contract but it just keeps growing as the project continues,” Sani said. “There’s a good chunk of work to be done and we enjoy it. It’s good for the team to have this steady work. It’s always nice having a home and staying busy.”

As for the work LTEC is doing, it might be much the same as other projects in which they’ve been involved, but Sani admits there is something a little different about working on high-speed rail.

“I imagine that someday when I’m an old guy I’ll be able to say ‘I remember when that sucker was getting built,’ just like our parents say ‘I remember when State Route 99 was getting built way back when.’ We’re just honored to be a part of it.”

Dan Galvin

1. Superintendent/Project Manager Daniel Sani worked in underground construction with his parents’ company before joining Leo Tidwell Excavating Corporation (LTEC). Currently, he’s overseeing the AT&T utility relocation work underway for high-speed rail at Kent Avenue in Kings County.

2. & 3. High-speed rail has kept LTEC so busy that the company has had to buy additional equipment like excavators and vacuum trailers to relocate underground utilities. They’ve also hired an additional eight employees.



Advocating and Working to Support High-Speed Rail

Chi-Hsin Shao is a strong advocate for high-speed rail systems and how they could help transform a car-dependent state like California. He has traveled throughout Europe, Japan, and China, experiencing first-hand how high-speed rail yields tremendous transportation and economic development benefits.

"I'm a firm believer that transit must be the key to the growth of a city, a county, a region," said Shao, President of the San Francisco-based **CHS Consulting Group (CHS)**. He's spent four decades working on transit and transportation-related projects. "In order for us to grow sustainably, we need to have high-capacity, reliable, and fully integrated transit systems."

"Core urban developments need systems like bus rapid transit, light rail transit, and rail rapid systems, but the most effective intercity connection between major metropolitan areas is high-speed rail. I've personally ridden the French TGV, German ICE, Japanese

Shinkansen, and systems in China and Taiwan. I've also participated in station area concept plans for Taiwan's system. These systems shorten travel time between major metropolitan areas. In so doing, they could help address Bay Area housing shortages and stimulate economic development in the Central Valley. I truly believe in the benefits that high-speed rail will bring to the State of California."

Shao said one of the best ways to advocate for his beliefs is to help make high-speed rail a reality in California. His firm provides multimodal transportation planning and engineering services, with a focus on complex urban transportation systems. His leadership team includes seven key individuals. Each of them have a unique specialty and depth of experience. They collaborate to provide integrated approaches to address challenging

transportation problems. His team of senior planners and engineers has a reputation for providing creative and innovative approaches to problem solving and timely delivery of services.

Presently, CHS is as a subcontractor to the Tutor-Perini/Zachry/Parsons (TPZP) joint venture, the design-builder for Construction Package 1 (CP1) between Madera and Fresno counties. The certified Microbusiness (MB) is providing engineering designs for traffic signals, lighting, and Intelligent Transportation Systems (ITS) for CP 1 with the bulk of its work in the city of Fresno.

CHS's signal design work in Fresno includes more than 50 new traffic signals resulting from new overpasses and underpasses, as well as temporary signals and changeable message signs for construction detours. Shao noted that the lighting design work covers

"In order for us to grow sustainably, we need to have high-capacity, reliable, and fully integrated transit systems. I'm a firm believer that transit must be the key to the growth of a city, a county, a region."

Chi-Hsin Shao
President
CHS Consulting Group



1. Traffic Engineer Chi-Hsin Shao, owner of CHS Consulting, has over 40 years of experience in transportation planning and engineering. He's providing high-speed rail with engineering designs for traffic signals, lighting, and Intelligent Transportation Systems (ITS) for Construction Package 1. In Fresno, the project includes more than 50 new traffic signals around new overpasses and underpasses, as well as temporary signals and changeable message signs for construction detours.

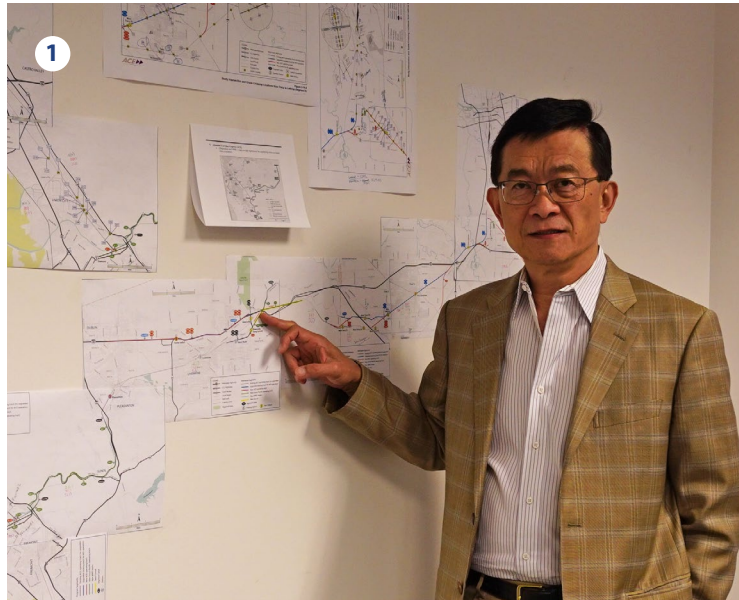
more than 20 roadways, and all of the signals on these roadways need to be interconnected via a wireless system or fiber optics into Fresno's traffic control center.

"Signal design requires close coordination with City of Fresno staff, as well as their review and approval," Shao added. "Since all of our design work must respond to the needs of ongoing construction activities, we work closely with the TPZP design-build team to respond to unexpected and arising needs for the project."

Shao pointed out other countries are benefitting from high-speed rail. "We need not only one high-speed rail in California, we need more in the U.S.," he pointed out. "China has a high-speed rail network of 17,000 miles. Even much smaller countries [like]

France, Germany and Japan have significant networks. In order to become a more sustainable country, we need more projects like that. I hope I can see high-speed rail implemented in the U.S. in my lifetime."

Ricci Graham



1. CHS Consulting (CHS) owner Chi-Hsin Shao said his firm worked on San Francisco's Salesforce Transit Center, which will eventually be used by high-speed rail. CHS designed traffic signals at 7 locations and changeable message signs. Plans and designs are underway for a 1.3-mile extension that will bring Caltrain commuter rail to the Transit Center.



2. CHS Consulting Group has a team of employees assigned to work on high-speed rail sites in the Central Valley. In Fresno, the lighting design work covers more than 20 roadways. The signals on these roadways need to be interconnected via a wireless system or fiber optics into Fresno's traffic control center. Left to right: Frank Feng, Soroush Khadem, Chi-Hsin Shao, Celina Lee, and Byung Lee.

Keeping High-Speed Rail Grounded

On a job the size of the California High-Speed Rail project, there are lots of moving parts, lots of work available, and plenty of companies, both large and small, to take on that work.

One such company is Fresno-based **Wild Electric**. Certified as a Microbusiness(MB), the electrical subcontractor has been involved in building nearly every structure on Construction Package 1, from the Cedar Viaduct in the south to Road 27 in the north, and several other locations in between.

“We install ground wire for the reinforced steel,” said Rick Merlo, the company’s project manager for high-speed rail. “We ground the rebar from the bottom of the drilled shafts in the foundations to the tops of the bridges.”

Grounding is the process of removing an electrical charge on an object by transferring electrons between it and another object. The ground wire transfers electricity to prevent someone from being shocked by coming in

contact with dangerous voltage, something important to keep in mind on a project that will involve as much electricity as high-speed rail.

Founded by Marvin Wild in the late 60s, Wild Electric eventually grew out of Marvin’s garage, where it began, into its two-story main office in Fresno. Today, it’s touted as one of the largest union electrical contractors in the San Joaquin Valley, and is known for residential, commercial, industrial and agricultural electrical work. The company started working on the high-speed rail project when construction began in 2014.

“While it’s not the largest job we’ve ever had, the high-speed rail work we’ve been involved in has kept us busy,” Merlo said. “Our workers want to have a hand in it too, and ask to be sent out on high-speed rail work so they can say they were a part of it.”

Dan Galvin



According to Project Manager Rick Merlo, Wild Electric has been involved in building nearly every bridge, viaduct and overpass on high-speed rail’s Construction Package 1 since 2014. The firm is installing ground wire for reinforced steel, a process that prevents someone from being shocked.



“The high-speed rail work we’ve been involved in has kept us busy. Our workers want to have a hand in it too, and ask to be sent out on high-speed rail work, so they can say they were a part of it.”

Rick Merlo
Project Manager
Wild Electric

Wild Electric was founded by Marvin Wild in his garage in the late 60s. Today, it operates out of a two-story main office in Fresno. Project Manager Rick Merlo said it’s touted as one of the largest union electrical contractors in the San Joaquin Valley, and is known for residential, commercial, industrial and agricultural electrical work.

Transitioning from the Military to Construction

Laryl Helberg doesn't mind getting her hands dirty. For the last two years, the 41-year-old has worked on the Fresno Trench, a two-mile underground passage that will carry high-speed rail under State Route 180 near downtown Fresno, a canal and existing train tracks. "I think it's a great job," declared Helberg. "I came from the military where I was a criminal investigator."

Helberg explained she was headed down the wrong path in life when she joined the Navy in 1996. "I hadn't graduated from high school and my recruiter got me to get my GED. Then I was off to the military and I gave it my all." She added, "It taught me to grow up and how to succeed in life."

She loved her time in the military and traveled the world. "I met new people and enjoyed doing new things," Helberg said. "I went everywhere – Hong Kong, Singapore, Russia, China and the Middle East." She became a Navy Master-at-Arms 1st Class and was a training instructor during a stint

at Guantanamo Bay's detention camp where she served on the Navy Expeditionary Guard Battalion.

After 20 years, Helberg retired from the Navy. She hoped to become an investigator for the California Department of Corrections. But a two-year waiting list thwarted her plans. "I couldn't wait that long to start working. I

needed a job."

So, she turned to the Pile Drivers Union Local 34 in Oakland where she signed up for apprenticeship classes. In two weeks, she joined the union, and 10 months later she was dispatched to the high-speed rail project in Fresno. "I was in shock and awe," laughed Helberg. "I went from being a criminal investigator sitting behind a desk to working with large sheets of steel to make walls for coffer dams and building a trestle at the river."

Today, Helberg is a journeyman pile driver. She enjoys the people she works with and she's well paid. "I make more money now than I did in the military," she pointed out. "And I have lots of play toys - a boat, a quad [all-terrain vehicle], and a lifted truck."

She's also proud of her time on high-speed rail. "We're building this project that is one-of-a-kind in the nation and I'm glad to be a part of it."

Karen Massie

"I went from being a criminal investigator sitting behind a desk to working with large sheets of steel to make walls for coffer dams and building a trestle at the river."

Laryl Helberg
Journeyman Pile Driver
Fresno Trench Project



1. After retiring from the U.S. Navy, Laryl Helberg signed up for apprenticeship classes. Today, she is a journeyman pile driver working on the Fresno Trench. She said the money is great and she's glad to be a part of the high-speed rail project.

2. At her retirement luncheon, Laryl Helberg stands beside a shadow box filled with her awards and medals. During 20 years in the U.S. Navy, where she became a Navy Master-at-Arms 1st Class and was a training instructor during a stint at Guantanamo Bay's detention camp.

Working on High-Speed Rail

High-Speed Rail continues to help lower unemployment numbers in the Central Valley. Last May, the Authority announced 2,000 construction jobs had been created since the start of the project. Since then, more than 400 additional craft workers have joined the project.

At Kent Avenue in Kings County, one of 36 overcrossings is rising from the dirt on Construction Package 2-3. **Many workers** who signed on to that project are familiar with the area according to laborer Rene Guerra. He said, "It's been good for me and everyone who works around me because we all live close to here."

Crews are relocating utilities and pouring concrete for the Kent Avenue overcrossing abutments. Workers are quick to point out jobs there are providing good salaries.

As of November, 2,466 construction workers have been dispatched to the three high-speed rail construction packages in the Central Valley. Design-build teams are also meeting or exceeding goals for providing 30 percent of all project work hours to National Targeted

"Don't be afraid of trade school. The trades can be hard on the body physically, but anybody can learn a trade and do it. Whether you're a woman or anybody, if you can run the equipment, the job is yours."

Lisa Robinson
Finish Blade Operator
East Floral Avenue Overcrossing

Workers. They've hired 1,696 National Targeted Workers, individuals whose primary place of residence is in an economically disadvantaged area.

Karen Massie



1. Finish blade operator Lisa Robinson wrangles huge machines at the East Floral Avenue overcrossing south of Fresno.
2. Bridge carpenter Moises Picazo is assigned to the Kent Avenue overcrossing where crews are relocating utilities and pouring concrete for abutments.
3. Laborer Rene Guerra is working on the Kent Avenue overcrossing in Kings County. He and his coworkers are glad to have jobs.
4. Carpenter Alicia Arteaga likes her salary. She said, "I bought a house and cars. I'm able to support my family and others that need help."

Senator Beall Continues Battle to Improve Transportation for California

When **Senator Jim Beall, (D)-Campbell** was appointed as an ex-officio member of the California High-Speed Rail Authority Board of Directors in 2017, those who know him were not surprised. Beall has been a big supporter of mass transit dating back to 1966. “I took the bus to high school and home every day,” declared the San Jose native. He was following in the footsteps of other family members who used public transportation. “My dad took the bus every day to work for 40 years. So did my grandfather, [who] lived in Los Gatos.”

When Beall attended San Jose State University, he got a taste of politics when voters were asked to pass a half-cent sales tax to fund transit systems for Santa Clara County, including the newly created Santa Clara Valley Transportation Authority (VTA). “I campaigned for the transit tax proposal. So, I

guess you could say I actually worked on the creation of the VTA,” Beall proudly explained.

Eventually, Beall served on the boards that govern VTA and Caltrain. He was also on the Metropolitan Transportation Commission, the

“[Senate Bill 1172] will cut red tape and improve the project schedule. It should improve the High-Speed Rail Authority’s timeline and save tens of millions of dollars.”

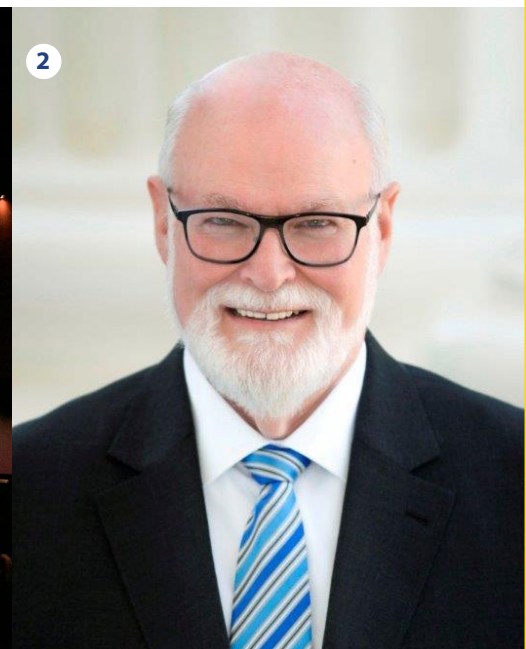
State Senator Jim Beall
(D)-Campbell
California High-Speed Rail Authority
Ex Officio Board Member

agency that oversees transportation planning and financing for the San Francisco Bay Area.

As an elected official, he’s always led the charge to improve public transportation in California. In September, Governor Brown signed Senate Bill 1172 (SB 1172), right-of-way acquisition legislation sponsored by Beall. Under the measure, the Authority will no longer have to go to the Department of General Services to get property acquisitions approved.

As an ex-officio member of the Authority’s board, Beall said he realizes there’s more support for high-speed rail than he first thought. He believes the Authority’s Small Business Program is a major factor. “I think for small businesses, high-speed rail will create a lot of jobs,” Beall said. “Its program for women and minority-owned enterprises will result in more businesses participating.”

Karen Massie



1. Listeners heard about the benefits of high-speed rail when State Senator Jim Beall, (D)-Campbell was a featured speaker at a small business certification workshop hosted by the California High-Speed Rail Authority in San Jose.

2. In March 2017, the California State Senate Rules Committee appointed Sen. Jim Beall as an ex-officio member of the California High-Speed Rail Authority Board of Directors.

BAC Member Parkash Daryani Makes Every Moment Count

It's been nearly a year since Parkash Daryani joined the California High-Speed Rail Authority's Business Advisory Council. During the meetings, he always has something thoughtful to say. "The high-speed rail program is one of the largest and the most challenging projects in the United States," Daryani said. "I want to play a key role in cultivating the partnership between the Authority and the small business community to make the program successful."

Daryani is no stranger to success. In 1974, he left Pakistan and immigrated to Canada to attend the University of Toronto where he received a fellowship for academic achievements. After graduating in 1977 with a master's degree in electrical engineering, he went to work for the Royal Commission for Electric Power Planning in Ontario. A year later he was in California setting up a software center for Electric Power Research Institute in Palo Alto. After a 5-year stint

at Bechtel Corporation, he joined Macro Corporation, a company that specialized in real-time control and communications systems for electric power utilities and transportation systems. He spent ten years at Macro moving up the ranks to become vice president in-charge of business operations in India and Egypt.

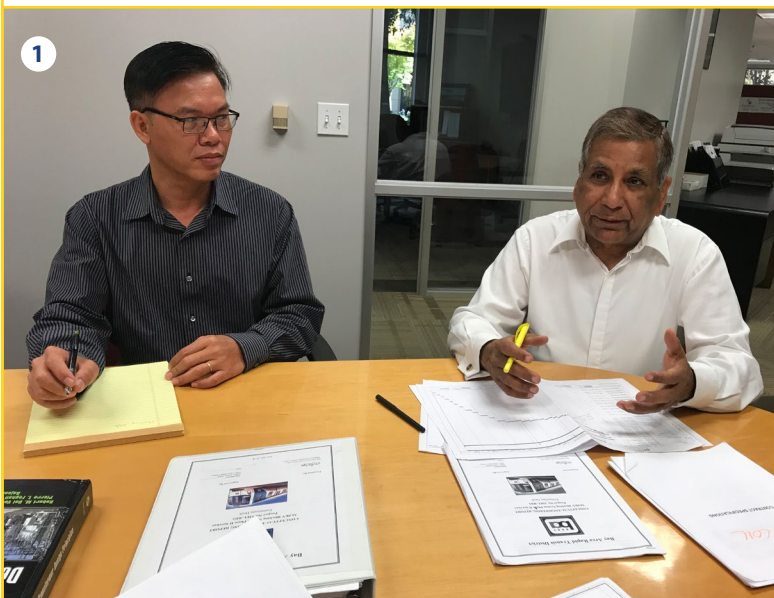
"I want to play a key role in cultivating the partnership between the Authority and the small business community to make the program successful."

**Parkash Daryani
President
Auriga Corporation**

In 1990, Daryani decided to hang out his own shingle and launched Auriga Corporation, along with his younger brother Ramesh. At that time, there was a high demand for rapidly expanding computer technology. In the first year of operations, Auriga made about \$500,000, but it wasn't easy. "Just like any other small startup company, we faced challenges," Daryani admitted. "It was tough getting new business, getting paid in a timely fashion, attracting qualified people and borrowing money from the bank to finance the operations."

Daryani soldiered on and within four years, his Milpitas-based firm reaped a profit. Since then, Auriga has had offices in Sacramento, San Francisco and San Diego. Today, the certified Microbusiness (MB) employs 35 people and expects to make more than \$5 million in 2018.

The company's reach is global. It has provided services to more than 10 countries in Asia and Eastern Europe. That work includes a feasibility study for a 500-kilovolt transmission line, nearly 250 miles long, in Kyrgyzstan and an electrical smart grid



1. Electrical engineer Parkash Daryani (right) represents the US Pan Asian American Chamber of Commerce on the Authority's Business Advisory Council. He said, "I want to play a key role in cultivating the partnership between the Authority and the small business community to make the [high-speed rail] program successful."

2. Before launching Auriga Corporation in 1990, Parkash Daryani (right front) spent 15 years working in the U.S., Canada, India and Egypt designing rapidly evolving computer software tied to electric power and transportation systems.



implementation plan in Karachi, Pakistan. Auriga's team has done engineering services for the \$1.6 million Central Subway project for San Francisco's Muni system. Currently, it's providing \$5 million worth of project management and engineering services to the San Francisco Municipal Transportation Agency.

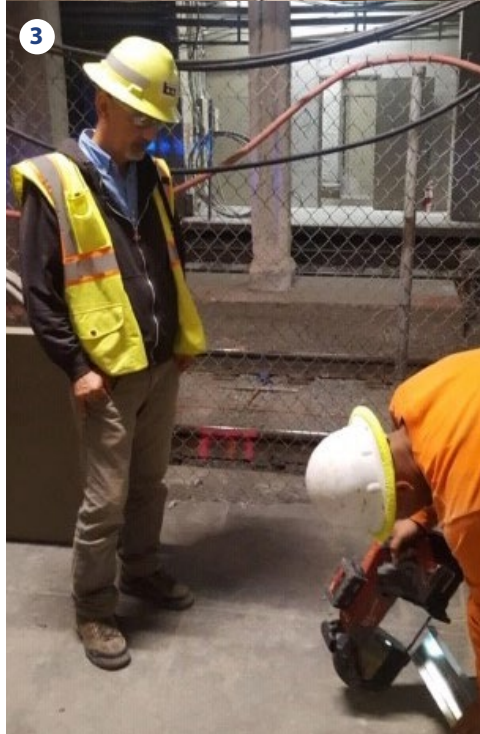
Even more hours go toward helping the community. Daryani represents the US Pan Asian American Chamber of Commerce (USPAACC) on the Business Advisory Council. "I joined USPAACC in 2010 to promote small businesses and to foster relationships between small businesses and Fortune 500 companies in the United States," he said.

His company supports several charitable organizations including India Community Center, Asian American Heart Association, American Cancer Society, Red Cross and UNICEF. Daryani has also established a scholarship fund at the University of Toronto. And every summer, his firm hires two college interns to provide them real-world work experiences.

For Daryani, giving back to the community started early. "Our parents emphasized the value of community service," he explained. "When I was a teenager, I used to serve food and water in temples and at community events."

Meanwhile, he believes the future is bright for his company, which was named for the celestial charioteer in the Auriga constellation. Daryani noted, "We can grow to be one of the premier providers of project management and engineering services in the United States because we believe that we have the best and brightest stars who can provide world-class service to the industry."

Karen Massie



1. Parkash Daryani (fourth from right) stands with a part of his growing team of employees. Currently, 35 people work at Auriga Corporation, including Daryani's brother Ramesh (second from right). Every summer, two college interns join the firm to get real-world work experience.

2. Auriga Field Inspection Engineer Omar Hafud (right) checks out work at a Bay Area Rapid Transit (BART) site. The firm has worked on the Central Subway project for San Francisco's Muni system.

3. Auriga Corporation provides electrical engineering services to more than 10 countries in Asia and Europe. The company expects to make more than \$5 million in 2018.



Moving on Down the Tracks

The California High-Speed Rail Authority's **Small Business Program** is celebrating a rousing year. It started off with the State Agency Recognition Awards (SARA) sponsored by the Department of General Services. The Authority was honored for meeting the State's annual goal of 25 percent for purchasing and contracting with Small Businesses (SB) and a three percent goal of contracting with Disabled Veteran Business Enterprises (DVBE).

Members of the Small Business team had their track shoes on as they crisscrossed the state and met with small business owners at various events. Dozens of small businesses came to two "Meet the Primes" events hosted by the Authority. In June, we were in Visalia where small business owners talked one-on-one with our design-build construction teams. In September, the prime contractors joined us in Gilroy. Among the attendees was Margaret Jackson, a radio show host and publisher of the Small Business Concierge

magazine in the San Francisco Bay Area. She said many Bay Area businesses aren't aware of high-speed rail construction and its contract opportunities. Afterwards, she talked about it on "Faith & Business on the Edge" on KFAQ Radio. "I told listeners - here are the myths and the facts," Jackson noted. "This system will bring people, jobs and economic changes to our area. I can't wait to ride it."

This year, the Authority's Board of Directors certified the Final Supplemental Environmental Impact Report for the

"This system will bring people, jobs and economic changes to our area. I can't wait to ride it."

Margaret Jackson
KFAQ Radio Show Host
Faith & Business on the Edge

Fresno to Bakersfield project section in the Central Valley. That action allows us to take additional steps toward advancing major work on the project which will mean more work for small businesses. Even more small businesses will benefit when the Federal Railroad Administration approves the project and greenlights that section for heavy construction.

The small business team hosted a pre-bid conference for a Request for Proposal (RFP) for habitat mitigation of two endangered species - hairy Orcutt grass and the California tiger salamander. The pre-bid drew a small but enthusiastic group that does highly specialized mitigation work. Proposals are due to the Authority in January. The estimated cost of the contract is not more than \$21.5 million and work is expected to start in April.

We hit a major milestone in June when high-speed rail created the 2,000th construction job in the Central Valley. Currently, more than 2,400 skilled workers have been dispatched to construction sites.

We're also extremely proud of the number of small businesses working on the project statewide. Last January, there were 427 small businesses. Now, there are 474 small



1. At a "Meet the Primes" event in Gilroy Small Business Advocate Catrina Blair (standing at podium) moderated a question-and-answer session with small business liaisons for the high-speed rail program's three design-builders and rail delivery partner.



2. Radio host Margaret Jackson talked about high-speed rail on her KFAQ show "Faith & Business on the Edge" after she attended the "Meet the Primes" event in Gilroy. She told San Francisco Bay Area listeners, "This system will bring people, jobs and economic changes to our area."

businesses, including 157 Disadvantaged Business Enterprises (DBE) and 52 Disabled Veteran Business Enterprises (DVBE). They are helping us reach the aggressive goals set by our Small Business Program. The annual Contracting Activity Report submitted to the California Department of General Services shows our commitment to small businesses on state contracts. As of June 30, 2018, we had a 35.9 percent commitment with Small Businesses (SB) and a 3.6 percent commitment with Disabled Veteran Business Enterprises (DVBE).

I'm looking forward to 2019. In the spring, the Small Business team plans to host a supportive services conference. This event will help companies interested in joining the high-speed rail project and those who are already participating.

We'll have experts on insurance, bonding, licensing and financial capital. We'll explain the benefits of being certified and how to prepare contract bids. Design-builders, other prime contractors and state agencies will also be on hand.

I also want to strengthen the partnership between the Authority's Small Business team and Sustainability team. We want to conduct outreach that focuses on firms that provide sustainable products and services that will help us meet a commitment to using 100 percent renewable energy to power the system. We also want our stations and transit oriented development around the stations to be vibrant centers with sustainable spaces and structures that reduce greenhouse gas emissions.

I believe these goals will help increase the number of small businesses on high-speed rail as construction moves south toward Bakersfield. We'd certainly be glad to have you, if you'd like to jump on board the nation's first high-speed rail system.

Catrina Blair



1. The small business team attends dozens of outreach events to encourage other firms to join 474 small, disadvantaged and veteran-owned firms currently working on the high-speed rail program statewide.
2.& 3. Fifty-one small business owners and representatives attended our "Meet the Primes" event in Gilroy. They talked one-on-one with our small business team and design-builders as well as other state agencies and construction contractors.

Preparing a Workforce for High-Speed Rail

As Labor Day approached, another class of pre-apprenticeship program trainees neared graduation. The class finished its day with a slide show on the high-speed rail system in Spain put on by Chuck Riojas, the Executive Secretary and Treasurer of the Building and Construction Trades Council of Fresno, Madera, Kings & Tulare Counties.

The pre-apprenticeship program is sponsored by the Fresno Workforce Investment Board (WIB) and trains participants in all the major construction trades, focusing on 12 targeted groups, identified in the high-speed rail project's Community Benefits Policy. That policy supports people who are either lacking the basic requirements for employment, like a driver's license or high school diploma, as well as those with bigger issues such as a criminal history. It helps participants develop the skills they'll need to land a job on the high-speed rail project or one of the many other construction projects happening throughout the Central Valley.

“By showing the pre-apprentices the opportunities that are being created by high speed rail, it gives them that drive, that encouragement to know that there will be a job, even a career, when they're done.”

Chuck Riojas
Executive Secretary/Treasurer
Building and Construction Trades Council
Fresno, Madera, Kings & Tulare Counties

“It's to let them know that this is worth pursuing, not just for high-speed rail but for any infrastructure project that's happening in the Central Valley,” said Riojas.

Pre-apprenticeship student Raymond Barboza says he's worked construction before, but never had the kind of worthwhile training and support he's received from the pre-apprenticeship program.

“The people at **Workforce Connection** are there to help you,” Barboza said. “I've never seen a group of individuals who are that interested on your behalf to get you started in construction.”

Riojas says that there is no shortage of people with an interest in employment in the construction trades, but what is often

lacking are enough people with the proper qualifications.

As the nation celebrated Labor Day, Riojas emphasized the importance of acknowledging those who work with their hands for a living.

“It's a celebration of working men and women and what that means in the United States,” Riojas said. “It's important to recognize their contribution.”

Dan Galvin

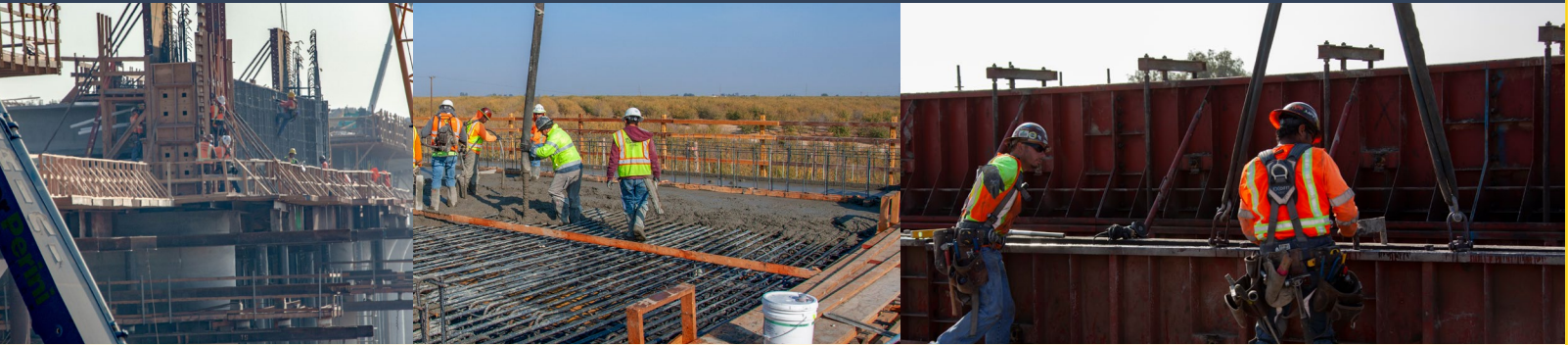


1. Students in the pre-apprenticeship program heard from Chuck Riojas with the Building and Construction Trades Council. He did a slide show on high-speed rail in Spain and explained how construction skills training can lead to a job on California's high-speed rail project.

2. Pre-apprenticeship classes include training from various trade unions, such as plumbers, pipefitters, cement masons, carpenters, laborers, sheet metal workers and others.



SAN JOAQUIN RIVER VIADUCT | North Fresno



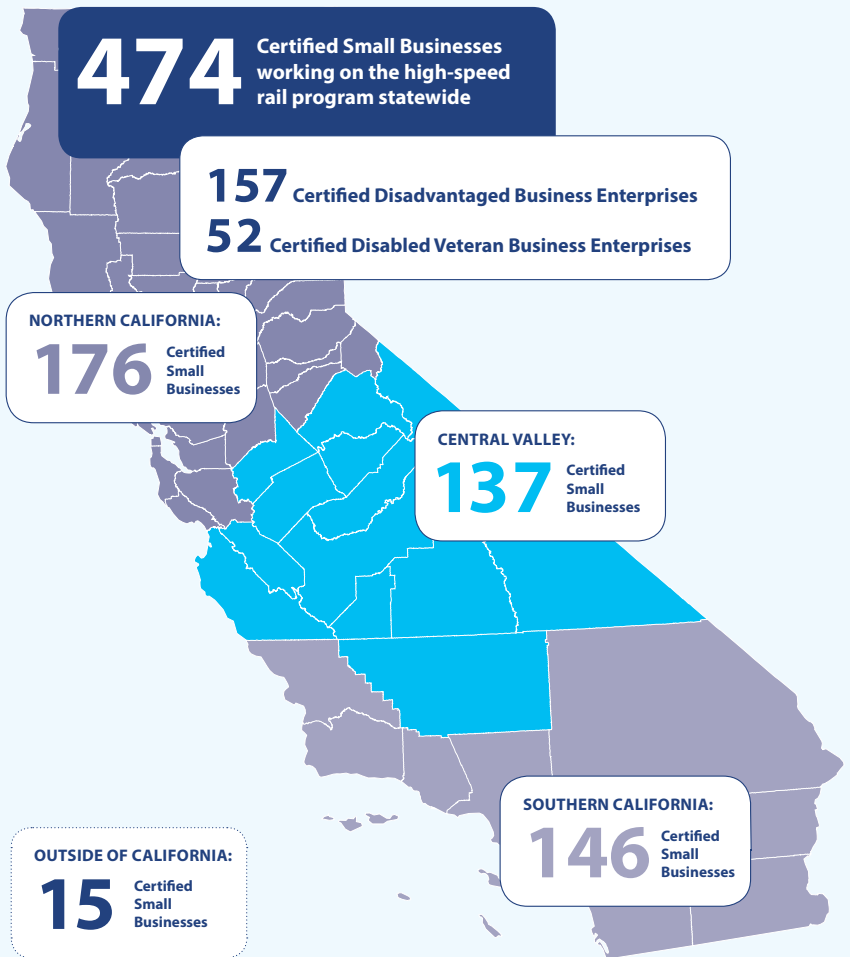
At the northern end of the San Joaquin River Viaduct, girders have been set and a cast-in-place concrete arch is underway for the section that crosses over the river (left). Concrete is being poured for the deck segments on the north side of the river (middle), while further south, crews continue constructing barrier and intrusion protection walls along the sides of the pergola section of the viaduct (right). The completed viaduct, nearly a mile in length, will be one of the largest structures on this first phase of the high-speed rail project. [Click here](#) for December 2018 Construction Update.



Interested in doing business with High-Speed Rail?

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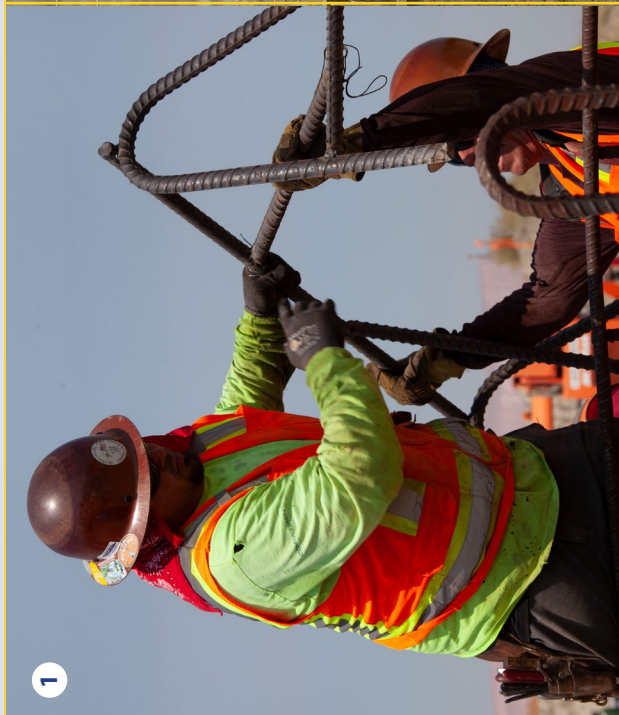
SMALL BUSINESS PARTICIPATION AS OF SEPTEMBER 30, 2018



Calendar of Upcoming Events

Meeting dates, times and locations are subject to change.

| EVENTS | DATE | TIME | ADDRESS |
|--|-------------------|-------------------|--|
| Authority Board of Directors Meeting | January 15, 2019 | 10:00 am | Secretary of State Auditorium 1500 11th Street Sacramento, CA |
| Business Advisory Council | February 12, 2019 | 1:00 pm – 4:00 pm | Executive Dining Room 707 3rd Street West Sacramento, CA |
| Authority Board of Directors Meeting | February 19, 2019 | 10:00 am | California Department Of Health Care Services East End Complex 1500 Capitol Avenue Sacramento, CA |
| Business on the Edge/DGS Procurement Workshop & Panel | February 22, 2019 | 9:00 am – 1:00 pm | Ohlone College Newark Center For Health Sciences & Technology 39399 Cherry Street Newark, CA |
| Veteran and Small Business Summit | February 26, 2019 | 9:00 am – 4:00 pm | Conference and Recreation Center 14075 Frederick Street Moreno Valley, CA |
| Authority Board of Directors Meeting | March 19, 2019 | 10:00 am | TBD |



1



2

1. A worker wrestles with rebar for the foundation of a high-speed rail overcrossing for a realigned Kansas Avenue, west of State Route 43 in Kings County.
2. A worker with nerves of steel is dwarfed by monstrous machines as he directs traffic at the Kansas Avenue overcrossing. Crews were excavating what will be the passageway for high-speed trains. Abutments for the bridge have already been constructed and towering supports for the bridge deck are currently underway.