

Siemens Aims to Make Sacramento a Manufacturing Hub for High-Speed Rail Trains



Armando Romero welds a train floor at the new expansion of the Siemens factory in south Sacramento on Thursday, Oct. 15, 2015. Siemens hopes to produce cars for high-speed trains at the plant. Hector Amezcua hamezcua@sacbee.com

By Tony Bizjak

International rail giant Siemens wants to turn the capital city into the country's bullet train manufacturing hub. After six years of prep work at its sprawling French Road plant in south Sacramento, the German company soon may get its chance to try.

State high-speed rail officials confirmed last week they plan to call for bids from high-speed rail companies in mid-2016 to build the sleek aluminum trains that will run at 200-plus mph between San Francisco and Los Angeles. The state is expected to need about \$3.2 billion worth of train "rolling stock" to serve the new system.

That would be, by far, the biggest construction contract Siemens has won in its 30 years of train building in Sacramento. The local plant, launched to build the first generation of Sacramento Regional Transit light-rail vehicles, has expanded to build light-rail cars for numerous cities, as well as streetcars, diesel locomotives for Amtrak, and recently, a new generation of 125-mph trains for the state of Florida for a planned mini-bullet system.

Siemens has been promoting itself vigorously for the upcoming California gig. It set up a full-

size mock-up of a car for the bullet train on the state Capitol lawn earlier this year, essentially on the governor's front doorstep. And it recently bought full-page ads in several major California newspapers touting its expertise.

Notably, but more quietly, Siemens this summer opened a 125,000-square-foot manufacturing facility on its French Road plant site with the hope of using it for manufacturing high-speed trains. The facility is part of \$100 million in upgrades Siemens officials say they have made to the Sacramento plant in the last decade.

Siemens also has built an electric overhead system on a short test track at the back of its south Sacramento plant. Officials say they intend to vie not only for the job of supplying the new trains, but also electrifying them.

"It would be fabulous for the region if we could get this additional business," said Armin Kick, the executive in charge of Siemens' Sacramento bullet train development efforts. "It would set up Sacramento as the (national) hub for high-speed technology. And these hubs, like Silicon Valley, don't move around. It would bring additional employment and technology-driven jobs."

Uncertainty remains about financing for California's rail project, even as the state's High-Speed

Rail Authority launched construction this year of the first track segment of the bullet train, between Fresno and Madera. State leaders envision a system that eventually will cost \$68 billion and span 520 miles, shuttling travelers between San Francisco and Los Angeles in less than three hours. A later phase of the project is planned to extend the rail system to Sacramento and San Diego.

A recent request by the rail authority for private companies to declare their interest in partnering on the project and to offer ideas on how to build the system drew three dozen responses, including from Siemens, but none of the companies offered to bring in private financing, rail officials said.

Michael Cahill, president of Siemens Industry Inc.'s mobility division, said his company didn't propose private financing because the state's request wasn't specifically set up for a financial proposal. But, he said, Siemens could be interested in making a financing pitch

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California Sub-Bid Request Ads



BROSAMER & WALL, INC.

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is requesting quotations from all qualified
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Professional services, sub-contractors and/or material suppliers for the following project:

CITY OF LODI
GRADE SEPARATION AT HARNEY LANE AT UPRR OVERHEAD PROJECT
Bid Closing Date: October 29, 2015 @ 11:00 AM

Brosamer & Wall Inc.

1777 Oakland Blvd, Suite 110 • Walnut Creek, California 94596
PH: 925-932-7900 • FAX: 925-279-2269
Contact: Robert Rosas

PROJECT SCOPE:

The work in this Contract includes but is not limited General work description: Widening and Realignment Harney Lane including the construction of a new three span Cast In Place Post Tensioned Concrete Box Girder approximately 248 feet long and 88 feet wide to grade separate Harney Lane at the Union Pacific Rail Road track. Work includes signal modifications (temporary & permanent), drainage and utility installation, street lighting, landscaping, construction of raised medians, curb & gutter and sidewalk and other incidental and related work.

Duration of Project is 535 Calendar Days.

Please contact Robert Rosas @ rrosas@brosamerwall.com to view plans and specifications.

Subcontractors and Suppliers being solicited include but not limited to:

Construction Area Signs, Traffic Control System, Reset/Adjust Roadway Items, Plane Asphalt Concrete, Clearing & Grubbing, Structure Excavation, Structure Backfill, Imported Borrow, Hydroseeding, Erosion Control, Temporary Erosion Control, Seal Coat, Place Asphalt Concrete Dike & Misc., Concrete Structure, Concrete Block & Masonry Retaining Wall, Underground Contractor, Concrete Curb & Sidewalk-Misc., Fencing, Temporary Fencing, Object Marker, Traffic Striping & Marking, Signal & Lighting, Land Surveyor, SWPPP Prepare & Maintain (QSP), Construction Scheduling, Trucking, Water Trucks, Street Sweeping, Land Surveying, Landscaping Contractor, Demolition, CIDH Concrete Piling, And Structural Concrete; Office Rental Trailers, Portable Restrooms, Concrete Supplies, Concrete Place And Finish, And/Or Any Item Of Work Or Material You Are Qualified To Perform Or Furnish.

Requirements: Brosamer & Wall, Inc. will work with interested subcontractors and suppliers to identify opportunities to break down items into economically feasible packages.

Brosamer & Wall, Inc. is a Union signatory contractor. Subcontractors must possess a current contractor's license, DIR number, insurance coverage and worker's compensation for the entire length of the contract. All subcontractors will be required to sign our standard Subcontract Agreement. 100% payment and performance bonds may be required. If you have any questions regarding this project or need assistance in obtaining insurance, bonding, equipment, materials and/or supplies please allow us the opportunity to help your firm and call Chief Estimator - Robert Rosas at (925) 932-7900. Plans and specifications can be viewed at our office located at 1777 Oakland Blvd Suite 110, Walnut Creek, Ca. 94596 or available free electronically. Please email Robert Rosas at rrosas@brosamerwall.com for electronic files. Brosamer & Wall, intends to work cooperatively with all qualified firms seeking work on this project. We are an Equal Opportunity Employer and will work with any interested subcontractor to identify opportunities to break items into economically feasible packages. If you are interested in submitting a subcontractor bid for this project, please call us at 925-932-7900 or fax us your quote at 925-279-2269. PLEASE SUBMIT A COPY OF YOUR CURRENT CERTIFICATION WITH YOUR BID. Dealers/Suppliers and Brokers please confirm your designation code to us on or before the bid date. Please contact Chief Estimator Robert Rosas with any questions.

O.C. Jones & Sons, Inc.

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

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:
Construction Soldier Pile Wall and Reconstruction of Lanes & Shoulders
Hwy 580 - Livermore
Caltrans #04-1SS034
BID DATE: November 5, 2015 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, Water Pollution Control Program, Sweeping, Treated Wood Waste, Abandon Culvert, Destroy Well, Cold Plane AC, Clearing & Grubbing, Develop Water Supply, Structure Excavation, Structure Backfill, Concrete Backfill, Lean Concrete Backfill, Hydromulch, Fiber Rolls, Hydroseed, Compost, Crack Treatment, Data Core, AC Dike, Tack Coat, Steel Soldier Pile, CIDH Concrete Piling, Structural Concrete, Minor Concrete, Bar Reinforcing Steel, Timber Lagging, Clean & Paint Steel Soldier Piling, Minor Concrete, Misc. Iron & Steel, Delineator, Object Marker, Midwest Guardrail System, Transition Railing, Concrete Barrier, Striping & Marking, Electrical and Construction Materials. 100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ is willing to breakout any portion of work to encourage SBE Participation. Plans & Specs are available for viewing at our office or through the Caltrans Website at www.dot.ca.gov/hq/ese/oe/weekly_ads/index.php.



Kiewit

Kiewit Infrastructure West Co.
4650 Business Center Drive Fairfield, CA 94534
Attn: Victor Molina - victor.molina@kiewit.com

requests bids from qualified subcontractors, consultants and suppliers to participate in **Bridge Replacement of Sidehill Viaduct and Seismic Retrofit of Dog Creek Bridge in Shasta County Construction on state highway about 8 miles north of Shasta Lake near Lakehead from Turntable Bay overcrossing to 0.1 mile north of O'Brien safety roadside rest area and from 0.4 mile south to 0.3 mile north of Dog Creek Bridge**
Owner: Caltrans
Contract No. 02-0E0904

Bid Date: Thursday, November 19, 2015 @ 2:00 P.M.

Disadvantaged Business Enterprises (DBEs)

http://www.dot.ca.gov/hq/bep/dbe_program.htm

certified by California Unified Certification Program wanted for scopes, including, but not limited to:

AC paving, aggregate supply, grading, drainage, bridge bearings, minor concrete, concrete supply, concrete pumping, concrete reinforcing, concrete barriers, demolition, erosion control, cable mesh attenuators & fencing, joint sealant, landscaping, MOT, metals, MBGR, pavement marking, CIDH piling, pipe supply, SWPPP, signage, trucking & hauling, thermal & moisture protection, water quality monitoring planning, reports, and monitoring, temporary engineering, bridge overlay & polyester concrete, composite casing, column jackets, well drilling, clear & grub, water & sweeper truck

Subcontractor and Supplier Scope Letters due
NO LATER THAN November 13, 2015 Quotes and
Proposals due by November 18, 2015 at 5 p.m.

Bonding, insurance and technical assistance or information related to the plans or specification and requirements for the work will be made available to interested Certified DBE consultants, suppliers and subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or services for this project will be offered to interested suppliers and subcontractors.

All subcontractors registered in Kiewit's SmartBidNet database will receive an invitation to bid Visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register

Plans are available for viewing through SmartBidNet and by appointment during regular business hours at:

Kiewit Infrastructure West Co., 4650 Business Center Drive Fairfield, CA 94534

Contact: Victor Molina at victor.molina@kiewit.com

Documents are also available on the Caltrans website at: http://www.dot.ca.gov/hq/esc/oe/weekly_ads/oe_project.php?q=02-0E0904

100% performance bonds and payment bonds for subcontractors and supply bonds for permanent materials supply are required for this project. Cost of bond will be reimbursable.

All contractors and subcontractors who bid or work on a public works project must register and pay an annual fee to the California Department of Industrial Relations

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CA Lic. #433176

California Sub-Bid Request Ads



Is requesting quotes from qualified DBE/MBE/WBE/SBE/LSAF/HUB Subcontractors, Suppliers, and Service Providers for the following (but not limited to) work:

Concrete Structures, PVC, Aggregates, Asphalt Paving, Fencing, Trucking, Mechanical, Electrical

Charlan Road Seasonal Storage Facility

Project No. 16-5656.63

Located in the Valley Center in the County of San Diego, CA

Valley Center Municipal Water District

BID DATE November 3, 2015 @ 3:00 p.m.

Sub & Vendor Bids Due Prior

Sukut Construction, LLC

4010 W. Chandler Avenue, Santa Ana, CA 92704

Contact: Dave Grattan

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

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

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

Sukut Construction, LLC
An Equal Opportunity Employer

REQUEST FOR QUALIFIED AND CERTIFIED MBE/WBE
SUBCONTRACTORS AND SUPPLIERS
SAN FRANCISCO BAY AREA RAPID TRANSIT
REPAIR AND MAINTENANCE OF ANODE CABLES, ANODE ARRAY ASSEMBLIES,
AND CATHODIC PROTECTION SYSTEM
CONTRACT NO. 09DJ-140

Project Bid Date: Tuesday, October 27, 2015 @ 2 pm

Manson Construction Co. is seeking qualified MBE and WBE firms preferably already registered with the California Uniform Certification Program (CUCP) for the following classifications including but not limited to: **Diving, Underwater Surveying, Towing, Electrical**

In general, the project is an on-call, day-rate contract for the repair of the BART underwater anodes and anode arrays. Manson is seeking proposals on the same basis from prospective subcontractors and service firms no later than October 26, 2015 COB. Due to the nature of the project, there are no plans available. For scope clarification and specification review, please contact Bill Cooke at Manson Construction Co. at (510) 232-6319 ext. 8323 or by email at BCooke@mansonconstruction.com. Alternatively, Reference Documents if any will be available for examination by prospective Bidders at 300 Lakeside Drive, 17th Floor. Examination shall be during regular business hours and shall be by advance request and arrangement with the District's Contract Administrator, Steve A. Alva at salva@bart.gov.

Due to the marine nature of the project, all firms will be required to provide USL&H and Jones Act insurance coverage as well as GL of \$5,000,000 in the aggregate and per occurrence.

100% payment and performance bonds in the amount of the subcontractors bid may be required from a qualified surety company if the bid amount exceeds \$500,000. BART's Small Business Bonding Assistance Program is also available. You can contact Judy Singharath of Merriwether and Williams Insurances Services at 510-740-6922 ext. 205 or via email at judy@imwis.com for assistance.

For questions regarding insurance, bonding, MBE/WBE CUCP certifications and assistance with registration you can contact Renee Williams at Manson Construction at 510-232-6319 ext. 8318 or by email at rwilliams@mansonconstruction.com. Alternatively, Muriel Owens at BART is available at (510) 874-7326 regarding questions on BART Certifications.

Manson Construction Co.
200 CUTTING BLVD., RICHMOND, CA 94804
TEL: 510-232-6319 FAX: 510-232-4528

Blois Construction Co., Inc.

3201 Sturgis Road • Oxnard, CA 93030
Phone: 805-656-1432 • 805-485-0338

REQUESTING BIDS FROM DBE/MBE/
WBE/OBE Subcontractors and Vendors

**Project: Silver Lake Reservoir Complex Phase II
Replacement Project**

**Owner: Webcor/Obayashi/Lyles, a Joint Venture
for City of Los Angeles Dept. of Water & Power**

Bid Date: 11/03/2015

**Please provide scope letters to Blois Construction
5 days prior to bid date**

Please submit quotes at least 4 day prior to bid

Blois Construction is bidding this project as a Prime Contractor and is requesting bids from the following trades and suppliers:

Trucking - Aggregates - Concrete - Rebar (Reinforcing Steel) - Materials - Shoring - Equipment Rental - Geosynthetic Clay - Liner - Grading - Welding - Prep - Paitning

For questions regarding the project, contact Crissy Gonzales at 805.656.1432, FAX 805.485.0338 or email deliagonzales@bloisconstruction.com. If interested in bidding this project, Blois Construction is willing to assist all qualified subcontractors/suppliers in obtaining bonding, required insurance, materials, supplies or lines of credit if requested. Blois Construction is signatory to the Laborers and Operating Engineers.

Can be accessed at Blois FTP Server at <ftp://plans.bloisconstruction.com>. Browser Access <http://plans.bloisconstruction.com:8080>.

User Name: Headworks Reservoir West

Password: DwJs-35c6-A9Mr-CvFh

Directory:

[/home/ftp/jHeadworks Reservoir West](http://home/ftp/jHeadworks Reservoir West)

Expires on: 2016-01-09 00:00:00

Blois Construction is committed to working with qualified DBE/MBE/WBE/SBE/OBE subcontractors and suppliers who respond. Delivery schedules will be accommodated and categories of work broken down to facilitate maximum participation. Please include any certification you may have when submitting bids. Self Certification is not acceptable.

Request for
Minority-Owned Subcontractors for
**Geotechnical Exploration Program for
EBMUD Tunnel RFP No. 534-15-01
Bixler, CA**
Bid Date October 26, 2015 at 4:00 PM

Proposal requested for the following technical services: geotechnical drilling and sampling, cone penetrometer testing, and geotechnical laboratory testing services.

Please call if interested to learn more about the project. Thank you.

Terra Engineers

350 Sansome St, Suite 830 • San Francisco, CA 94104

Phone 888-888-4730

Contact: Robert Kirby

BobKirby@terraengineers.com

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at some point.

“We didn’t propose anything concrete in terms of private money going in, because there wasn’t an opportunity to do that,” he said. “Which doesn’t mean we wouldn’t be interested. Quite the opposite.”

He declined to describe what type of private investment his company might be willing to make.

Siemens has the backing of Rep. Doris Matsui, D-Sacramento, who has pitched Siemens to the Brown administration. “They are a German company, yes, but they are planted here,” Matsui said. “They are high-quality jobs, advanced manufacturing jobs. Those are the kind of jobs we need.”

California High-Speed Rail Authority officials said last week they will pick a train manufacturing company that has “service-proven technologies with an operating history.” They have previously said Siemens’ local roots might give it some points but won’t necessarily push it ahead of competitors.

Siemens Sacramento’s parent company has designed or built bullet trains for several countries, including Spain, Russia, China and recently Turkey. But the company likely will compete against a handful of international companies that are big and experienced as well, and most of which have some form of train manufacturing presence in the United States.

Other competitors may include Bombardier of

Canada, Alstom of France, Talgo of Spain, Italy-based AnsaldoBreda, Japan’s Kawasaki, South Korea’s Hyundai Rotem and two major Chinese companies.

Siemens officials estimate that the bullet train contract could bring hundreds of jobs to the company and maintain other positions it would otherwise lose as contracts are fulfilled. It also could help germinate other businesses that would spring up in town to work with Siemens on elements of the project. The Sacramento plant, which was built after Siemens won its first light-rail contract with RT three decades ago, employs 800 workers.

If it wins a bullet train contract, Siemens would expand its new high-speed rail manufacturing facility and add warehouse space, Cahill said. “Everything we do in terms of expansion, we checklist it: ‘Will this work for high speed?’” Cahill said on a tour of the facility.

Workers last week in the new facility were building and assembling “higher speed” trains the state of Florida plans to run, beginning in 2017, between Miami and West Palm Beach, then later Orlando. Those trains can run up to 125 mph and are giving Siemens plant workers a taste of what it takes to build bullet trains.

“A lot of the infrastructure we are putting in here (for the Florida contract) is 100 percent reusable for California high speed,” Cahill said. “A lot of the

skill sets we have would be reusable.”

One difference is that the company would use aluminum skin for California’s trains rather than stainless steel for the Florida trains. “To get that extra boost to go from 125 mph to 220 mph, you do need lighter rolling stock,” Cahill said.

The company recently built a welding education center to teach advanced techniques to new hires and is partnering with community colleges in Northern California on a welding training curriculum. “We have some very particular skills you need here,” Cahill said.

High-speed rail officials said last week they would like to begin testing trains on the initial Central Valley rail segment by 2019. They said trains should be running from L.A. to San Francisco before 2030.

In the end, Cahill said, Siemens’ Sacramento plant should continue to prosper with other rail projects if it doesn’t win the big one. But he said the company’s Sacramento focus has been clear. “The investments we have made here are obviously focused on high-speed rail, and we’re very keen to make sure they bear fruition.”

Source: <http://california.construction.com>;
<http://www.sacbee.com>



Employees at the Siemens factory in south Sacramento lay out the side panel of a train on Thursday, Oct. 15, 2015.
Hector Amezcua hamezcua@sacbee.com