

SMALL BUSINESS EXCHANGE

Voice of Small, Emerging Diversity Owned Businesses Since 1984

Weekly Publication \$2.00

Vol 29, Edition 32



October 31, 2013

The Insurance Industry Meets Supplier Diversity

Great Potential, But Much Work Remains

I. EXECUTIVE SUMMARY

- **Entrepreneurship is a key element of the American Dream.** California has long promoted entrepreneurship in underserved communities through supplier diversity programs aimed at the utility and telecommunications industries. Legislation enacted last year, AB 53, expanded this concept to insurance companies that collect \$100 million or more in annual premiums in California.
- **Under AB 53, these insurers are now required to report the extent of their contracting with businesses owned by minorities, women, and disabled veterans, and the first such reports were filed this past summer.** This report compiles and analyzes the data in these reports, which are available at <http://www.insurance.ca.gov/diversity-new/3-dc/By-company.cfm#ListE>. A total of 127 reports were filed by companies or groups of companies.
- **Over half the companies/groups — 70 out of 127 — had formal supplier diversity policy statements.** Of the rest, 17 indicated that they plan to establish supplier diversity policies within the next year, while 38 had no such plans. A number of companies indicated that their nascent supplier diversity programs are a direct result of AB 53.

- **Overall, the level of contracting with diverse businesses was very small, showing that a great deal of work needs to be done to expand the industry's supplier base.** The majority of companies reported doing less than one percent of their procurement with diverse-owned businesses.
- **A few companies reported extensive contracting with diverse businesses. Kaiser Permanente dwarfed its peers, spending \$489,160,810. Kaiser Permanente's spending with businesses owned by minorities, women, and disabled veterans was much greater than the next highest companies.** In terms of percentage spending, **First American Financial Corporation** also stood out.
- **There was some confusion regarding the information requested for certain tables, which appears to have led to misreporting in at least a few instances.** The department should take steps to clarify definitions and terminology in future years.
- Overall, insurance industry procurement fails to reflect California's diverse population and business environment. All companies must invest more in building their internal infrastructure to grow successful supplier diversity programs. Specific steps to con-

sider include developing tangible goals, having full-time employees exclusively devoted to working on supplier diversity within the company, and robust accounting methods and procedures to track diverse spending.

- **Future reporting should include contracts of less than \$50,000 that were awarded to diverse suppliers.** Many such vendors are small businesses, and these contracts allow them to get a foot in the door with major insurance companies

II. METHODOLOGY

Greenlining obtained the data for this report from the first AB 53 data filings of the 207 insurance companies/groups of companies that collected \$100 million or more annually in premiums in California. All of these reports can be found on the California Department of Insurance website at <http://www.insurance.ca.gov/diversity-new/3-dc/By-company.cfm#ListE>.

Some of these companies belong to the same parent company and chose to consolidate themselves into a single filing, resulting in 127 total AB 53 submissions. We reviewed all of the 127 reports submitted and then analyzed the 59 companies that actually had statistics to report. In some cases, the California Department of Insurance permitted insurance companies to file revised data. This report accounts for all revised submissions that were permitted by the Department.

AB 53's mandatory Form A1 report requested the following California-specific data in six tables:

Number of Suppliers/Diverse Procurement Spend by Certification Type: These tables requested the number of diverse suppliers from the following certification types: Women Business Enterprise (WBE), Minority Business Enterprise (MBE), Disabled Veteran Business Enterprise (DVBE), business enterprises with Multiple Certifications, LGBT Business



Sam Kang, General Counsel

Enterprise (LGBTBE), and Other. For our calculations of total number of diverse suppliers and total diverse spend, we elected to omit the Multiple Certification, LGBTBE, and Other categories because they were either optional or ambiguous. For example, some companies included their non-diverse suppliers in the Other category.

Number of Diverse Suppliers by Ethnicity: The ethnicities calculated in this table were African American, Asian/Pacific Islander, Latino/Hispanic, Native American, Multi-Ethnic, and Other /Unknown. For the purposes of this report, we chose to omit the numbers for Multi-Ethnic and Other/Unknown because of varying interpretations of these two categories.

Continued on page 12



This is a Complimentary Copy. Paid subscribers receive first class mail.

PUBLISHED BY SMALL BUSINESS EXCHANGE, INC.
703 Market St., Ste 1000, San Francisco, CA 94103

PRSR7 STD
U.S. Postage
PAID
San Fran CA 941
Permit No. 820

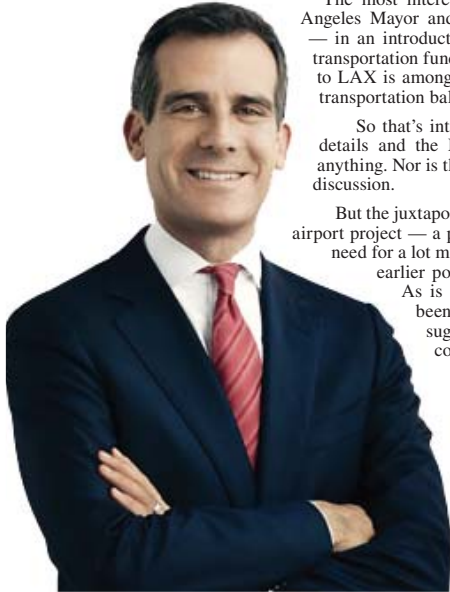
Inside this issue:

- Mayor Garcetti says another transpo ballot is possible
- Sub-Bid Request Ads
- PanAfrican Entrepreneurs Conference
- California Bids
- High Speed Rail Around the World
- Basic Facts About High-Speed
- Public Legal Notices
- Banking & Finance
- SBE Subscription Form

- Page 2
- Pages 3-5
- Page 5
- Page 6-7
- Page 8-10
- Page 10
- Pages 11-14
- Page 15
- Page 16

One tidbit from Mobility 21 conference: Mayor Garcetti says another transpo ballot measure is possible

By Steve Hymon



Eric Garcetti
Los Angeles Mayor and Metro Board Member

The most interesting tidbit to burp out thus far: Los Angeles Mayor and Metro Board Member Eric Garcetti — in an introductory video (he is in D.C., lobbying for transportation funding — said that connecting Metro Rail to LAX is among his highest priorities and that another transportation ballot measure is possible.

So that's intriguing to hear. I don't have any more details and the Metro Board certainly hasn't decided anything. Nor is there anything even on the table for their discussion.

But the juxtaposition of a ballot measure along with the airport project — a project with both public appeal and the need for a lot more funding — is worth noting (see this earlier post for more details about that project).

As is the Mayor's statement that cities have been asked to submit desired projects, which suggests he envisions a ballot measure that could fund new projects.

Measure J, which narrowly failed last year, would have accelerated some Measure R projects but not funded any new ones.

As of now any countywide ballot measure would need two-thirds approval to pass. There were bills in the Legislature this year to lower that threshold to 55 percent but they were tabled and that discussion and vote won't happen until 2014 at the earliest. The next two big elections in L.A. County will be in Nov. 2014 (governor) and Nov. 2016 (presidential); that's key because passing transportation ballot measures with high thresholds often requires high voter turnout.

Metro Board Chair Diane DuBois also gave a speech at the conference about the need to upgrade Los Angeles County's infrastructure and the challenges that go along with that. Here's the text of that speech:

Good morning.

I'm here to tell you that we are aging.

Are you surprised?

But we're not the only ones. Our world is aging. Our country is aging. Our cities are aging. And our infrastructure?

Our infrastructure is ready for AARP!

That's why it's particularly fitting that this year's Mobility 21 Summit is focused on infrastructure, education and healthcare.

A healthy infrastructure is at the core of what we all do. And without it, we can't expect to connect to the things that make a region a good and fair and comfortable place to live ... with top-notch schools, excellent healthcare and access to jobs.

And yet, what have we done for our infrastructure lately? And what do we mean when we say "infrastructure"? Do we mean trains and buses? Do we mean bridges and streets? Is it okay to talk about freeways?

For many of us — supporters of mobility in this region — building out our public transit system is key to keeping gridlock at bay.

But we can't forget the elephant in the room. We can't forget our freeways. The simple truth is that despite our confidence in the importance of train, bus, bike and ride-share options — we know that in L.A. County, more than 70 percent of our commuters drive solo to work.

Even though I'm chair of the Metro Board, I actually understand this. In my district — the Gateway Cities District, just south of here — we're pretty highway dependent. We're crisscrossed by the I-5 and the I-710. So in my neighborhood, if we want to get somewhere fast, we generally hop in the car.

I love our freeways and I use them regularly. That does not mean I'm anti transit. On the contrary, I am a staunch supporter of our strong and developing public transit system. Because the way I see it, highways and streets and buses and trains are all part of the same solution. They are a mobility team. They are connected ... which means we are connected to what's essential: education, healthcare, plentiful jobs ... and one another.

In a compact Eastern city, I would argue, it's easier to build a comprehensive bus and rail network. But in a 1,400-square mile service area like L.A. County — and those of you from Orange, Riverside, San Bernardino and Ventura counties know exactly what I mean — it's nearly impossible to navigate life without a car ... or occasional access to one.

In L.A. County many of our aging freeways were built in the 1950s and 60s. They were built for Lassic- and Ponderosa- and Lone Ranger-style traffic ... and I don't mean the Johnny Depp kind of Lone Ranger. I mean cars with fins cruising at 65 miles an hour. During rush hour.

We have a HUGE investment in those aging freeways and we must not forget them. They are a major part of our mobility infrastructure. Metro is doing everything it can to modernize and maintain our freeways. We have major highway widening going on in the I-405 Sepulveda Pass and, in my district, the I-5 leaving Orange County. But with a regional infrastructure deficit of \$200 billion projected through 2035, it's not easy to tackle all the corridors that need help.

As usual, it's all about the money.

The gas tax is the single most important source of transportation funding for the federal government. But as everyone in this room knows, the gas tax is not keeping pace. In fact, the purchasing power of the gas tax has dropped 28 percent since 1997, according to the Federal Highway Administration.

Vehicle fuel efficiency is up and that's a good thing. But connected to that efficiency is the consumption of less gas ... which means less tax money to support public transit and highway projects. At the same time, construction costs have taken off, meaning that the funding we do collect buys less infrastructure than ever before.

As the gas tax loses value, government is turning to other taxes — like voter-approved sales taxes. That leaves the burden for freeway improvements to local agencies like Metro and OCTA and SANBAG.

Does this sound familiar?

In 1992 Metro estimated that it would shoulder 27 percent of the costs for 24 years of L.A. County freeway improvements ... with the rest of the money coming from federal and state funding.

But in the newest estimates, starting this year and lasting for the next 24, Metro expects to shoulder 55 percent of the burden! In 24 years the funding source has done nearly a 180 shift — from state and federal support to local sources.

Metro and other transit agencies are stepping up to the plate — as are our taxpayers, who have voted time and again to tax themselves for mobility. But we simply don't have the money we need to deal with all these issues. We need federal and state help to continue to build out our transit system infrastructures and take care of our existing streets and freeways.

Just a few weeks ago, a national transportation analysis said the roads in greater Los Angeles are the most deteriorated in the United States — costing Southern California drivers more than 800 dollars a year. This estimate referred to the cost of repairs, tune-ups and tires, as well as faster depreciation from the damage.

Continued on page 12

Editorial Staff

Editor in Chief:
Gerald W. Johnson [gwj@sbeinc.com]

Managing Editors:
Valerie Voorhies [vfv@sbeinc.com]

General Manager:
Kevin Grant [kgant@sbeinc.com]

Marketing & Sales Staff

Production Staff

Production Manager:
Nabil Vo [nvo@sbeinc.com]

Graphics Design:
Tyler Chen [tchen1129@gmail.com]

Webmaster:
Umer Farooq [umer@octadyne.com]

Writer:
Cheryl Hentz [cheryl.hentz@gmail.com]

EDITORIAL POLICY—The Small Business Exchange is published weekly. Publication is extended by one day for weeks in which holiday occurs on a Monday.

Copyright © 2013 Small Business Exchange, Inc.

The Small Business Exchange is adjudicated as a newspaper of general circulation by the Superior Court of the City and County of San Francisco, State of California, under the date January 29, 1988. Organized 1984.

NOTICE: SBE is not liable to any subscriber or any other user for any damages or any other costs incurred in connection with the utilization of, or any other reliance upon, any information contained in its newspapers. The information contained herein may be subject to typographical error in the transcribing and/or printing of its contents. Information contained in this publication is intended only as notification to its subscribers of available bidding and contracting opportunities. The SBE reserves all rights in connection with this publication and prohibits the duplication of the contents herein without the expressed written consent of the SBE. Subscription fees are nonrefundable.

AWARDS

• **CITY OF LOS ANGELES**
Black Business Association,
Outstanding Entrepreneur
Mayor's Advisory Board,
Outstanding Achievement as a Vendor/Supplier

• **COUNTY OF LOS ANGELES**
Black Business Association,
Outstanding Entrepreneur

• **BAY AREA CONTRACT COMPLIANCE OFFICERS ASSOCIATION**
Champion of Diversity

• **NAMCSC**
Minority Advocate

703 Market Street, Suite 1000
San Francisco, CA 94103

Email: sbe@sbeinc.com
Website: www.sbeinc.com
Telephone: (415) 778-6250, (800) 800-8534
Fax: (415) 778-6255
Office Hours: 8:00 a.m. - 5:00 p.m.

MEMBERSHIPS



ISSN 0892-5992

SBE is a certified DBE - CA UCP Firm #5988



SUB-BID REQUEST ADS

SKANSKA

Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

Lenwood Road Grade Separation

SANBAG Contract No.: C13149

DBE Goal: 13.4 %

Bid Date: November 12, 2013 – 2:00 PM

The IFB, plans, special provisions, and bid forms for bidding this project can be obtained for a fee from A&I Reprographics or by emailing a request to cad3@aandirepro.com. Plans and specs can be viewed at our Riverside office between Monday-Friday, 7:30AM – 5:00PM. Please contact us to view them at our office.

Quotes requested from Contractors, Suppliers and Service Providers include, but are not limited to: Construction Site Management, Storm Water Pollution Plan, Street Sweeping, Construction Area Signs, Traffic Control System, Type III Barricade, Fencing, Erosion Control, Portable Delinicator, Temporary Pavement Marking, Temporary Traffic Stripe, Channelizer, Temporary Railing, Portable Changeable Message Signs, Temporary Crash Cushion Module, Metal Beam Guard Railing, Roadside Signs, Abandon Culvert, Cold Place Concrete Pavement, Concrete Barrier, Clearing and Grubbing, Roadway Excavation, Develop Water Supply, Import Borrow, Structure Excavation, Structure Excavation (Bridge), Structure Excavation (Retaining Wall), Structure Backfill, Sand Backfill, Rock Blanket, Erosion Control, Fiber Rolls, Corrugated Steel Pipe Conduit, Class 2 Aggregate Base, Hot Mix Asphalt, Place Hot Mix Asphalt Dike, Tack Coat, Jointed Plain Concrete Pavement, Seal Pavement Joining, Furnish & Drive Class 140 Concrete Piles, Prestressing CID Concrete, Structural Concrete (Bridge), Structural Concrete (Retaining Wall), Class 1 Concrete (Box Culvert), Minor Concrete, PTFE Bearing, Joint Seal Assembly, Joint Seal, Bar Reinforcing Steel (Bridge), Bar Reinforcing Steel (Retaining Wall), Furnish Single Sheet Aluminum Sign, Metal (Barrier Mounted Sign) Roadside Sign, Install Sign, 24" VCP Sewer, 18" Poly Fused Sewer, Reinforced Concrete Pipe, Plastic Pipe, Welded Steel Pipe Casing, Precast Concrete Pipe, Rock Slope Protection, Minor Concrete, Rock Slope Protection Fabric, Miscellaneous Metal, Miscellaneous Iron and Steel, Bridge Deck Drainage System, Chain Link Fence, Survey Monument, Chain Link Railing, Concrete Barrier, Cable Railing, Transition Railing, Terminal System, Thermoplastic Pavement Marking, Thermoplastic Traffic Stripe, Paint Traffic Stripe, Pavement Marker, Signal & Lighting.

Skanska is interested in soliciting in Good Faith all subcontractors as well as certified DBE companies for this project. All interested subcontractors, please indicate all lower tier DBE participation offered on your quotation as it will be evaluated with your price. Please call if we can assist you in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies. Skanska will also review breaking out scope packages and adjusting schedules to help permit maximum participation.

Subcontracting Requirements: Skanska's insurance requirements are Commercial General Liability (GL): \$1M ea. occ., \$1M personal injury, \$2M products & completed operations agg. and general agg.; \$1M Auto Liability; \$5M Excess/Umbrella and \$1M Workers Comp. Endorsements and waivers required are the Additional Insured End., Primary Wording End., and a Waiver of Subrogation (GL & WC). Other insurance requirements may be necessary per scope. Subcontractors may be required to furnish performance and payment bonds in the full amount of their subcontract by an admitted surety and subject to approval by Skanska. Skanska will pay bond premium up to 1%. Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Skanska is signatory to the Operating Engineers, Laborers, Cement Masons, Carpenters Unions and Teamsters. Subcontractor scope (including any conditions or exceptions) is required 24 hours prior to bid deadline to allow proper evaluation.

Skanska is an Equal Opportunity Employer

Skanska Estimating Dept:

1995 Agua Mansa Rd, Riverside, CA 92509 – Ph: (951) 684-5360, Fax: (951) 788-2449

Email: al.artega@skanska.com



A Joint Venture in Association with LANITY Lin

**Santa Clara Valley
Transportation Authority
Design-Build Contract DB1102F
Silicon Valley Berryessa Extension Project C700**

Procurement opportunities through Skanska-Shimmick-Herzog will be diverse and ongoing.

Please visit: www.sshjv-c700.com

frequently to see procurement opportunities and project contacts in the Bid Packages folder. Plans, specs, drawings, etc. can be found on the procurement web site.

EEO

nibbi

Project Name: Franciscan Towers

Location: San Francisco, California

Bid Date: Tuesday, December 3, 2013

Pre-Bid Conference: November 6, 2013 @ 8am

Location: 145 Taylor Street, San Francisco, CA (TNDC's office in the Curran Community Room)

Nibbi Brothers has been selected as the General Contractor for the Franciscan Towers project in San Francisco, CA. We are requesting proposals from subcontractors and suppliers including those certified with the San Francisco Human Right Commission as local business enterprises (LBE's). Subcontractors may request an email notification via NewForma to download associated documents in order to provide bids no later than Tuesday, December 3, 2013 @ 2:00pm. To obtain bid and contract documents please email Kristin Medwick at kristinm@nibbi.com. Franciscan Towers is a six-story mixed-use building located at 201-229 Eddy Street at the corner of Taylor Street in San Francisco. The ground floor contains the Tenderloin Neighborhood Development Corporation (TNDC) main office and the TNDC-operated Tenderloin after School Program (TASP). The residential portion of the building contains 105 units of affordable housing: five one-bedroom units, 75 efficiency studios and 25 large two-room studios. The specific scope of work includes but is not limited to: selective demolition with rebuild/repairs (in kind) to the building due to fire and building wide upgrades. Replacement of elevator and trash chute, replacement of existing fire sprinkler in common corridors and fire alarm system, replacement of lobby. Units (47 total) affected by fire shall be rehabilitated with new finishes and insulation. All units shall receive paints, finishes, doors and hardware, plumbing fixtures, cabinetry, appliances, radiators, electrical, HVAC, and smoke alarm. Further provisions include up to 20 accessible units, new community room, extensive plumbing replacements, HVAC upgrades, window replacement, and exterior paint throughout the building.

FAX OR EMAIL PROPOSALS TO:

NIBBI BROTHERS GENERAL CONTRACTORS

Fax: 415-241-2951 / Email: bids@nibbi.com.

For information regarding this project please contact Igor Bershteyn via email at igorb@nibbi.com



**I-805 North Improvement
Design Build Project
Caltrans Contract No: 11-2T2004**

Current and ongoing procurement opportunities for the I-805 North project are available through the project procurement website: www.usa.skanska.com/I805North

Bid Packages available are: CIDH, Electrical, Soil Nail and Driven Pile.

Bid packages will be posted to the site on a continual basis. Plans, Specs and additional information are also available on the site. If you need assistance, please contact Dave Sharpnack at 951-295-3140. UDBE and Non-UDBE subs are encourage to participate.

Skanska is an Equal Opportunity Employer

Bid Requests from Certified SBE Subcontractors and Suppliers for SHORING only.

HUNTER'S POINT SHIPYARD PHASE I, BLOCK 56-57

This is a SFRA project with construction workforce and prevailing wage requirements.

**Hunter's Point Shipyards
Coleman Street at Innes Court
San Francisco, CA 94124
Bid Date: 11/25/13 @ 2 PM**

Voluntary Pre-bid Meeting on 11/12/13 at 11 AM at Construction Assistance Program Trailer located at 690 Hudson Ave., Trailer "B", San Francisco, CA 94124.

CAHILL CONTRACTORS, INC.

Contact: Julie Park
at estimating@cahill-sf.com, (415) 986-0600.

Advertise
with the Small Business Exchange

Utilize SBE's TARGET DISTRIBUTION to reach the DBEs, SBEs, DVBEs, MBEs, and OBEs that match the trades and goods you need.

www.sbeinc.com

SUB-BID REQUEST ADS



REQUEST FOR LBE & DVBE SUBCONTRACTORS AND SUPPLIERS FOR:

El Cerrito High School Stadium
Bid #3541348-00
West Contra Costa Unified School District
BID DATE: November 5, 2013 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Building Structures, Site Concrete, Landscaping/Irrigation, Fencing, Electrical, Storm/Water/Sewer/Survey and Construction Materials

O.C. Jones & Sons, Inc.

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

Contact: Mike Crowley

An Equal Opportunity Employer

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 LBE/DVBE Participation. Plans & Specs are available for viewing at our office.

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

CA Dept. of Transportation
CT 04-0A5344 Cordelia

Realign I-680 to Connect Directly with the I-80/SR-12 Interchange
BID DATE: November 13, 2013 @ 2:00 PM

O. C. Jones & Sons, Inc. is soliciting quotes for (including but not limited to):

Trucking, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Pavement Delineation, Striping, Portable Changeable Message Signs, Temporary Railing (Type K), Dewatering, Prepare Storm Water Pollution, Temporary Erosion Control, Street Sweeping, Geomembrane Liner, Fencing, Underground Storm, Metal Beam Guard Railing, Cold Plane AC, Demolition & Removals, Clearing & Grubbing, Ground Improvements, Imported Borrow, Geotextile, Underground Water, Erosion Control, Hydroseed, Lime Stabilized Soil, Rapid Strength Concrete Base, Asphaltic Emulsion, Asphalt Dike, Tack Coat, Jointed Plain Concrete Pavement, Seal Pavement Joint, Mechanically Stabilized Embankment, Minor Concrete, Sign Structure, Roadside Sign, Pipe Underdrain, Delineator, Vegetation Control, Chain Link Railing, Concrete Barrier, Electrical Lighting & Signalization and Construction Materials.

Contact: Jean Sicard @ OCJ (510) 526-3424 or (510) 809-3411 • jsicard@ocjones.com

Flatiron West, Inc. is soliciting quotes (including but not limited to):

Bridge Demo, Joint Seal Assembly, Post Tensioning, Rebar, Bridge Concrete Barrier, Furnish & Erect Precast Girders, Ready Mix Concrete, Concrete Pumping, Steel Pipe Pile, PTFE Bearings, Bridge Bearing Pads, Form Liner, Traffic Control, Misc. Metals including Bridge Deck Drainage, Waterline Hangers, Saddles and Brackets

Contact: Blaine Austin @ Flatiron West @ (707)742-6017 • BLAustin@flatironcorp.com

O.C. Jones & Sons, Inc. and Flatiron West, Inc.,
A Joint Venture

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

An Equal Opportunity Employer

100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ/Flatiron West for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ/Flatiron West is willing to breakout any portion of work to encourage DBE Participation. Plans & Specs are available for viewing at both offices or through the Caltrans Website at www.dot.ca.gov/hq/esc/oc/weekly_ads/index.php

REQUEST FOR CERTIFIED LBE SUBCONTRACTOR BIDS FROM:
 LBE SUBCONTRACTORS

THE THREE LBE'S ARE (Small-LBEs, Micro-LBEs, or SBA-LBEs, SUCH LBEs are also either MBEs, WBEs or OBEs) CONTRACTORS FOR THE BELOW TRADES

Fine Line Construction is requesting quotes for the following project. Contact Estimating Department at (415) 512-7677 for further information. FAX quotes to (415) 512-7688

PROJECT: MISSION DOLORES PARK REHABILITATION PROJECT – CONTRACT NO. 3073V
LOCATED AT: DOLORES PARK (BETWEEN CHURCH, DOLORES, 18TH AND 20TH STREETS AND ON THE MUNI METRO J-CHURCH LINE ALONG THE WESTERN EDGE)
BID DATE/TIME: Wednesday, November 13th, @ 2:30 PM

PROJECT DESCRIPTION: Inclusive of but not limited to: Traffic routing; hazardous materials abatement, site and building demolition; grading and drainage; sewer; electrical; concrete and asphalt paving; concrete retaining walls; planting and irrigation; transplanting of palm trees; sodded lawn installation; two new restroom buildings and one new operations/maintenance building below ball courts with related utility connections; tennis/multi-use/basket ball courts with chain link fencing; site furnishings and all other related work in accordance with the plans and specifications and any incorporated addendums.

PREVAILING WAGE EST. \$10,000.00 JOB Duration 420 consecutive calendar days

REQUESTING BIDS FOR WORK CONTAINED IN THE FOLLOWING DIVISIONS:

DIVISION 2- EXISTING CONDITIONS	DIVISION 12- FURNISHINGS
DIVISION 3- CONCRETE	DIVISION 21 – FIRE SUPPRESSION
DIVISION 5- METALS	DIVISION 22- PLUMBING
DIVISION 6- WOOD, PLASTICS, AND COMPOSITES	DIVISION 23- HEATING, VENTILATING AND AIR CONDITIONING
DIVISION 7- THERMAL AND MOISTURE PROTECTION	DIVISION 26- ELECTRICAL
DIVISION 8- OPENINGS	DIVISION 27- COMMUNICATIONS
DIVISION 9- FINISHES	DIVISION 31- EARTHWORK
DIVISION 10- SPECIALTIES	DIVISION 32- EXTERIOR IMPROVEMENTS
DIVISION 11 - EQUIPMENT	DIVISION 33- UTILITIES

PLANS AND SPECIFICATIONS CAN BE OBTAINED AT THE FOLLOWING LOCATIONS:
 Electronic Bid Documents may be downloaded at www.sfdpw.org/biddocs, or purchased on a CD format from 1155 Market Street, 4th Floor, SF, CA 94103, telephone 415-554-6229, for a non-refundable cost of \$15.00 fee paid by cash or check to "Department of Public Works."

Fine Line Construction

42 DORE STREET, SAN FRANCISCO, CA 94103

PHONE: (415) 512-7677 • FAX (415) 512-7688

Contact: Bill Ricci

Fine Line Construction is signatory to the Carpenter's, and Laborer's Collective Bargaining Agreements.

Fine Line Construction is an Equal Opportunity Employer.

Please attach your LBE Certificate with your bid.

Sub Bids Requested From Qualified DBE and UDBE Subcontractors & Suppliers for

County of Sacramento - Franklin Blvd. Streetscape Improvement Project

Project No. 4161 - Location: Sacramento, CA

Bid Date: November 7, 2013 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: trucking; traffic control; electrical; striping; fencing; misc. iron; landscaping; concrete; and masonry.

We will pay up to and including one and one-half percent (1-1/2%) of your bonding cost. Certification assistance is available, as well as viewing plans and specs.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603 • Phone: (510) 632-7676 • Fax: (510) 562-5209

Contact: Dave Koerber

An Equal Opportunity Employer

REQUESTING BIDS FROM DBE/MBE/WBE/LBE/OBE Subcontractors and Suppliers for:

Project: Versailles Interceptor Rehabilitation Project SD-354, Alameda County

Bid Date: 11/06/2013 @ 2:00 pm

(Please respond by noon 11/05/13)

Owner: East Bay Municipal Utility District

Trades requested:

CCTV - MANHOLE - MATERIAL TESTING - BYPASS PUMPING - TRAFFIC CONTROL - EXCAVATING

Insituform Technologies, Inc. will help with obtaining plans, Insurance, materials, equipment, supplies or lines of credit if requested. When submitting bids, please include any certification you may have. Categories of work can be broken down into smaller items of work and scheduling can be accommodated to facilitate maximum participation.

Plans and specs for this Prevailing Wage Project can be downloaded or viewed at no charge from EBMUD by calling 510.287.1754, or go to http://www.ebmud.com/current_constructionbids or contact Insituform Technologies for assistance.

For technical questions or assistance, please contact Kyle Zentz via email at kzentz@insituform.com or Phone Mobile 303.501.6485, Office 303-791-7199 Ext 580113 or fax 303-791-7199.

Insituform Technologies, Inc

9654 Titan Court • Littleton, CO 80125

Phone: 303-791-7199 • 303-791-7199

An Equal Opportunity Affirmative Action Employer



Arntz Builders, Inc.

19 Pamaron Way • Novato, CA 94949 • 415-382-1188 • Fax: 415-883-7529
 Contact: Kathy Rowen or Adrienne Lewis
 bid@arntzbuilders.com

REQUESTS QUOTATIONS FROM ALL CITY AND COUNTY OF SAN FRANCISCO CERTIFIED LBE/MBE/WBE/OBE & ALL QUALIFIED SUBCONTRACTORS & SUPPLIERS FOR ALL TRADES FOR THE FOLLOWING PROJECT:

MISSION DELORES PARK REHABILITATION PROJECT
CONTRACT 3073V
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO, CA
BID DATE: NOVEMBER 13, 2013 AT 2:30 PM
ESTIMATE: \$10,000,000

Bid Items Include: Site Work, Underground, Landscaping, Concrete, Chain Link Fencing, Electrical, HVAC, Fire Sprinklers, Plumbing, Signage, Painting, Flooring, Acoustical, Tile, Drywall, Lath & Plaster, Casework, Glass & Glazing, Metal Roof and Structural Steel.

Bonding, Insurance, Technical Assistance available. Plans available in GC's Plan room. Successful subcontractors will be required to sign Arntz Builders inc standard subcontract agreement which includes the right for Arntz Builders inc to require subcontractors to provide a 100% faithful performance and payment bonds of the subcontract price from a treasury listed surety company acceptable to Arntz Builders. Bond premium to be included in bid as a separate item. Subcontractors will be required to provide a waiver of subrogation endorsement to their workers compensation insurance.

We are signatory to the Carpenter's and Laborer's Collective Bargaining Agreements

An Equal Opportunity Employer

RGW Construction Inc. is seeking all qualified DBE (Disadvantaged Business Enterprises) for the following project:

State Highway in Alameda County in Alameda and Oakland from 0.2 Mile South of 29th Avenue Overcrossing to 0.3 Mile North of 23rd Avenue Overcrossing
Caltrans Contract No. 04-0A7104
DBE Goal: 7%
Engineer Estimate: \$52,800,000 - 1,170 Working Days
Bids: November 19, 2013 @ 2:00 PM

Requesting Sub-quotes for (including but not limited to): Fabric and Oils, Electrical Material, Construction Area Signs, Traffic Control, Raise Iron-Utilities, Cold Plane, Clear and Grub, Roadway Excavation, Structure Excavation/backfill, Landscaping, Hydroseeding, Erosion Control, Irrigation, Aggregate Base, AC Dike, CIDH Piles, Prestressing Concrete Cast-in-Place, Structural Concrete, Concrete Block & Masonry Retaining Wall, Soundwall-Masonry Precast, Joint Seal, Reinforcing Steel, Air Blown Mortar – Shotcrete, Sign Structure, Signs Roadside, Clean and Paint Steel, Rock Slope Protection, Concrete Curb & Sidewalk-Misc., Fencing, Object Marker, MBGR, Metal Railing, Concrete Barrier, Thermoplastic & Painted Traffic Stripe & Marking, Pavement Marking, Signal and Lighting, SWPPP, Water Truck, Sweeper, Hazardous Substance Removal, Trucker, Painting Structures, Commercial Electrical and Storm Drain (Underground).

Scope of Work: Widen roads, reconstruct ramps with HMA, replace two (2) concrete overcrossings. RGW is willing to breakout any portion of work to encourage DBE participation. Contact us for a specific item list.

Plans and Specs are available to view and copy at our office or the Caltrans website www.dot.ca.gov/hq/esc/oe/. Contact Karim Massoud 925-606-2400 karim.massoud@rgwconstruction.com for questions, including bonding, lines of credit, or insurance or equipment or material suppliers. Subcontractors should be prepared to submit payment and performance bonds equal to 100% of their quotation. For bonding and other assistance, please call.

RGW Construction, Inc.

Contractors License A/B 591940
 550 Greenville Road • Livermore, CA 94550 • Phone: 925-606-2400 • Fax: 925-961-1925
An Equal Opportunity Employer

EVENT

PanAfrican Entrepreneurs Conference

Meet us in Punta Cana

And network with our incredible speakers

- Hear first-hand accounts from global entrepreneurs
- Learn of possible opportunities
- Network in an informal setting

PAEC will take place **Thursday Nov 28 - Dec 1, 2013**. (Some people are arriving November 29 and departing Dec 2, so we've added more presentations to accommodate various arrivals and departures.)

The resort is all-inclusive--you pay one price which includes all of your food and all of your premium drinks, greens fees, spa access, nightly shows and tips. The best suite rates of \$270 per night for one person in one suite or \$380 for 2 people in one suite can be found here.

Visit link for more detail: <http://www.paradisus.com/spa-overview.php>

Check Airtran.com for great flights to Punta Cana

To schedule your spa services contact: Marlene JÍMENEZ, YHI Spa Sales Agent
ventas.spa@paradisuspalmareal.com

Current weather in Punta Cana: Partly Sunny 82

For more information please contact: manna@keymannamanagement.com



Fred Jordan, President, FE Jordan & Associates, doing business in US, Vietnam & Africa



Yahaira Sosa Machado, Viceministra de Comercio Exterior, Dominican Republic



John Calhoun, IMS, Engineers, Planners, Project Managers



Sukena Toure, International Women's Association, Dakar, Senegal



J. Alexander Martin, Co-Founder, FUBU



Arnold Baker, President, Baker Ready Mix



Dr. Juan Camilo Cabezas, Project Manager, FONADE, Colombia



Harry C. Alford, President/CEO, National Black Chamber of Commerce

CALIFORNIA GOLD

**NOTE: FOR BIDS NATIONWIDE PLEASE VISIT OUR WEBSITE
DIRECT LINK: http://www.sbeinc.com/database/bid_database/**

These are samples of bid opportunities from federal, state and local jurisdictions in 4 categories: Construction, Architecture/Engineering, Business Services and Commodities. All are available in electronic format. [See Subscription Form on page 16]

NORTHERN CALIFORNIA CONSTRUCTION BIDS

BUTTE COUNTY

REQUEST FOR QUALIFICATIONS - NORTH CAMPU

1st reported in SBE: 10/24/13
Location: Chico, CA
Date: 11/13/13 4:00PM
Ref#: RFQ2013-07MM
 Description available through electronic services.
License Reqd: B
Estimate: \$1,400,000 - \$1,400,000
Owner: CA CSU CHICO, MICHAEL MCNAIRN, (530)898-5134
E:MAIL: MIMCNAIRN@CSUCHICO.EDU

Description available through electronic services.
Duration: 420 Calendar Days License Reqd: B
Estimate: \$10,000,000
Owner: San Francisco C&Co, (415)554-6229,
 Fax (415)554-6232
 contractadmin.staff@sfdpw.org

GROUND TRANSPORTATION & TAXI

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 11/14/13 2:00PM
Ref#: 9111A
Prebid Conf: 10/17/13 3:00PM
 Description available through electronic services.
Duration: 420 Calendar Days
Estimate: \$6,500,000
Owner: San Francisco C&Co, Omar Dapiaoen, (650)821-7725
 omar.dapiaoen@flysfo.com

JAIL #3 REPLACEMENT PHASE 2 DEPUTY

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/02/20 2:30PM
Ref#: FCA13044 7318A(R)
Prebid Conf: 9/11/20 9:00AM
 Description available through electronic services.
Duration: 365 calendar days License Reqd: B
Estimate: \$2,000,000
Owner: San Francisco C&Co, (415)554-6229,
 Fax (415)554-6232

SACRAMENTO COUNTY

AMERICAN RIVER COURTYARD DOMESTIC HOT WA

1st reported in SBE: 10/24/13
Location: Sacramento, CA
Date: 11/26/13
Ref#: PW130007
Prebid Conf: 11/05/13 2:00PM
 Description available through electronic services.
License Reqd: C-10
Estimate: \$40,000 - \$40,000
Owner: CA CSU SACRAMENTO, SUZANNE SWARTZ,
 (916)278-5797
E:MAIL: SWARTZSD@CSUS.EDU

MUNI METRO SYSTEM BLUELIGHT EMERGENCY

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/09/20 3:00PM
Ref#: 1268
 Description available through electronic services.
License Reqd: A/C-10
Owner: San Francisco C&Co, Shahnham Farhangi,
 (415)701-4284, Fax (415)701-4300

SAN FRANCISCO COUNTY

HUNTERS POINT SHIPYARD BLOCKS 56/57

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 11/12/13 2:00PM
Prebid Conf: 10/30/13 2:00PM
 Description available through electronic services.
Owner: San Francisco C&Co, Julie Park, (415)986-0600
Goals: 50% SBE
 estimating@cahill-sf.com

MCCOPPIN HUB PLAZA

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/02/20 3:00PM
Ref#: FCE13052 1886J
Prebid Conf: 9/11/20 1:00PM
 Description available through electronic services.
Duration: 180 calendar days License Reqd: A
Estimate: \$550,000
Owner: San Francisco C&Co, (415)554-6229,
 Fax (415)554-6232

BAYVIEW OPERA HOUSE PLAZA

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 11/12/13 3:00PM
Ref#: 1269
Prebid Conf: 10/24/13 9:00AM
 Description available through electronic services.
License Reqd: A
Owner: San Francisco C&Co, Shahnham Farhangi,
 (415)701-4284, Fax (415)701-4300
 shahnham.farhangi@sfmta.com

J24 GENERAL ENGINEERING SERVICES

1st reported in SBE: 9/19/13
Location: San Francisco, CA
Date: 10/02/20 2:30PM
Ref#: JCC14026
Prebid Conf: 9/16/20 1:30PM
 Description available through electronic services.
License Reqd: A
Owner: San Francisco C&Co, Jason Chin, (415)554-6229,
 Fax (415)554-6232
Goals: 15% LBE
 staff@sfdpw.org

MISSION DOLORES PARK REHABILITATION

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 11/13/13 2:30PM
Ref#: FCP14012 3073V
Prebid Conf: 10/29/13 1:30PM

MINNIE & LOVIE WARD ATHLETIC FIELD

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/09/20 2:30PM
Ref#: FCP14018 3225V

Prebid Conf: 9/16/20 10:00AM

Description available through electronic services.
Duration: 160 calendar days License Reqd: D-12
Estimate: \$1,200,000
Owner: San Francisco C&Co, (415)554-6229,
 Fax (415)554-6232
 staff@sfdpw.org

SEWALK INSPECTION & REPAIR PROGRAM

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/09/20 2:30PM
Ref#: OCM14024 2035D-8
Prebid Conf: 9/24/20 2:00PM
 Description available through electronic services.
Duration: 365 calendar days License Reqd: A/C-8
Estimate: \$1,800,000
Owner: San Francisco C&Co, Jason Chin, (415)554-6229,
 Fax (415)554-6232
 staff@sfdpw.org

MUNI METRO SYSTEM BLUELIGHT EMERGENCY

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/09/20 3:00PM
Ref#: 1268
 Description available through electronic services.
License Reqd: A/C-10
Owner: San Francisco C&Co, Shahnham Farhangi,
 (415)701-4284, Fax (415)701-4300

22ND AVE. LEAD REMEDIATION

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/10/20 4:00PM
Prebid Conf: 10/01/20 10:00AM
 Description available through electronic services.
Owner: UC San Francisco, Michael Palmer
 michael.palmer@sfgov.org

FIRESTOP WORK DUCT CLEANING

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/15/20 2:00PM
Ref#: JC0007
Prebid Conf: 10/01/20 10:00AM
 Description available through electronic services.
License Reqd: B/D64
Estimate: \$25,000 - \$500,000
Owner: UC San Francisco, BenLa, (415)502-4523,
 Fax (415)476-8278

PAVEMENT RENOVATION

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/16/20 2:30PM
Ref#: FCE14016 2066J
Prebid Conf: 9/30/20 1:30PM
 Description available through electronic services.
Duration: 475 calendar days License Reqd: A
Estimate: \$7,500,000
Owner: San Francisco C&Co, Ramon Kon, (415)554-8280,

Fax (415)554-6232
 staff@sfdpw.org

PAVEMENT RENOVATION

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/16/20 2:30PM
Ref#: 2066J
Prebid Conf: 9/30/13 1:30PM
 Description available through electronic services.
Duration: 475 Calendar Days License Reqd: A
Estimate: \$7,500,000
Owner: San Francisco C&Co, San Francisco, CA, 94103,
 Jennifer Elmore, (415)217-6578
Goals: 25% LBE

HAZARDOUS MATERIALS ABATEMENT

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/21/20
Ref#: RFQ#HMC2012
 Description available through electronic services.
Duration: 3 years
Owner: San Francisco C&Co, Stanley DeSouza,
 (415)554-8369
 desouza@sfdpw.org

HUNTER'S VIEW PHASE II - INFRASTRUCTURE

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/24/20 2:00PM
Prebid Conf: 10/10/20 10:00AM
 Description available through electronic services.
Owner: San Francisco C&Co, Kristin Medwick,
 (415)863-1820
Goals: 50% SBE
 kristinm@nibi.com

DESIGN BUILD MECHANICAL

1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 10/30/20 2:00PM
Ref#: 9048.A-TBP 4
 Description available through electronic services.
Duration: 21 months
Estimate: \$40,000,000 - \$45,000,000
Owner: San Francisco C&Co, Jason Conrad, (650)821-9386
 jonrad@henselhelps.com

VARIOUS, CA

DESIGN-BUILD CONTRACT FOR CONSTRUCTION P

1st reported in SBE: 10/24/13
Location: Various, CA
Date: 12/06/13
Ref#: HSR13-57
Prebid Conf: 10/28/13 1:00PM
Estimate: \$15,000,000 - \$15,000,000
Owner: CA HIGH SPEED RAIL AUTHORITY,
 REBECCA HARNAGEL, (961)324-1541
E:MAIL: CP23@HSR.CA.GOV

SOUTHERN CALIFORNIA CONSTRUCTION BIDS

LOS ANGELES COUNTY

CORRECT SECURITY DEFICIENCIES IN VARIOUS

1st reported in SBE: 10/24/13
Location: Los Angeles, CA
Date: 12/09/13
Ref#: VA26214B0038
 Description available through electronic services.
Owner: Department of Veterans Af, Suite 600,
 Los Angeles, CA, 90815, Maria Cruz-Thompson
 SIC: 236220

SOURCES SOUGHT-FY 14 F-35 SQUADRON OPERA

1st reported in SBE: 9/12/13
Location: Los Angeles, CA
Date: 4/21/14

Bid Date Extended from: 3/14/13

Ref#: W912PL-13-S-0006
 Description available through electronic services.
Owner: Department of the Army, P.O. Box 532711,
 Los Angeles, CA, 90053-2325, Sandy Oquita
 SIC: 236220

CO-GENERATION PLANT UST

1st reported in SBE: 10/24/13
Location: Los Angeles, CA
Date: 10/03/20
Ref#: 3119522
 Description available through electronic services.
License Reqd: A
Owner: UC Los Angeles, (310)825-7015

SAN LUIS OBISPO COUNTY

STUDENT HOUSING SOUTH DESIGN-BUILD TEAM

1st reported in SBE: 10/24/13
Location: San Luis Obispo, CA
Date: 11/12/13
Ref#: RFQ MAJ 13-MJ0058.B
Prebid Conf: 10/23/13 10:00AM
 Description available through electronic services.
License Reqd: B
Owner: CA CSU SAN LUIS OBISPO,
 KRISTEEN ETO DE GONZALEZ, (805)756-7240
E:MAIL: KETO@CALPOLY.EDU

VARIOUS, CA

DESIGN-BUILD CONTRACT FOR CONSTRUCTION P

1st reported in SBE: 10/24/13
Location: Various, CA
Date: 12/06/13
Ref#: HSR13-57
Prebid Conf: 10/28/13 1:00PM
 Description available through electronic services.
Estimate: \$15,000,000 - \$15,000,000
Owner: CA HIGH SPEED RAIL AUTHORITY,
 REBECCA HARNAGEL, (961)324-1541
E:MAIL: CP23@HSR.CA.GOV

CALIFORNIA GOLD

**NOTE: FOR BIDS NATIONWIDE PLEASE VISIT OUR WEBSITE
DIRECT LINK: http://www.sbeinc.com/database/bid_database/**

These are samples of bid opportunities from federal, state and local jurisdictions in 4 categories: Construction, Architecture/Engineering, Business Services and Commodities. All are available in electronic format. [See Subscription Form on page 16]

BUSINESS SERVICES BIDS

SACRAMENTO COUNTY

SOURCES SOUGHT-LABORATORY TESTING SERVICE
1st reported in SBE: 10/24/13
Location: McClellan, CA
No Bid Date Specified
Ref#: VA26114Q0025
Description available through electronic services.
Owner: Department of Veterans Af,
5342 Dudley Blvd. Bldg 98, McClellan, CA, 95652-1012,
Phyllis Charles
SIC: 621511

SAN FRANCISCO COUNTY

ELECTRONIC BILL PRESENTMENT
1st reported in SBE: 10/24/13
Location: San Francisco, CA
Date: 11/13/13 11:00AM
Ref#: CS-310-1
Prebid Conf: 10/02/13 9:00AM
Description available through electronic services.
Duration: 2 years
Owner: San Francisco C&Co, Eddie Phillips,
(415)597-4620

ALPINE COUNTY

POND WATER TREATMENT OPERATION & MAINTEN
1st reported in SBE: 9/19/13
Location: Markleeville, CA
Date: 1/16/14
Ref#: 109376
Description available through electronic services.
Owner: CA GENERAL SERVICES, DEPA, LYNETTE MCINTYRE,
(916)375-4064
E:MAIL: LYNETTE.MCINTYRE@DGS.CA.GOV

KERN COUNTY

JANITORIAL SERVICES FOR THE DELANO DMV
1st reported in SBE: 10/24/13
Location: Delano, CA
Date: 11/13/13
Ref#: 13-253
Prebid Conf: 10/22/13 8:30AM
Description available through electronic services.
Estimate: \$15,038 - \$15,038
Owner: CA MOTOR VEHICLES, DEPART, MELANIE PILLIARD,
(916)657-6975
E:MAIL: MPILLIARD@DMV.CA.GOV

LAKE COUNTY

JANITORIAL FOR LAKEPORT DMV
1st reported in SBE: 10/24/13
Location: Lakeport, CA
Date: 11/19/13
Ref#: 13-248
Prebid Conf: 10/29/13 10:00AM
Description available through electronic services.
Estimate: \$31,200 - \$31,200
Owner: CA MOTOR VEHICLES, DEPART, MELANIE PILLIARD,
(916)657-6975
E:MAIL: MPILLIARD@DMV.CA.GOV

SAN DIEGO COUNTY

SOURCES SOUGHT-RADOME REPAIRS AND PRE-SER
1st reported in SBE: 9/12/13 ###
Location: San Diego, CA
Date: 5/09/14
Bid Date Extended from: 2/19/13
Ref#: N40443-13-T-0000
Description available through electronic services.
Owner: Department of the Navy, San Diego, CA,
Amador Rey Estrada, (619)524-9806
SIC: 811213

SANTA BARBARA COUNTY

ORGANIZATIONAL NEEDS ASSESSMENT SERVICES
1st reported in SBE: 10/24/13
Location: Vandenberg AFB, CA
Date: 11/15/13 3:00PM
Ref#: CS-03-13
Description available through electronic services.
Owner: CA 32ND DISTRICT AGRICULT, REBECCA KLUCK,
(714)708-1557
E:MAIL: RKLUCK@OCFAIR.COM

VARIOUS, CA

QUARTER 2 - OIL AND GAS WELL ABANDONMENT
1st reported in SBE: 10/24/13
Location: Various, CA
Date: 1/03/14
Ref#: 1310-004
Description available through electronic services.
License Req'd: A
Owner: CA CONSERVATION, DEPARTME, CHRISTINA DIXON,
(916)445-9686
E:MAIL: CHRISTINA.DIXON@CONSERVATION.CA.GOV

STATEWIDE, CA

IN-PERSON FOREIGN LANGUAGE INTERPRETER S
1st reported in SBE: 10/24/13
Location: Statewide, CA
Date: 11/13/13 3:00PM
Ref#: 6000001303
Description available through electronic services.
Owner: CA CORRECTIONS AND REHABI, SHELLEY DATO,
(916)255-5716
E:MAIL: SHELLEY.DATO@CDCR.CA.GOV
RFQP 12-001.3 CONTINUOUS APPLICATION PRO
1st reported in SBE: 9/19/13
Location: Statewide, CA

Date: 10/28/15
Ref#: RFQP 12-001.3
Description available through electronic services.
Owner: CA CALIFORNIA TECHNOLOGY, TIFFANY ANGULO,
(916)454-7299
E:MAIL: TIFFANY.ANGULO@STATE.CA.GOV

CALIFORNIA, UNDETERMINED

COGNITIVE GANG/VIOLENCE REDUCTION PROGRA
1st reported in SBE: 10/24/13
Location: Undetermined, CA
Date: 11/14/13
Ref#: 6000001283
Description available through electronic services.
Estimate: \$3,600,000 - \$3,600,000
Owner: CA CORRECTIONS AND REHABI, JULIE THOMPSON,
(916)255-5672
E:MAIL: JULIE.THOMPSON@CDCR.CA.GOV

DIGITAL PRINTING, PACKAGING AND MAILING
1st reported in SBE: 10/24/13 ###
Location: Undetermined, CA
Date: 11/15/13
Ref#: IFB NO. OIS-13-1
Description available through electronic services.
Owner: CA CONSUMER AFFAIRS, DEPA, DENNIS SELLERS,
(916)574-7290
E:MAIL: DENNIS_SELLERS@DCA.CA.GOV

HEALTH CARE PROVIDER NETWORK AND THIRD P
1st reported in SBE: 10/24/13
Location: Undetermined, CA
Date: 12/31/13
Ref#: 12265
Prebid Conf: 11/01/13 8:00AM
Description available through electronic services.
Owner: CA CORRECTIONAL HEALTH CA,
GARY L JOHNSON, (916)691-4422
E:MAIL: GARY.JOHNSON2@CDCR.CA.GOV

EVENTS

NOVEMBER 7, 2013

HUBZONE /8(A) WORKSHOP
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/07/13 9:00AM
Description last reported in SBE: 10/24/13
Duration: 09:00AM-11:00AM
Los Angeles SBA, 330N Brand Blvd # 1200, Glendale, CA,
Beatriz Devis, (818)552-3223
beatriz.devis@sba.gov

NOVEMBER 11, 2013

SPANISH ETP
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/11/13 6:00PM
Description last reported in SBE: 10/24/13
Duration: 06:00PM-08:30PM
PACE-BDC, 1055 Wilshire Blvd, Los Angeles, CA, 90010,
Nancy Vazquez, (213)989-3158 nvzquez@pacela.org

NOVEMBER 12, 2013

ENTREPRENEURS TRAINING PROGRAM
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/12/13 9:07AM
Description last reported in SBE: 10/24/13
Duration: 09:07AM-12:10PM
PACE-WBC, 1055 Wilshire Blvd#900B, Los Angeles, CA,
90010, Swann Do, (213)989-3275
sdo@pacela.org

NOVEMBER 18, 2013

SPANISH ETP
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/18/13 6:00PM
Description last reported in SBE: 10/24/13
Duration: 06:00PM-08:30PM
PACE-BDC, 1055 Wilshire Blvd, Los Angeles, CA, 90010,
Nancy Vazquez, (213)989-3158
nvzquez@pacela.org

NOVEMBER 19, 2013

ENTREPRENEURS TRAINING PROGRAM
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/19/13 9:07AM
Description last reported in SBE: 10/24/13
Duration: 09:07AM-12:10PM
PACE-WBC, 1055 Wilshire Blvd#900B, Los Angeles, CA,
90010, Swann Do, (213)989-3275
sdo@pacela.org

NOVEMBER 20, 2013

SOCIAL MEDIA MARKETING BASICS
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/20/13 9:00AM
Description last reported in SBE: 10/24/13
Duration: 09:00AM-12:00PM

Los Angeles SBA, 330N Brand Blvd # 1200, Glendale, CA,
Elsa Orozco, (213)674-2696

NOVEMBER 25, 2013

SPANISH ETP
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/25/13 6:00PM
Description last reported in SBE: 10/24/13
Duration: 06:00PM-08:30PM
PACE-BDC, 1055 Wilshire Blvd, Los Angeles, CA, 90010,
Nancy Vazquez, (213)989-3158
nvzquez@pacela.org

NOVEMBER 26, 2013

ENTREPRENEURS TRAINING PROGRAM
1st reported in SBE: 10/24/13
Location: Los Angeles, CA **Bid Date:** 11/26/13 9:07AM
Description last reported in SBE: 10/24/13
Duration: 09:07AM-12:10PM
PACE-WBC, 1055 Wilshire Blvd#900B, Los Angeles, CA,
90010, Swann Do, (213)989-3275
sdo@pacela.org

DECEMBER 3, 2013

ENTREPRENEURS TRAINING PROGRAM
1st reported in SBE: 10/24/13

Location: Los Angeles, CA
Bid Date: 12/03/13 9:07AM
Description last reported in SBE: 10/24/13
Duration: 09:07AM-12:10PM
PACE-WBC, 1055 Wilshire Blvd#900B,
Los Angeles, CA, 90010,
Swann Do, (213)989-3275
sdo@pacela.org

DECEMBER 4, 2013

SPANISH ETP
1st reported in SBE: 10/24/13
Location: Los Angeles, CA
Bid Date: 12/04/13 6:00PM
Description last reported in SBE: 10/24/13
Duration: 06:00PM-08:30PM
PACE-BDC, 1055 Wilshire Blvd, Los Angeles, CA, 90010,
Nancy Vazquez, (213)989-3158
nvzquez@pacela.org

DECEMBER 10, 2013

ENTREPRENEURS TRAINING PROGRAM
1st reported in SBE: 10/24/13
Location: Los Angeles, CA
Bid Date: 12/10/13 9:07AM
Description last reported in SBE: 10/24/13
Duration: 09:07AM-12:10PM
PACE-WBC, 1055 Wilshire Blvd#900B,
Los Angeles, CA, 90010,
Swann Do, (213)989-3275, sdo@pacela.org

Small Business Central Valley News

High-Speed Rail Around The World Get Used To It America



By Michael Melaniphy
President and CEO, American Public
Transportation Association

High-speed rail provides the answer to many of the challenges we face today in America. It creates jobs, expands mobility, reduces congestion and decreases our depen-

dence on foreign oil. Today, traffic congestion costs \$140 billion in lost time and productivity. On the other hand, every \$1 we invest in high-speed rail creates \$4 in economic benefits, in addition to providing transportation relief to a tight area. The funding bill signed by Gov. Brown is expected to create 600,000 full-time construction jobs over the course of building the project and 450,000 permanent new jobs from economic growth over the next 25 years.

By creating a high-speed rail option, we will keep billions of dollars in the US economy through decreased oil consumption and provide an energy efficient solution for generations to come. Implementation of high-speed rail will make the entire transportation system – air, road and rail – work better as an interconnected system. This program will connect major cities that currently do not have significant air service.

[Editorial Note: The Small Business Exchange (SBE) agrees wholeheartedly with Michael and will report on opportunities presented by the California project in a monthly edition, SBE Central Valley News. Topics will include Careers & Jobs, Supplier Diversity, Procurement and Events.]

SBE sees the California High-Speed Rail project as an economic stimulus for the State and a critical source of opportunities for small businesses. The plan estimates the final cost at \$68 billion for Phase 1 which connects San Francisco with Los Angeles via the Central Valley and Palmdale. The 30% small business goal represents a potential \$20.4 billion in small business opportunities.

“This is a momentous action in favor of these small businesses, a move that will level the contracting field, bring thousands of jobs and open up opportunities for a wider range of small businesses.”

Senator Curren Price (D-Los Angeles)

The opportunities will be generated not only in the construction trades, but for suppliers, restaurants and other businesses along the route(s). The CHSRA published the following facts about its Small Business Program.

High-Speed Rail Facts:

- Small businesses can compete for high-speed rail projects from engineering to maintenance to land-scaping to concessions.
- In the construction sector, small business are about 98% of all private firms.
- Small and medium-sized firms generated more than two-fifths (44%) of California’s total exports of merchandise in 2007. This was the seventh highest percentage among the states, and was well above the 30% national export share.

Job Creation:

- Work on the first part of the Initial Operating Section (IOS) of high-speed rail, which will start in the Central Valley in 2013, will generate approximately 20,000 jobs annually over the next five years.
- Once the system is completed, there will be 4,500 permanent operations jobs needed in the area to operate and maintain the system.
- Building the Phase 1 System – the full Bay Area to Los Angeles line – will generate 66,000 jobs annually for 15 years.

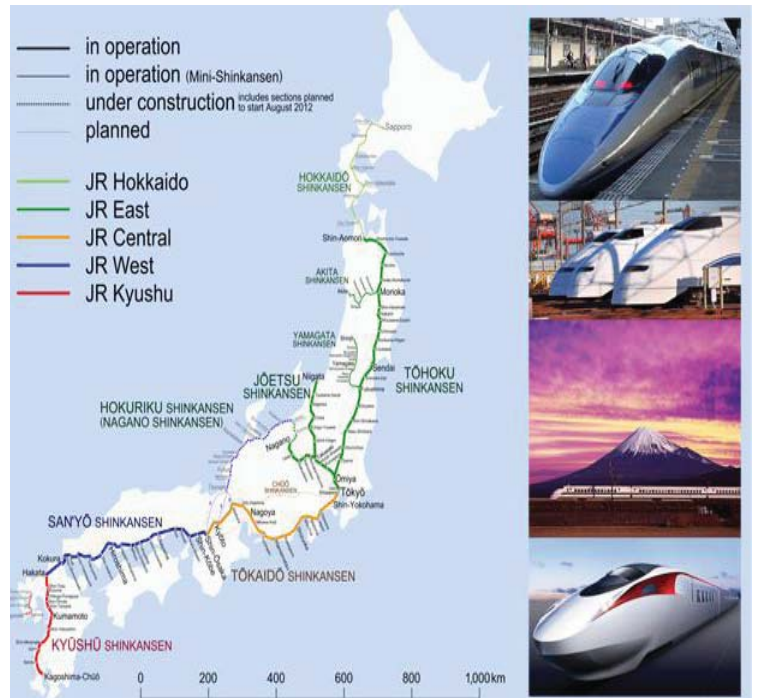
SBE will alert small businesses to these opportunities in SBE’s HSR column.

HIGH-SPEED RAIL – JAPAN



Shinkansen (Bullet trains)

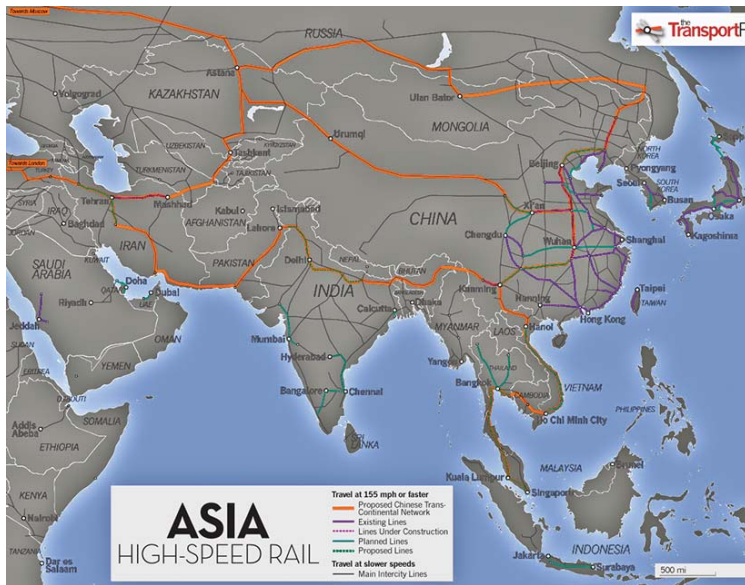
Japan was the first country to build high speed rail starting in 1964, and has continued to expand and perfect their system ever since. During the past 50 years, their high speed system has carried more than 9 billion passengers efficiently and safely without a single fatality.



High-Speed Rail Around The World

HIGH-SPEED RAIL – CHINA

HIGH-SPEED RAIL – EUROPE



Chinese to Build High Speed Rail from China thru Thailand, Malaysia to Singapore

By CCTV correspondent Tony Cheng

The basic agreements to build a high speed rail network linking China and Thailand have been in place for some time. But, construction has not yet started after disagreements over the exact route of the railway. As CCTV's Tony Cheng reports from Bangkok, there appears to be renewed momentum now in getting the megaproject underway.

Catching the slow train to nowhere.

Thailand's rail system has fallen into disrepair over recent years. A lack of investment in infrastructure and rolling stock, and the popularity of road and air travel. But that could all be about to change.

Chinese Premier Li Ke Qiang arrives to open an exhibition about the high speed rail network which could connect China to Thailand, and on to Singapore. The project appeared to have lost momentum but the Chinese government is keen to push ahead. And at the highest

levels of the Thai government consensus that it is time to get moving.

The whole project will take much longer. But the ambition is to integrate mainland ASEAN and China via a high speed network... bringing passengers and freight from North to South Asia in less than 12 hours.

The project could yet be derailed. Proposals put before the Thai parliament earlier this year for investment in the rail network met serious criticism. Many feel the benefits for Thailand don't merit the investment required. That may be where China steps in. With Chinese technology, but most importantly, financial backing, the high speed rail dream could move from fantasy to fact.

The public backing of the Chinese government at the highest level, could give the project the momentum it needs. And keep it on track until Beijing is just a train ride away.

Source: americankabuki.blogspot.com

China Plans 40,000 Km High-Speed Rail Network By 2015

by RTT Staff Writer

China plans to have a high-speed rail network covering almost all its cities with a population of more than half-a-million by 2015.

The State Council, or China's Cabinet, late on Tuesday issued a plan for building a comprehensive transportation network during the 2011-2015 period envisaging a high-speed rail network with a total operating length of more than 40,000 kilometers. Analysts expect a boom in China's railway equipment manufacturing industry in the coming years.

China will initially establish a comprehensive transportation network with a total length of 4.9 million kilometers, mainly including railways, roads and inland waterways, state media reported on Wednesday.

China's expansion of high speed rail network was marred by a series of recent accidents in which at least 50 people were killed and dozens injured. Several railway officials had been punished for the accidents.

Source: 2013 RTTNews.

High-speed rail is emerging in Europe as an increasingly popular and efficient means of transport. The first high-speed rail lines in Europe, built in the 1980s and 1990s, improved travel times on intra-national corridors. Since then, several countries have built extensive high-speed networks, and there are now several cross-border high-speed rail links. Railway operators frequently run international services, and tracks are continuously being built and upgraded to international standards on the emerging European high-speed rail network. In 2007, a consortium of European railway operators, Railteam, emerged to coordinate and boost cross-border high-speed rail travel. Developing a Trans-European high-speed rail network is a stated goal of the European Union, and most cross-border railway lines receive EU funding. As of 2012, several countries in western Europe—France, Spain, Italy, Germany, Austria, Sweden, Belgium, the Netherlands and the United Kingdom—are connected to a cross-border high-speed railway network. This is expected to change in the coming years as Europe invests heavily in tunnels, bridges and other infrastructure and development projects across the continent, many of which are under construction now.

Early national high-speed rail networks

The first high-speed rail lines were built in the 1980s and 1990s as national infrastructure projects. Countries sought to increase passenger capacity and decrease travel times on inter-city routes within their borders. In the beginning, lines were built through national funding programs and services were operated by national operators.

France

Europe was introduced to high speed rail when the LGV Sud-Est from Paris to Lyon opened in 1981 and TGV started passenger service. Since then, France has continued to build an extensive network, with lines extending in every direction from Paris. France has the second largest high-speed network in

Europe, with 2,037 km (as of December 2011) of operative HSR lines, only behind Spain's 2,665 km.

The TGV network gradually spread out to other cities, and into other countries such as Switzerland, Belgium, the Netherlands, Germany, and the UK. Due to the early adoption of high-speed rail and the important location of France (between the Iberian Peninsula, the British Isles and Central Europe), most other dedicated high-speed rail lines in Europe have been built to the same speed, voltage and signalling standards. The most obvious exception is the high-speed lines in Germany, which are built to existing German train line standards. Also, many high-speed services, including TGV and ICE utilize existing rail lines in addition to those designed for high speed rail. For that reason, and due to differing national standards, trains that cross national boundaries need to have special characteristics, such as the ability to handle different power supplies and signalling systems. This means that not all TGVs are the same, and there are loading gauge and signalling considerations.

Germany

Construction on first German high-speed lines began shortly after that of the French LGVs. Legal battles caused significant delays, so that the InterCityExpress (ICE) trains were deployed ten years after the TGV network was established. The ICE network is more tightly integrated with pre-existing lines and trains as a result of the different settlement structure in Germany, with a population more numerous by a third than that of France, on a territory smaller by a third, resulting in more than twice the population density of France. ICE trains reached destinations in Austria and Switzerland soon after they entered service, taking advantage of the same voltage used in these countries. Starting in 2000, multisystem third-generation ICE trains entered the Netherlands and Belgium. The third genera-

Continued on page 10

High Speed Railroad Map of Europe 2013



High-Speed Rail Around The World

HIGH-SPEED RAIL - EUROPE

Continued from page 9

tion of the ICE reached a speed of 363 km/h (226 mph) during trial runs, and is certified for 330 km/h (205 mph) in regular service.

In the southwest, a new line between Offenburg and Basel is planned to allow speeds of 250 km/h (155 mph), and a new line between Frankfurt and Mannheim for speeds of 300 km/h (186 mph) is in advanced planning stages. In the east, a 230 km (140 mi) long line between Nuremberg and Leipzig is under construction for speeds of up to 300 km/h (186 mph). Together with the fast lines from Berlin to Leipzig and from Nuremberg to Munich, which were built recently, it will allow travel times of just about 4 hours from Berlin in the north to Munich in the south, compared to nearly 8 hours for the same distance just a few years ago.

Italy

The earliest high-speed train deployed in Europe was the Italian "Direttissima", the Florence-Rome high-speed railway (254 km/158 mi) in 1978, which used FS Class E444 3 kV DC locomotives. Italy pioneered the use of the Pendolino tilting train technology. Italian government constructor Treno Alta Velocità has been adding to the high speed network in Italy, with some lines already opened. The Italian operator NTV is the first open access high speed rail operator in Europe, since 2011, using AGV ETR 575 multiple units.

In March 2011, a contract for the second phase of construction on the Milan - Verona high speed line was signed. This section will be 39 km long. Construction should be complete by 2015.[3]

Currently, the Italian high speed railway network consists of 1342 km of lines, which allow speeds of up to 300 km/h. The safety system adopted for the network is the ERMTS/ETCS II, the state-of-the-art in railway signalling and safety. [7] The power supply follows the European standard of 25kV AC 50 Hz mono-phase current. The Direttissima segment is still supplied with 3kV DC current, but it is planned that this will be conformed to the rest of the network.[8]

With the imminent entering into service of the ETR1000 trainsets, which have a top speed of more than 400 km/h and a commercial speed of 360 km/h, the rail network will be upgraded[9] to safely allow trains to run at such speeds. The commercial run of the first ETR1000 is planned for 2014.[10]

Spain

The Alta Velocidad Española (AVE) high-speed rail system in Spain has been in service since 1992, when the Madrid-Sevilla (Seville) route started running. Six other lines have been opened since, including the 621-kilometre long Madrid-Barcelona line. The recently completed (June 2013) Madrid-Alicante line brings the total length of the network to 3,100 kilometres,[11] making it the longest in Europe, and the second longest in the world after mainland China.[12] Should the aims of the ambitious AVE construction programme be met, by 2020 Spain will have connected almost all provincial capitals to Madrid in less than 3 hours and Barcelona within 6 hours with high-speed trains.[13] The Spanish and Portuguese high-speed lines are being built to European standard or UIC track gauge of 1,435 mm (4 ft 8 1/2 in) and electrified with 25 kV at 50 Hz from overhead wire. The first HSL from Madrid to Seville is equipped with LZB train control system, later

lines with ETCS.

Elsewhere in Europe, the success of high-speed services has been due in part to interoperability with existing normal rail lines. Interoperability between the new AVE lines and the older Iberian gauge network presents additional challenges. Both Talgo and CAF supply trains with variable gauge wheels operated by automatic gauge-changer equipment which the trains pass through (without stopping). Some lines are being constructed as dual gauge to allow trains with Iberian and UIC gauge to run on the same tracks. Other lines are have been re-equipped with sleepers for both Iberian and UIC gauge, such that the track can be converted from Iberian to UIC gauge at a later time without changing the sleepers.

The first AVE line to link up with the French standard gauge network is the LGV Perpignan-Figueras, which opened on 19 December 2010, and includes a new 8.3-kilometre (5.2 mi) tunnel under the Pyrenees. The high-speed line Barcelona-Figueras was opened on the 8th of January 2013. [14][15] Direct Paris-Barcelona-Madrid high-speed trains between France and Spain are expected to commence in 2013. Other links, including one at Irun/Hendaye are also planned.

Several new high-speed lines are currently under construction with a design speed of 300-350 km/h, and several old lines are being upgraded to allow passenger trains to operate at 250 km/h.

Full article on Wikipedia:

http://en.wikipedia.org/wiki/High-speed_rail_in_Europe

Basic Facts About High-Speed/Intercity Passenger Rail

FEDERAL INVESTMENT

Primary Federal Funding Sources:

- \$8 billion from the American Recovery and Reinvestment Act
- Under the Passenger Rail Investment and Improvement Act (PRIIA)
 - \$90 million in FY 2009 appropriations
 - \$2.5 billion in FY 2010 appropriations

Details:

- Of the \$8 billion in ARRA funding to "jump start" high-speed/intercity passenger rail in the United States:
- \$2.5 billion - The largest grant awarded to a single state (California)
- 29 states and the District of Columbia receive passenger rail funding
- As of September 7, 2011, FRA has approved \$7.4 billion in Federal funding for 92 projects across the country
- \$2.5 billion - Amount appropriated by Congress for HSIPR for FY 2010;

Ridership climbs:

- 30 million people expected to ride passenger trains in FY 2011 - up almost 6% so far Northeast Corridor up 5%
- State-supported and other short distance corridors up 7%

Key routes seeing double-digit ridership increases in July 2011 (from October 2010):

- Washington to Newport News, VA up 21%, carrying 465,000 passengers

- Blue Water Line in Michigan, up 21%, carrying 154,000 passengers
- Piedmont Line in North Carolina, up 50% with 118,000 passengers
- Chicago to Carbondale, up 19%, with 264,000 passengers

BENEFITS

Cost savings

- \$87.2 billion - The amount of money lost in automobile traffic gridlock every year in the United States.
- 4.2 billion - Total hours wasted in highway traffic gridlock every year.
- \$41 billion - The cost of domestic air-traffic delays.

Energy efficiencies of passenger rail

- 2,709 - The number of British Thermal Units used per passenger mile by train, compared to 3,264 by airline and 3,445 by auto (U.S. Department of Energy, 2005).
- 17 percent - Passenger rail is 17 percent more fuel efficient than airlines on a per passenger mile basis. (U.S. Department of Energy, USDOT Preliminary National Rail Plan)
- 21 percent - Passenger rail is 21 percent more fuel efficient than vehicles on a per passenger basis (U.S. Department of Energy, USDOT Preliminary National Rail Plan).
- 8 million - Number of autos that passenger rail service displaces from the roads each year. (National Association of Rail Passengers)

- 50,000 - The number of fully loaded passenger airplanes that passenger rail displaces each year. (National Association of Rail Passengers)

Speed

- Speeds defined by Congress:
 - 150 mph - Top speed for High Speed Rail Express Routes, 200-600 miles in length.
 - 110-150 mph - Top speed of High-Speed Rail Regional Routes, 100-500 miles in length.
 - 90-110 mph - Top speed of Emerging High Speed Rail, 100-500 miles in length, with potential to become regional or express service.
 - 79-90 mph - Top speed of Conventional Rail, 100 miles or more.
 - 135 mph - Top speed of Amtrak's Acela high-speed train, New York to Washington.
 - 81 mph - Average speed of Acela between New York and Washington.
 - 130 mph - Cruising speed of Japan's Shinkansen high-speed rail service (Tokyo to Osaka).
 - 186 mph - Speed of Spain's AVE service (Madrid to Barcelona).
 - 160 mph - Speed of France's TGV service (Paris to Nice).
 - 357 mph - World speed record, set by France's TGV in 2007

Environmental benefits

- 71 percent - reduction of carbon dioxide emission by train, per passenger mile, compared to auto.
- 76 percent - reduction of carbon dioxide emission by train, compared to air.

Safety

- .04 - Number of fatalities per 100 million passenger miles experienced by Amtrak over the last 30 years. By comparison, the fatality rate for autos is 1.29 per 100 million passenger miles. (National Safety Council)
- 0 - the number of people who have died in high-speed train accidents in France, Spain or Japan since those countries began service.

Jobs

- 150,000 - The number of jobs projected to be created by high-speed rail in four U.S. cities over next 25 years. (Orlando, L.A., Chicago, Albany).
- 24,000 - The number of construction and manufacturing jobs per \$1 billion capital investment. (Economic Development Research Group)
- 41,000 - Number of operation and maintenance jobs per \$1 billion operating investment. (Economic Development Research Group)
- 600,000 - The number of jobs created by high-speed rail construction in Spain in the last five years (Government of Spain).

Source: American Association of State Highway and Transportation Officials

PUBLIC LEGAL NOTICES



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 2306J
(ID No. FCE14025)

VARIOUS LOCATIONS MULTILAYER MICRO-SURFACING FY 2013-2014

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on November 20, 2013**, after which they will be publicly opened and read. Digital files of Bid Documents, Plan Holders Lists, and Addenda may be downloaded at no cost from the Department of Public Works (DPW) Electronic Bid Documents Download site at www.sfdpw.org/biddocs, or purchased on a CD format from 1155 Market St., 4th Fl, S.F., CA 94103, tel: 415-554-6229, for a non-refundable \$15.00 fee paid by cash or check to "Department of Public Works". Please visit the DPW's Contracts, Bid Opportunities and Payments webpage at www.sfdpw.org for more information. Notices regarding Addenda and other bid changes will be distributed by email to Plan Holders.

The Work to be done under this contract is micro-surfacing of various streets in San Francisco using type 2 then type 3 micro-surfacing and includes traffic routing, temporary pavement markings, and all appurtenant work. The time allowed for completion is 120 consecutive calendar days. The Engineer's estimate is in excess of \$2,070,000. For more information, contact the Project Manager, Ramon Kong at 415-554-8280.

This Project shall incorporate the required partnering elements for **Partnering Level 1**. Refer to Section 01 31 33 for more details.

Pursuant to San Francisco Administrative Code (SFAC) Section 6.25, "Clean Construction" is required for the performance of all work.

The Specifications include liquidated damages. Contract will be on a Lump Sum Bid Items With Unit Prices basis. Progressive payments will be made.

Bid discounts may be applied as per SFAC Chapter 14B. Subcontracting goal is **10% LBE**. Call Selormey Dzikunu at 415-558-4059 for details. In accordance with SFAC Chapter 14B requirements, all bidders, except those who meet the exception noted below, shall submit documented good faith efforts with their bids and must achieve 80 out of 100 points to be deemed responsive. Bidders will receive 15 points for attending the pre-bid conference. Refer to CMD Form 2B for more details. Exception: Bidders who demonstrate that their total LBE participation exceeds the above subcontracting goal by 35% will not be required to meet the good faith efforts requirements.

A pre-bid conference will be held on November 6, 2013; 1:30 p.m. in the Main Conference Room, 1680 Mission St., 3rd Fl, SF.

For information on the City's Surety Bond Program, call Jennifer Elmore at (415) 217-6578.

A corporate surety bond or certified check for ten percent (10%) of the amount bid must accompany each bid. SFAC Sec. 6.22(A) requires all construction greater than \$25,000 to include performance and payment bonds for 100% of the contract award.

Class "A" license required to bid.

In accordance with SFAC Chapter 6, no bid is accepted and no contract in excess of \$400,000 is awarded by the City and County of San Francisco until such time as the Mayor or the Mayor's designee approves the contract for award, and the Director of Public Works then issues an order of award. Pursuant to Charter Sec. 3.105, all contract awards are subject to certification by the Controller as to the availability of funds.

Minimum wage rates for this project must comply with the current General Prevailing Wage as determined by the State Dept. of Industrial Relations. Minimum wage rates other than applicable to General Prevailing Wage must comply with SFAC Chapter 12P, Minimum Compensation Ordinance.

Right reserved to reject any or all bids and waive any minor irregularities.

10/31/13
CNS-2550538#
SMALL BUSINESS EXCHANGE



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 1886J(R)
(ID No. FCE13052)

MCCOPPIN HUB PLAZA

Sealed bids will be received at 1155 Market St, 4th Fl, San Francisco, CA 94103 until **2:30 p.m. on November 8, 2013**, after which they will be publicly opened and read. Digital files of Bid Documents, Plan Holders Lists, and Addenda may be downloaded at no cost from the Department of Public Works (DPW) Electronic Bid Documents Download site at www.sfdpw.org/biddocs or purchased on a CD format from 1155 Market Street, 4th Fl, San Francisco, CA 94103, telephone 415-554-6229, for a non-refundable \$15.00 fee paid by cash or check to "Department of Public Works". Please visit the DPW's Contracts, Bid Opportunities and Payments webpage at www.sfdpw.org for more information. Notices regarding Addenda and other bid changes will be distributed by email to Plan Holders.

The Work is located at McCoppin and Valencia Streets in San Francisco and consists of site improvements to convert a dead-end space at McCoppin Street into a public plaza, roadway resurfacing and sewer main replacement along Valencia Street from McCoppin to Market Streets, and all related and incidental work. The time allowed for completion is 120 consecutive calendar days. The Engineer's estimate is in excess of \$1,200,000. For more information, contact the Project Manager, Meghan Tiernan at (415) 558-4541.

This Project shall incorporate the required partnering elements for **Partnering Level 1**. Refer to Section 01 31 33 for more details.

Pursuant to San Francisco Administrative Code (SFAC) Section 6.25, "Clean Construction" is required for the performance of all work.

The Specifications include liquidated damages. Contract will be on a Lump Sum Bid Items With Unit Prices basis. Progressive payments will be made.

Bid discounts may be applied as per SFAC Chapter 14B. Subcontracting goal is **25% LBE**. Call Selormey Dzikunu at (415) 558-4059 for details. In accordance with SFAC Chapter 14B requirements, all bidders, except those who meet the exception noted below, shall submit documented good faith efforts with their bids and must achieve 80 out of 100 points to be deemed responsive. **Bidders will receive 15 points in lieu of the points given for attendance at a pre-bid conference.** Refer to CMD Form 2B for more details. Exception: Bidders who demonstrate that their total LBE participation exceeds the above subcontracting goal by 35% will not be required to meet the good faith efforts requirements.

This project will not have a pre-bid conference.

For information on the City's Surety Bond Program, call Jennifer Elmore at (415) 217-6578.

A corporate surety bond or certified check for ten percent (10%) of the amount bid must accompany each bid. SFAC Sec. 6.22(A) requires all construction greater than \$25,000 to include performance and payment bonds for 100% of the contract award.

Class "A" license required to bid.

In accordance with San Francisco Administrative Code Chapter 6, no bid is accepted and no contract in excess of \$400,000 is awarded by the City and County of San Francisco until such time as the Mayor or the Mayor's designee approves the contract for award, and the Director of Public Works then issues an order of award. Pursuant to Charter Section 3.105, all contract awards are subject to certification by the Controller as to the availability of funds.

Minimum wage rates for this project must comply with the current General Prevailing Wage as determined by the State Department of Industrial Relations. Minimum wage rates other than applicable to General Prevailing Wage must comply with SFAC Chapter 12P, Minimum Compensation Ordinance.

Right reserved to reject any or all bids and waive any minor irregularities.

10/31/13
CNS-2551484#
SMALL BUSINESS EXCHANGE



GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

NOTICE INVITING PROPOSALS

The Golden Gate Bridge, Highway and Transportation District (District) seeks bids for **Request for Proposals (RFP) No. 2014-B-2, Window Washing at the Golden Gate Bridge Toll Plaza Buildings**. Interested Proposers must submit sealed proposals to the Office of the Secretary of the District on **Tuesday, November 19, 2013, by 4:00 p.m., PT**.

Request for approved equals, modifications or clarifications of any requirement must be submitted in writing on **Tuesday, November 5, 2013, by 4:30 p.m., PT**.

The RFP Documents are available for download on the District's web site. To download the RFP Documents, go to the District's web site home page at <http://www.goldengate.org>, click on Contract Opportunities, scroll down to Bridge Division and look for Contract No. 2014-B-2.

To inspect and obtain RFP Documents, please contact the Office of the Secretary of the District, Administration Building, Golden Gate Bridge Toll Plaza, San Francisco, CA, by telephone at (415) 923-2223, by e-mail at districtsecretary@goldengate.org, or by facsimile at (415) 923-2013.

/s/ Janet S. Tarantino, Secretary of the District
Dated: October 24, 2013
10/24, 10/31/13
CNS-2548536#
SMALL BUSINESS EXCHANGE



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 2233J
(ID No. FCE14039)

POINT LOBOS AVENUE AND WASHINGTON STREET PAVEMENT RENOVATION, SEWER REPLACEMENT AND WATERMAIN INSTALLATION

Sealed bids will be received at 1155 Market St, 4th Fl, San Francisco, CA 94103 until **2:30 p.m. on December 4, 2013**, after which they will be publicly opened and read. Digital files of Bid Documents, Plan Holders Lists, and Addenda may be downloaded at no cost from the Department of Public Works (DPW) Electronic Bid Documents Download site at www.sfdpw.org/biddocs, or purchased on a CD format from 1155 Market St, 4th Fl, San Francisco, CA 94103, telephone 415-554-6229, for a non-refundable \$15.00 fee paid by cash or check to "Department of Public Works". Please visit the DPW's Contracts, Bid Opportunities and Payments webpage at www.sfdpw.org for more information. Notices regarding Addenda and other bid changes will be distributed by email to Plan Holders.

The Work is demolition, pavement renovation, sewer replacement and drainage work, and water main installation on Point Lobos Avenue, Washington and Walnut Streets and includes curb ramp construction, traffic routing, and all related and incidental work. The

time allowed for completion is 240 consecutive calendar days. The Engineer's estimate is in excess of \$4,000,000. For more information, contact the Project Manager, **Ramon Kong** at (415)-554-8280.

This Project shall incorporate the required partnering elements for **Partnering Level 1**. Refer to Section 01 31 33 for more details.

Pursuant to San Francisco Administrative Code (SFAC) Section 6.25, "Clean Construction" is required for the performance of all work.

The Specifications include liquidated damages. Contract will be on a Lump Sum Bid Items With Unit Prices basis. Progressive payments will be made.

Bid discounts may be applied as per SFAC Chapter 14B. Subcontracting goal is **25% LBE**. Call Selormey Dzikunu at 415-558-4059 for details. In accordance with SFAC Chapter 14B requirements, all bidders, except those who meet the exception noted below, shall submit documented good faith efforts with their bids and must achieve 80 out of 100 points to be deemed responsive. Bidders will receive 15 points for attending the pre-bid conference. Refer to CMD Form 2B for more details. Exception: Bidders who demonstrate that their total LBE participation exceeds the above subcontracting goal by 35% will not be required to meet the good faith efforts requirements.

A pre-bid conference will be held on **November 20, 2013; 1:30 p.m.**, at 1680 Mission Street, 3rd Floor.

For information on the City's Surety Bond Program, call Jennifer Elmore at (415) 217-6578.

A corporate surety bond or certified check for ten percent (10%) of the amount bid must accompany each bid. SFAC Sec. 6.22(A) requires all construction greater than \$25,000 to include performance and payment bonds for 100% of the contract award.

Class "A" license required to bid.

In accordance with San Francisco Administrative Code Chapter 6, no bid is accepted and no contract in excess of \$400,000 is awarded by the City and County of San Francisco until such time as the Mayor or the Mayor's designee approves the contract for award, and the Director of Public Works then issues an order of award. Pursuant to Charter Section 3.105, all contract awards are subject to certification by the Controller as to the availability of funds.

Minimum wage rates for this project must comply with the current General Prevailing Wage as determined by the State Department of Industrial Relations. Minimum wage rates other than applicable to General Prevailing Wage must comply with SFAC Chapter 12P, Minimum Compensation Ordinance.

Right reserved to reject any or all bids and waive any minor irregularities.

10/31/13
CNS-2552324#
SMALL BUSINESS EXCHANGE

PUBLIC LEGAL NOTICES



UCLA

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, Los Angeles, sealed bids for a lump-sum contract are invited for the following work:

NORTHWEST CAMPUS AUDITORIUM AUDIOVISUAL RENOVATION Project Number CP063

DESCRIPTION OF WORK: Provide a complete audiovisual system for the Northwest Campus Auditorium per plans and specifications.

BIDDING DOCUMENTS:

1. Bidding Documents will be available beginning on October 25, 2013 and will be issued at:

ARC
2435 Military Ave.
Los Angeles, CA 90064
Telephone (310) 477-6501
Website: <http://social.fordgraphics.com/>

2. Bidders may view the Bidding Documents on-

line at the ARC PlanWell Public Plan Room, and purchase digital and/or hard copies of the Bidding Documents by contacting ARC as indicated above. All parties will make arrangements with and payment to ARC directly. (NOTE: Bidding Documents will not be issued at the University's office.)

BID DEADLINE: Bids will be received only at the following location:

Contracts Administration
University of California, Los Angeles
1060 Veteran Avenue, Suite 125
Box 951365
Los Angeles, California 90095-1365
310-825-7015

and must be received at or before:

2:00 p.m., December 3, 2013

MANDATORY PRE-BID CONFERENCE & JOB WALK: A mandatory Pre-Bid Conference and mandatory Pre-Bid Job Walk will be conducted on November 5, 2013 beginning promptly at 10:00 a.m. Only bidders who participate in both the Conference and the Job Walk, in their entirety, will be allowed to bid on the Project as prime contractors. Participants must arrive at or before

10:00 a.m. Persons arriving later than said time will not be allowed to bid on the Project as prime contractors. Participants shall meet at Conference Room SP121 located at the Sproul Presidio Residence Hall, 251 Charles Young Drive West, UCLA Campus. For navigation applications enter: (34.072008, -118.449598). Parking is available at the Sunset Village (SV) parking structure, UCLA campus (refer to the online UCLA Campus Map at www.ucla.edu/map). For further information, contact Hank Knapp at 310-825-8515.

(NOTE: Bidders are advised that parking may be difficult. Bidders should allow ample time to drive to the above location in heavy traffic, find a parking space, walk to the building, and arrive in the designated Meeting Room prior to the required time. It is currently anticipated that the Conference/Job Walk will last at least 2 hours.)

LICENSE REQUIREMENTS: The successful Bidder will be required to have one of the following California current and active contractor's licenses at the time of submission of the Bid:

**B License (General Building) or
C-07 License (Low Voltage Systems)**

PREQUALIFICATION: To be allowed to submit a bid, Bidders must have the minimum experience

set forth in the Prequalification Questionnaire contained in the Bidding Documents and posted on the website listed below. Bidder's completed Prequalification Questionnaire must be received at the above-listed University Contracts Administration office in a sealed envelope no later than:

3:00 p.m., November 12, 2013

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA

(Visit our website at:
<http://www.capitalprograms.ucla.edu>)

Mayor Garcetti says...

Continued from page 2

That's one example of where we're falling short. Here's another:

In the Gateway Cities District, we have two of the largest ports in the world. We love the Ports of L.A. They bring us — and our country — a lucrative connection to the world: Goods from Asia. Goods that then are carted all over our country. Tax dollars. And thousands of jobs. We love the concept of thousands of jobs — direct and indirect — that spill out across our country! I like to think of us as helping the entire nation.

But those assets have a downside for us locally: Crumbling roads, broken by the constant pounding of loaded 50-ton trucks. Safety issues created by trucks and cars sharing the same lanes ... at the same time. Unhealthy emissions as the trucks travel back and forth, 24/7.

A 2005 USC study concluded that children who lived within a quarter mile of a freeway were 89 percent more likely to have asthma than those living a mile away. The closer they lived to freeways, the higher the asthma rates. I'm sorry to say that that is just one study in many to conclude that air pollution from freeways is connected to worse health for nearby residents.

In L.A. County, we're working to improve this danger along the I-710 Freeway, leaving the Ports of L.A. — our most heavily traveled goods movement corridor. We're planning the addition of truck lanes to keep cars and trucks separate but equal. At the same time we're studying creation of a zero-emission corridor — one in which hybrid-electric trucks could receive power in much the same way light-rail trains do currently. At least one study released last year says a demonstration test of this plan could be possible in the next few years.

But our mobility infrastructure plans also need to consider the future economic health of our ports.

This afternoon some of you will discuss the amount of investment it will take to keep the Southern California goods movement infrastructure competitive. The Panama Canal is

being modernized. The Suez Cana could be next. And the estimated magic number needed to keep So Cal goods movement infrastructure competitive is 60 billion dollars. 60 billion! That's so much money. But are we going to sit back and wait to see if we lose business when the other canal options are available? We will lose business if we sit back and wait.

But where will the money come from?

We must convince Congress to update the gas tax and perhaps create an infrastructure bank that those of us in Southern California — self-help people that we are! — could use to leverage the transportation taxes our voters have been generous and far-sighted in supporting.

We must educate the public about the importance of infrastructure and explain how it impacts them all day, every day in personal ways. As you have heard, it can mean tumbling bridges and crumbling roads. But it also can mean air pollution caused by trucks and cars stopping and starting just feet from our windows. It can mean bad roads that cost us an average of 800 dollars a year for additional car maintenance. It can mean the difference between driving to work and taking a train or a bus ... because there is a train or a bus there to take us. And it most certainly means jobs now, when we need them most.

We must remind the public that they are aging — or should we say maturing? — and that some day soon we may all depend on public transit as the path to the doctor, the hospital, to yoga class ... this is, after all, Southern California.

We're aging. Our infrastructure is aging. But in Southern California, we will continue to work toward shoring up and creating an infrastructure that we can hand off to our kids, our grandkids and the generations to come so that they can create a 22nd century mobility we can only dream of.

Thank you.

Source: Metro - Los Angeles County Metropolitan Transportation Authority - The Source

The Insurance Industry

Continued from page 1

Number of Diverse Suppliers/Diverse Procurement Spend by Industry Category: These two tables requested the numbers or amounts for 13 industry categories.

Total Procurement Spend: The figure requested for this table was the total procurement spending in California, including non-diverse suppliers. Several companies incorrectly interpreted this table as requesting only the total diverse spend.

Where misinterpretation or confusion regarding the reported data appears to impact our analysis, we have noted this in the text and tables below.

III. INTRODUCTION

Recognizing the difficulty that diverse small businesses faced in trying to break through "old boy networks" to obtain contracting opportunities with major corporations, the state of California created a landmark supplier diversity program for utilities and telecommunications companies regulated by the California Public Utilities Commission (CPUC). Under the leadership of the CPUC's General Order (GO) 156 in 1988, these companies have developed robust supplier diversity programs that have evolved over the past two decades into the national gold standard. GO 156 requires these companies to report their percentages of contracts awarded to minority, women-, and disabled veteran-owned businesses.

The Greenlining Institute plays a key role in facilitating this program by analyzing the supplier diversity data reported annually by those utilities and telecommunications companies. We compile this analysis into our annual Supplier Diversity Report Card, issued in the summer of each year. The report card grades the firms on their performance and breaks down spending by ethnic categories and industrial categories for each company. The only analysis of its kind in California, Greenlining's annual report card plays an important part in facilitating progress and holding companies accountable for their performance.

Last year, California adopted a similar initiative for the insurance industry. Authored by then-California State Assemblyman Jose Solorio in 2012, AB 53 — signed into law by

Governor Brown last year — requires insurance companies with annual premiums written in the state of California equal to or in excess of \$100 million to submit data on their minority-, women-, and disabled veteran-owned business procurement contract efforts in the state. There was also an optional form to report national diverse procurement. The first reports required by this law were filed this year.

The Greenlining Institute was the primary drafter and sponsor of AB 53, working closely with Assemblyman Solorio. In 2012, California Insurance Commissioner Dave Jones appointed a special task force to advise him on supplier diversity and named Greenlining's General Counsel, Samuel Kang, as a member of this task force. Due to Greenlining's longtime advocacy for supplier diversity, many stakeholders from throughout California encouraged Greenlining to publish an unprecedented report on California's insurance industry based on the results of the AB 53 data.

By creating economic opportunities in communities most in need of them, supplier diversity helps to stimulate the entire state economy. Greenlining believes that the GO 156 model could be adapted to a wide variety of industries and circumstances, and that doing so will help diversify small businesses and increase the vibrancy of America's economy. After the passage and implementation of AB 53, Greenlining is hopeful for the future of supplier diversity in the insurance industry.

A total of 207 companies were required to submit data under AB 53. When multiple companies existed under one larger corporate or group umbrella, those companies were permitted to file one report as a group. In total, there were 127 reports submitted to the California Department of Insurance. This report consolidates the information from the 127 submissions, and analyzes and ranks all companies based on their statistics.

Go to this link to download the FULL article:

<http://www.sbeinc.com/files/layout/sbeinc/siteContent/editor/File/GLI-Insurance-Supplier-Diversity-2013.pdf>

PUBLIC LEGAL NOTICES

**UNIVERSITY OF CALIFORNIA
SANTA CRUZ**

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, Santa Cruz sealed bids for a lump-sum contract are invited for the following work:

MERRILL COLLEGE RENOVATIONS PHASE 2 PLAZA BUILDING AND GATEHOUSE
Project Number: 2636

Description of Work: Construction of Merrill Renovations Phase 2 includes: (1) Completion of the Plaza Building shell and interior (foundation and retaining walls constructed in Phase 1); (2) Upgrades to the existing Gatehouse Building mail-room, breezeway openings and washrooms; (3) Site work, including site retaining walls, walkways, entry bridges to the dormitory buildings, landscaping and site improvements.

Bid Deadline: Sealed bids must be received on or before **Thursday, December 5, 2013 at 3:00 PM.**

Bids will be received only at:

Physical Planning and Construction,
UNIVERSITY OF CALIFORNIA, Santa Cruz
1156 High Street, Barn G, Contracts Trailer
Santa Cruz, CA 95064
831-459-2366 / 831-459-5540

Bidders must attend a mandatory Pre-Bid Conference and Job Walk on **Tuesday, November 5, 2013** beginning promptly at **2:00 PM.**

To be eligible for consideration for award, bidders must have the minimum experience set forth in the Supplementary Instructions to Bidders. Bidders must submit qualifications documents as "Attachment A" with their bid forms.

PLEASE VISIT OUR WEBSITE AT:
<http://ppc.ucsc.edu> FOR THE TEXT OF THE FULL ADVERTISEMENT AND INFORMATION ON HOW TO OBTAIN BID DOCUMENTS.



California Lottery
Request for Proposal #7984
Marketing Promotions and Point of Sale Services

The California Lottery (Lottery) is inviting proposals from qualified Agencies to provide marketing promotions and point-of-sale (POS) services, that include strategic planning, recommending, developing, designing and providing promotional programs and opportunities, producing consumer collateral and permanent POS materials for all Lottery products, developing and supporting digital content and applications, providing fulfillment services, and research services. The overall objective of this contract is to partner with an agency that delivers an integrated and holistic approach to Lottery business in order to maximize net revenues. The solicitation is expected to be released in mid-November and will be available to download at www.calottery.com/Vendors.



**Visit www.sbeinc.com
to download
a PDF version of the latest
SBE Newspaper and
SBE Newsletter**

UC SAN FRANCISCO MEDICAL CENTER

**ADVERTISEMENT FOR CONTRACTOR
PREQUALIFICATION**

Subject to conditions prescribed by the University of California, San Francisco Medical Center, responses to the University's prequalification documents for a Lump Sum contract are sought from prospective bidders for the following project:

**Long Hospital L-361/ L-370 CT Replacement
& Neuro Angio Equipment Replacement**
Project Number: 11-623
UNIVERSITY OF CALIFORNIA,
SAN FRANCISCO MEDICAL CENTER

**PREQUALIFICATION OF PROSPECTIVE
BIDDERS**

The University has determined that bidders who submit bids on this project must be prequalified. Prequalified bidders will be required to have the following California contractor's license(s):

**B, GENERAL BUILDING CONTRACTOR
GENERAL DESCRIPTION OF WORK**

This project scope includes the removal of a CT Scanner and replacement with a GE Discovery CT750. Renovation of existing room, control room, corridors and adjacent storage spaces. Removal of Biplane Angio Scanner and conversion of existing space into new reading room. Removal of existing reading room and renovation of existing space to provide for installation of new Siemens Artis Zee Biplane Angio Scanner. Wall upgrades at new scanner rooms and adjacent corridors to provide lead shielding and 1 hour fire

separation up to existing deck. Wall upgrades encompassing these areas to create new 1 hour rated suite. Upgrade of existing mens / womens toilet and dressing rooms to new accessible mens / womens staff toilets and staff locker room. Project is sequenced to maintain operation of rooms at different times. S/MEP modifications to accommodate the new equipment upgrades will be code compliant.

The estimated construction cost range for the project is \$2,000,000 – 2,500,000

PREQUALIFICATION SCHEDULE

Prequalification documents will be available beginning **October 29, 2013 at 10 AM** by request via email containing the company name, contact person, address, phone and fax number to the following: contractservices@ucsfmedctr.org

Please reference Project No.: 11-623 in the subject line.

The completed Prequalification questionnaire and associated documents will be received at the office of UCSF Medical Center, Office of Design and Construction, Contracts Unit, 3333 California Street, Suite 115, San Francisco, CA 94118, (415) 885-7257, and are due by 2:00 PM, November 21, 2013. The University will not accept completed prequalification questionnaires via FAX, and all prequalification questionnaires submitted must be sent so that they are received by the University on or before, 2:00 PM, November 21, 2013.

Any person or entity not satisfied with the outcome of the prequalification must file a writ challenging the outcome within 10 calendar days from

the date of the University's written notice regarding prequalification determination. Any assertion that the outcome of the prequalification process was improper will not be a ground for a bid protest. However, the University reserves the right to accept late submissions and to request, receive, and evaluate supplemental information after the above time and date at its sole determination.

The dates, times, and location set for receiving and opening of bids will be set forth in the Advertisement for Bids.

The University reserves the right to reject any or all responses to Prequalification Questionnaires and to waive non-material irregularities in any response received.

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA
University of California, San Francisco Medical Center
OCTOBER, 2013

STATE OF CALIFORNIA

**State of California - Natural Resources Agency
DEPARTMENT OF
PARKS AND RECREATION
PUBLIC WORKS
NOTICE TO CONTRACTORS**

The Department of Parks and Recreation, Monterey District, is seeking bids for:

**CONTRACT C1364010 Seismic Stabilization
California First Theater**

Mandatory Job Walk Nov. 19, 2013 - 9:00 a.m.

Job Walk Location: 202 Pacific Street (corner of Pacific & Scott St.), Monterey, CA 93940

Bid Packet DUE DATE: Dec. 5, 2013, 9:30 a.m.

Required Licence: B - General

Engineer's Estimate: 280K - 350K

Project Manager: Mike Zuccaro

Contract Manger: Delane Hurley

NOTE: Questions regarding project must be submitted through BIDS YNC

Questions Due: Nov. 25, 2013, Close of Business

Answers Returned Before: Nov. 26, 2013, Close of Business

Substantial Completion: 180 Calendar Days

Public Bid Opening: Dec. 5, 2013, 9:30 a.m.

Written Contact Duration: 365 Calendar Days

This work is a second phase of repair, after a recently completed project to repair and retrofit four brick fireplaces and chimneys.

Scope of Work: On premises, construct and deliver all materials and labor, tools and supplies, equip-

ment, needed transportation, and all other items of expense necessary to: repair un-reinforced masonry theater and wood-framed appendage. New anchorage will be added to the tops of some walls and the roof and attic floor diaphragms to tie the structure together. New wood-framing with plywood sheathing will be added to the attic of the theater and to the interior walls of the wood-framed Kitchen area to seismically brace those areas. All work performed shall be in compliance with the latest adopted versions of the California Building Code and the California State Historic Building Code. It shall conform to the U.S. Secretary of the Interior's Standards for the Preservation of Historic Properties, meeting the level of *Preservation* for the intended treatment of the building. All care should be given to ensure the retention of character-defining features and historic building fabric. *According to Specifications, Drawings, and appropriate Codes.



FICTITIOUS BUSINESS NAME • CHANGE OF NAME

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354173-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0353996-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354268-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354370-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354455-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354283-00
<p>Fictitious Business Name(s): In Him Holy Spirit Inspired Ministry Address 106 Sargent Street, San Francisco, CA 94132 Full Name of Registrant #1 Jennifer L. Barrera Address of Registrant #1 106 Sargent Street, San Francisco, CA 94132</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/4/2013</p> <p style="text-align: right;">Signed: Jennifer L. Barrera</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/4/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Guillermo Sandoval, Deputy County Clerk 10/4/2013</p> <p style="text-align: center;"><u>10/10/13 + 10/17/13 + 10/24/13 + 10/31/13</u></p>	<p>Fictitious Business Name(s): iSunLive International Address 243 Jules Avenue, San Francisco, CA 94112 Full Name of Registrant #1 Shun Sun Address of Registrant #1 243 Jules Avenue, San Francisco, CA 94112</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 9/27/2013</p> <p style="text-align: right;">Signed: Shun Sun</p> <p>This statement was filed with the County Clerk of San Francisco County on 9/27/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Maribel Jaldon, Deputy County Clerk 9/27/2013</p> <p style="text-align: center;"><u>10/24/13 + 10/31/13 + 11/7/13 + 11/14/13</u></p>	<p>Fictitious Business Name(s): KooKoon Address 2434 Pine Street, San Francisco, CA 94115 Full Name of Registrant #1 Laura Afonso Address of Registrant #1 2434 Pine Street, San Francisco, CA 94115</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/10/2013</p> <p style="text-align: right;">Signed: Laura Afonso</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/10/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Guillermo Sandoval, Deputy County Clerk 10/10/2013</p> <p style="text-align: center;"><u>10/17/13 + 10/24/13 + 10/31/13 + 11/7/13</u></p>	<p>Fictitious Business Name(s): Seventy30 Address 1363 28th Avenue, San Francisco, CA 94122 Full Name of Registrant #1 Benjamin Hwa Address of Registrant #1 1363 28th Avenue, San Francisco, CA 94122 Full Name of Registrant #2 Eric Chen Address of Registrant #2 2421 46th Avenue, San Francisco, CA 94116</p> <p>This business is conducted by A General Partnership. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/17/2013</p> <p style="text-align: right;">Signed: Eric Chen</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/17/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Maribel Jaldon Deputy County Clerk 10/17/2013</p> <p style="text-align: center;"><u>10/24/13 + 10/31/13 + 11/7/13 + 11/14/13</u></p>	<p>Fictitious Business Name(s): SF Car Carrier and Transmission Service Address 1175 Selby Street, San Francisco, CA 94124 Full Name of Registrant #1 Carlos A. Lozano Address of Registrant #1 234 S. Kingsley Drive, Los Angeles, CA 90004</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/21/2013</p> <p style="text-align: right;">Signed: Carlos Lozano</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/22/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Melissa Ortiz Deputy County Clerk 10/22/2013</p> <p style="text-align: center;"><u>10/24/13 + 10/31/13 + 11/7/13 + 11/14/13</u></p>	<p>Fictitious Business Name(s): Somatic Bodywork Address 3320 16th Street #6, San Francisco, CA 94114 Full Name of Registrant #1 Gabriel Posner Address of Registrant #1 3320 16th Street #6, San Francisco, CA 94114</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 2/4/2009</p> <p style="text-align: right;">Signed: Gabriel Posner</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/10/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jennifer Wong Deputy County Clerk 10/10/2013</p> <p style="text-align: center;"><u>10/24/13 + 10/31/13 + 11/7/13 + 11/14/13</u></p>

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354458-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354581-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0354636-00
<p>Fictitious Business Name(s): Successful Shiatsu Address 3735 Balboa Street, San Francisco, CA 94121 Full Name of Registrant #1 Li, Yu Lian Address of Registrant #1 320 Ney Street, San Francisco, CA 94112</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/25/2013</p> <p style="text-align: right;">Signed: Li, Yu Lian</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/22/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jennifer Wong Deputy County Clerk 10/22/2013</p> <p style="text-align: center;"><u>10/24/13 + 10/31/13 + 11/7/13 + 11/14/13</u></p>	<p>Fictitious Business Name(s): Little Details Press Address 2380 California Street #202, San Francisco, CA 94115 Full Name of Registrant #1 Alexandra Yakubov Address of Registrant #1 2380 California Street #202, San Francisco, CA 94115</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/28/2013</p> <p style="text-align: right;">Signed: Alexandra Yakubov</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/28/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Morgan Jaldon Deputy County Clerk 10/28/2013</p> <p style="text-align: center;"><u>10/31/13 + 11/7/13 + 11/14/13 + 11/21/13</u></p>	<p>Fictitious Business Name(s): Modern Bloom Address 2731 A. 23rd Street, San Francisco, CA 94110 Full Name of Registrant #1 Caryn Leigh Medeiros Address of Registrant #1 2731 A. 23rd Street, San Francisco, CA 94110</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 10/30/2013</p> <p style="text-align: right;">Signed: Caryn Leigh Medeiros</p> <p>This statement was filed with the County Clerk of San Francisco County on 10/30/2013</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jacob Gosline Deputy County Clerk 10/30/2013</p> <p style="text-align: center;"><u>10/31/13 + 11/7/13 + 11/14/13 + 11/21/13</u></p>

ABANDONMENT OF FICTITIOUS BUSINESS NAME

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME
File No. 034-3898

The registrant(s) listed below have abandoned the use of the fictitious business name(s):

1.) Successful Shiatsu
Located at **3735 Balboa Street, San Francisco, CA 94121**

This fictitious business name was filed in the County of San Francisco on **June 5, 2012** under file # **034-3898**.

Name and address of Registrants (as shown on previous statement)

Full Name of Registrant #1
Chen, Xiao Wen
778 40th Avenue
San Francisco, CA 94121

This business was conducted by a **AN INDIVIDUAL**

Signed: **Chen, Xiao Wen.**

This statement was filed with the County Clerk of San Francisco County on **10/22/2013**

Filed: **Jennifer Wong**
Deputy County Clerk
10/22/2013

10/24/13 + 10/31/13 + 11/7/13 + 11/14/13

CHANGE OF NAME

CHANGE OF NAME

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
CASE NO. CNC 13-549845

PETITIONER OR ATTORNEY
Kyle Goodburn
28 Minerva Street
San Francisco, CA 94112

TO ALL INTERESTED PERSONS:
1. Petitioner **Kyle Landon Goodburn** for a decree changing names as follows:
Kyle Landon Goodburn changed to **Kyle Lukas Reichen**

2. THE COURT ORDERS that all persons interested in this matter shall appear before this court at the hearing indicated below to show cause, if any, why the petition for change of name should not be granted.

NOTICE OF HEARING
Date: **December 10, 2013** Time: **9:00 AM**
Room: **514**

3. A copy of this Order to Show Cause shall be published in **Small Business Exchange**, at least once each week for four successive weeks prior to the date set for hearing on the petition in the **Small Business Exchange** newspaper of general circulation, printed in this county.

SUPERIOR COURT OF CALIFORNIA,
COUNTY OF SAN FRANCISCO
400 MCALLISTER STREET
SAN FRANCISCO, CA 94102

MARY ANN MORAN, Clerk
DATED - October 2, 2013

10/10/13 + 10/17/13 + 10/24/13 + 10/31/13

Visit www.sbeinc.com to download a PDF version of the latest **SBE Newspaper** and **SBE Newsletter**

BANKING \$ FINANCE

SBA Lending Activity in FY 2013 Shows SBA Continuing to Help Small Businesses Grow and Create Jobs

The U.S. Small Business Administration (SBA) today announced its third highest year of SBA lending to date, surpassed only by SBA's two record years of supporting more than \$30 billion in FY 2011 and 2012. In FY 2013, SBA supported more than \$29 billion in lending to America's small businesses, giving small businesses critical access to the capital they need to start and grow their business.

"Under President Obama, SBA lending has reached record levels and we continue to get more capital into the hands of small business owners than ever before," said Acting SBA Administrator Jeanne Hult. "Small businesses are the engine of our economy, and reaching our third highest year of SBA lending in FY 2013 demonstrates the strength and resiliency of America's 28 million small businesses as they continue to recover from the Great Recession and drive our economy forward."

One of SBA's primary missions is to ensure that small business owners have access to the capital they need to start and grow their business. Since President Obama took office, SBA has supported more than \$126 billion in lending to more than 260,000 small businesses and entrepreneurs. During the fiscal year, which ended Sept. 30, SBA loan approvals supported \$29.6 billion (54,106 loans) to small businesses in its two main loan programs, 7(a) and 504, compared to \$30.25 billion (53,848 loans) in FY 2012 and \$30.5 billion (61,689 loans) in FY 2011.

SBA's streamlining of the Small Loan Advantage (SLA) programs also continued to produce dramatic results, increasing the number of lower-dollar SBA 7(a) loans going to small businesses and entrepreneurs in underserved communities. The program, which is a key 7(a) loan initiative designed to expand access to loans under \$350,000, was first launched in Feb. 2011, and revamped in June 2012. SBA has significantly reduced paperwork for the SLA program and expanded our pool of lenders—changes that have resulted in a more than 300 percent increase in SLA loans and an over 700 percent increase in the number of lenders using the program. In FY 2013, SBA backed almost 5,000 loans for nearly \$745 million through the SLA program.

As with SLA, CAPLines, our program that provides working capital lines of credit designed to help small businesses with their short-term working capital needs, saw a successful year in part

because of measures to streamline loan processing, making it easier for loans to get into the hands of small businesses that need them. In FY 2013, CAPLines approved 682 loans for more than \$500 million. In the two full fiscal years since the program was re-designed, SBA has cumulatively approved 1,200 loans after only doing 1,300 over 15 years—a significant increase over the 1,300 loans issued over the 15 years prior.

In FY 2013, SBA also supported more than 7,700 504 loans, which provide small businesses with long-term, fixed-rate financing to acquire real estate and major fixed assets, for a total of more than \$11.7 billion. Although this is a slight decrease compared with FY 2012, this decrease demonstrates the importance of SBA's 504 Refinancing Program, which temporarily allowed small business owners to use our 504 program to refinance commercial real estate and other fixed assets and gave SBA a record year for 504 lending in FY 2012. That program was authorized by the Small Business Jobs Act and expired in 2012, but a one year extension of the program was included in the President's FY14 budget.

For more information about these and other SBA programs, visit the SBA website at www.sba.gov, or contact your local SBA field office. You can find contact information for your local SBA office at <http://www.sba.gov/localresources/index.html>.

Source: U.S. Small Business Administration



CDFI Fund Launches Second Capacity Building Initiative Series for Native CDFIs

Building upon the success of its first Capacity Building Initiative series for Native Community Development Financial Institutions (Native CDFIs), the Community Development Financial Institutions Fund (CDFI Fund) today launched The Leadership Journey II: Continuing Native CDFI Growth and Excellence. The training series is open to a new cohort of Native CDFIs to participate in a comprehensive program of targeted training and technical assistance. The series is provided by NeighborWorks® America with specialized input from the Seven Sisters Community Development Group.

"The additional resources provided through The Leadership Journey series will provide even more Native CDFIs with the specialized assistance needed to strengthen their organizations and serve their communities," said CDFI Fund Director Donna J. Gambrell. "Participants in the first training series discovered new ways of looking at their institutions and how they can position themselves for growth. I am pleased that we are able to expand this valuable opportunity for Native CDFIs."

The CDFI Fund has a long history of supporting economic development efforts in Native American, Alaska Native, and Native Hawaiian communities (Native Communities). The Leadership Journey II builds upon these efforts by creating a tailored, intensive program that allows Native CDFIs and their leadership to focus on capacity building in the context of the distinct challenges and opportunities present in Native Communities.

Certified Native CDFIs will be invited to apply to participate with a unique cohort of 15 organizations that will collaborate over a two-year period to access training, technical assistance, and executive coaching opportunities. New components to The Leadership Journey II include a formal peer mentoring program and the future development of a virtual resource bank

for the CDFI Fund's website.

Application

The application to participate in The Leadership Journey II cohort is now available online. Complete applications must be submitted by 11:59 p.m. ET on November 20, 2013. The first week-long training session will be held in March 2014. Registration costs for the trainings and technical assistance as well as travel and hotel accommodations will be covered by the CDFI Fund.

About the CDFI Fund

The Community Development Financial Institutions Fund (CDFI Fund) was created to promote economic and community development by empowering America's underserved and distressed communities. As part of the U.S. Department of the Treasury, the CDFI Fund fosters the creation and increases the capacity of community-based financial institutions through investments and assistance. Since its creation in 1994, the CDFI Fund has awarded more than \$1.8 billion to Community Development Financial Institutions (CDFIs) around the country. By increasing funding to CDFIs that specialize in providing affordable credit, the CDFI Fund helps build businesses, create jobs, and revitalize neighborhoods.

For more information about the CDFI Fund, please view the Fact Sheet or visit the CDFI Fund's website at www.cdfifund.gov.

About the Capacity Building Initiative

The Capacity Building Initiative was created to help CDFIs improve their ability to deliver financial products and services to economically distressed communities and achieve long-term sustainability. Through training workshops, webinars, market

research, customized technical assistance, and informational resources, the Capacity Building Initiative helps CDFIs develop, diversify, and grow. The specialized trainings target important issues that affect CDFIs and the communities they serve.

For more information about the Capacity Building Initiative, please view the Fact Sheet or visit the CDFI Fund's website at www.cdfifund.gov/cbi.

About NeighborWorks® America

NeighborWorks® America (NeighborWorks®) is a national nonprofit organization chartered by Congress in 1978. Its mission is to create opportunities for Americans to live in affordable homes, improve their lives, and strengthen their communities. NeighborWorks® has over 22 years of experience providing training and is recognized as the premier provider of training in the affordable housing and community development industry.

About Seven Sisters Community Development Group

Seven Sisters Community Development Group, LLC is a woman- and majority Native American-owned national consulting firm, which offers culturally relevant and innovative strategies, services, and products that create systemic change. Its team of community development experts works with low-wealth and diverse communities across the country, with a particular focus on Native Communities. The team brings a broad range of experience with tribal governments and communities as well as national and local nonprofits, foundations, corporate organizations, and governmental entities.

Source: Community Development Financial Institutions Fund (the CDFI Fund)

