

SMALL BUSINESS EXCHANGE

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The Big Impact of Small Businesses on Urban Job Creation: Evidence from Five Cities

Introduction to Urban Job Growth Strategies

Small businesses are the backbone of urban economies, providing critical jobs for local residents. This report offers compelling data on the jobs created by businesses with less than 250 employees in five distinct cities (Chicago, Dallas, Detroit, Los Angeles and Washington, D.C.), making a strong case for city leaders to support the growth of small businesses with the same resources and intentionality as they do with the attraction and retention of large businesses.

We also find that small businesses are especially important to the inner city—economically distressed neighborhoods characterized by high poverty and high unemployment rates. Our research highlights the extent of the unemployment problem in each city's inner city and shows that small business growth in inner cities is an important part of the solution.

Key findings of this report include:

- Although the distribution of businesses by size is similar across the five cities, the cities differed in terms of the share of jobs created by small businesses.
- In four of the five cities, small businesses create most of the jobs in the city overall as well as in distressed inner city neighborhoods, an outcome driven by small businesses with 5 to 249 employees.
- In four of the five cities, the importance of small businesses as a source of jobs is greater in distressed inner city neighborhoods than in the city overall.
- A modest increase in the number of employees hired by existing small businesses (one to three employees per business) could create enough employment opportunities for all currently unemployed inner city residents.

Every city is armed with an arsenal of strategies to attract and retain large businesses, but city leaders will need to adopt new tools and develop a comprehensive small business plan to effectively support the growth of small businesses. Small business support in most cities is an uncoordinated, unfocused set of programs implemented by a disparate group of private

and public organizations. In this report we outline a playbook with five critical strategies city leaders should implement to maximize the job creation of small businesses in their cities.

This includes investing in businesses that are part of strong regional clusters, which will maximize job creation.

Our research was informed by empirical analysis of public and proprietary data, a thorough literature review that included relevant reports on small businesses in each city, and interviews with 52 business owners, economic development professionals, and representatives from chambers of commerce, small business development organizations, community development organizations, workforce development boards and community colleges. Interview responses are woven in throughout the report to enrich insights drawn from our quantitative analysis.

The remainder of this report is divided into four sections:

- Measuring the job creation impact of small businesses
- Small business job creation
- A playbook for supporting urban small business job creation
- Policy implications and future research

Measuring the Job Creation Impact of Small Businesses

The goal of this report is to provide an accessible evaluation of the current state of jobs associated with small businesses

in cities, especially in distressed inner city neighborhoods, to better inform urban economic development practice. To that end, we measure the job shares associated with small businesses in a single time period, but refer to this measure colloquially as "job creation."

We define businesses with less than 250 employees as small businesses and analyze three different business size categories: 1 to 4, 5 to 249, and 250 or more employees (large businesses). We consider "micro-businesses" (those with 1 to 4 employees,

which includes the self-employed) separately since they account for the majority of businesses in cities. Our analysis is focused on five cities: Chicago, Dallas, Detroit, Los Angeles and Washington, D.C. While certainly not a representative sample, the cities represent different regions in the U.S., different sizes, and different urban economic

Los Angeles and Chicago are the largest cities, with 3.9 million and 2.7 million residents, respectively. Dallas has 1.2 million inhabitants and Detroit and Washington, D.C. both have fewer than one million residents. Los Angeles has the strongest economy as measured by Gross Metropolitan Product (GMP) (\$866.7 billion), with Detroit trailing the group with \$236.5 billion. The Los Angeles economy is supported by several strong sectors, including the film and entertainment industry, apparel and textiles, and financial services. Chicago is investing heavily in diversifying its economy, including in high-tech industries, and its economy is bolstered by strong sectors such as education, transportation and logistics, and financial services. Dallas is a fast-growing city with an economy based on financial services, transportation

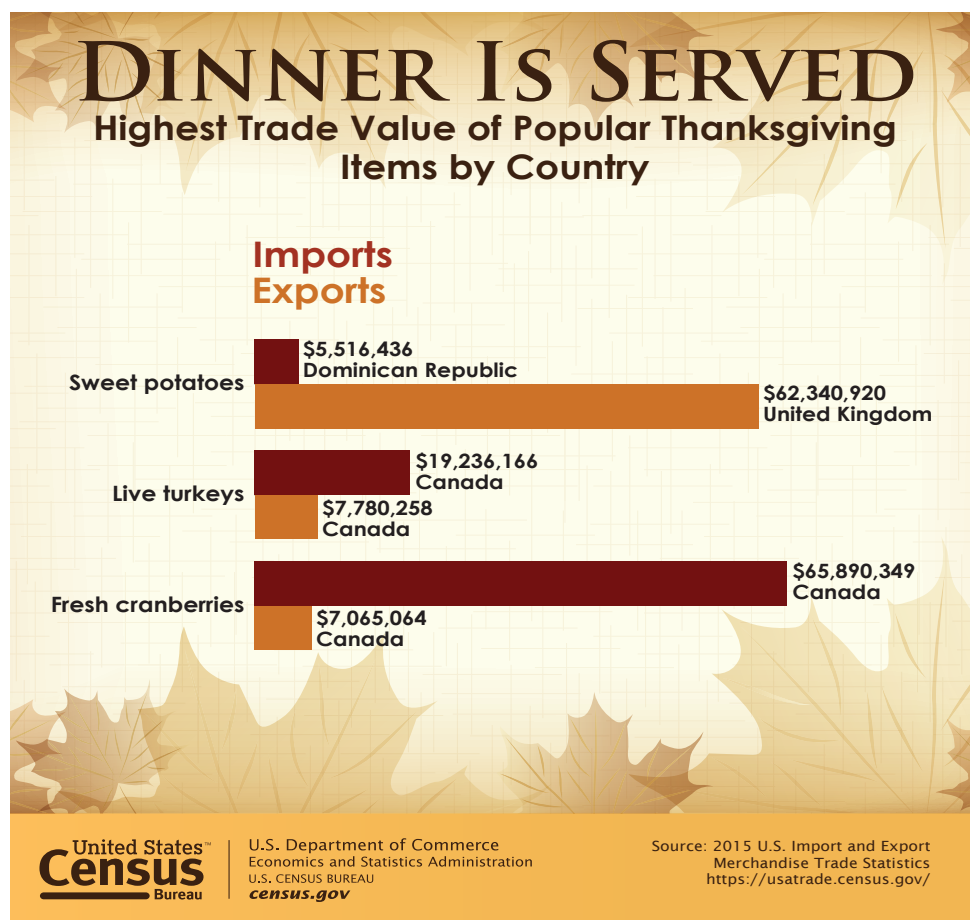
and logistics, as well as the oil and gas industry. Detroit is in the midst of an economic comeback, trying to create a more diverse economy supported by traditionally strong automotive, transportation and logistics, and metal manufacturing sectors. And finally, Washington D.C. represents a unique economy—one that is heavily dependent on federal, public-sector jobs and is supported by strong business services and education sectors.

Of the five cities, Detroit faces the greatest challenges, with the highest rates of poverty and unemployment and the largest share of residents living in distressed inner city neighborhoods.

The poverty rates for all five cities were higher than the national average (15 percent), ranging from 17 percent in Washington, D.C. to over double that in Detroit (39 percent).

Their unemployment rates were also the same as or higher than the national average (9 percent), ranging from 9 percent in Dallas to three times that in Detroit (27 percent).

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Diversity & Inclusion in the Legal Profession

We need more females and ethnic minorities in the legal profession

Diversity is an important challenge facing the legal industry. Are there enough opportunities for black, asian, and minority ethnic (BAME), female and LGBTQ lawyers? Despite the prominence of white males in the supreme court, there are more diverse candidates to be found in solicitors' firms and at the bar. The message from diversity campaigners, though, is this: there is more work to be done to increase diversity, but don't wait for change from the top. Instigate change yourself.

Miranda Brawn is a barrister and founder of The Miranda Brawn Diversity Leadership Foundation, which aims to help BAME future leaders and increase diversity and equality in the workplace. She is emphatic that increasing diversity in the profession starts from the bottom up. "There's a lot of focus on improving diversity in the boardroom, but to achieve this we need to start educating and changing diversity from the outset. I launched the foundation to help educate and inform the next generation on how they can do something to make a difference to their future workplace."

For law students, apprentices and junior solicitors and barristers, this means starting by discussing the topic. Brawn says: "The first action point is to simply have the conversation about diversity. In some places, especially regarding race or the gender pay gap, it's still the elephant in the room. We need to be able to talk about this openly and also brainstorm ideas in the workplace which can improve diversity."

The diversity conversation was in full flow at the Miranda Brawn Diversity Leadership Annual Lecture, held recently at The University of Law. An audience of university students and school pupils heard diversity campaigners discuss their work and the importance of continuing their legacy.

That legacy is particularly important to the legal profession. Jacqueline Cheltenham, director of the Bar Professional Training Course at The University of Law, says: "The law affects diverse people in society and it's important that the lawyers representing them reflect that diversity and our wider society."

"Hosting events such as the diversity lecture and ReLaw UK, the public law student conference, ensure that our students increase their understanding of the challenge and opportunities surrounding the topic."

Cheltenham was in practice as a barrister in the early 1990s, when the diversity conver-



Miranda Brawn speaking at this year's Miranda Brawn Diversity Leadership Annual Lecture. Photograph: Richard Bailey

sation was barely a whisper. She remembers: "The sort of things that people would comfortably say to you in those days would be frowned upon now. In my early days at the bar, a barrister who was opposing my pupil master told me that Caribbeans were lazy. When I asked him where he thought I was from, he said Africa. I told him that my family was Caribbean. Of course, he didn't apologise."

"Thankfully there's far less intolerance and far more acceptance these days among young people. But there is still some way to go until we have a truly reflective profession at all levels."

So what else can young entrants from minority backgrounds to the legal profession do? Show their brilliance, for one thing. Cheltenham advises: "BAME law students should strive to be the best they can be to participate in all areas of the law."

Brawn meanwhile advises making the most of your law school's support system, both as a student and an alum: "The University of Law provided me with great support during and after my studies. They helped me to achieve a

legal qualification that has given me the confidence to go out into the world and make a real and positive difference."

She also says that securing a mentor and a sponsor is a key part of helping with career progression: "Sponsors will advocate for you in the workplace. You may not even know who your sponsors are, so it's important to network thoughtfully so that the right people recognise your hard work. A mentor is a source of guidance and advice who you can seek out through a structured mentoring programme, or more informally by asking people you know to mentor you. I have had sponsors and mentors and their guidance has had an immense impact on where I am today."

Brawn now gives back to the new generation of BAME professionals by offering financial scholarships and mentoring via her foundation. Applications are now open for next year's awards; find out more here - <http://mirandabrawn.com/diversity-leadership-foundation-scholarship/>

SOURCE: www.theguardian.com



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Visit this link for the
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Access to Capital



The Number One Reason Banks Deny Loans to Many Small Business Owners

No one ever promised that the challenges to growing a small business would be minor. Entrepreneurs regularly confront issues that can threaten the very core of their companies, not the least of which is difficulty securing the financing they need to run and grow a sustainable business.

Finding capital is becoming harder for a significant proportion of small businesses, despite the wider variety of financing options available. Even though there are more lending alternatives for small businesses than ever before, a crucial step is missing and no one is paying attention, leaving business owners increasingly frustrated over their rejections for credit lines and loans.

The dream and the reality don't add up -- a scenario confirmed by a 2015 Nav survey of 250 small and midsize business owners, which brings to light the struggle around bank financing, small-business loans, and the rejections small businesses suffer.

The realities small businesses face

The Small Business American Dream Gap Report found that despite the positive outlook for small businesses, nearly three out of ten small businesses reported finding it harder than in the past to reduce operating costs. Nearly a quarter of small businesses, meanwhile, found it harder to plan for unforeseen expenses. Within the previous year, the survey revealed, 20 percent of the small businesses surveyed said they had considered shutting down, primarily because of lack of growth or cash-flow issues.

Those kinds of struggles had led 53 percent of those small businesses to apply for funding or credit lines over the past five years -- and one in four said they had sought loans multiple times. Yet 20 percent of those applying over the past 60 months reported being turned down, and 45 percent of those denied said they'd been rejected more than once. The most frustrating finding was that nearly a fourth -- 23 percent -- of these businesses didn't know why they'd been denied.

As a result, 26 percent of these business owners avoided hiring and expansion because they were frustrated with trying to access funds. Instead, they ponied up the money from their personal savings and used their credit cards to cover expenses and keep their businesses going, putting them at substantial risk.

In addition, the study determined that the last time the owners surveyed had needed funds, 62 percent had withdrawn personal savings, 22 percent had used business credit cards, 24 percent had used their personal credit cards and 10 percent had relied on family and friends. Only 36 percent of those seeking funds had obtained bank loans.

Your business credit score is the crucial missing link

The study revealed that a primary reason small businesses can't obtain bank loans is their failure to understand their business credit score. Some 45 percent of entrepreneurs surveyed didn't even know they had a business credit score, and 72 percent didn't know where to find information about it. Even when they did, more than eight in ten small-business owners surveyed acknowledged that they didn't know how to interpret their score.

Education and empowerment around credit-worthiness is a core issue that can make or break



Image credit: Rob Daly

a small business's ability to get financing. Many business owners starting out are unaware of business credit and may do significant damage to their credit without realizing it -- primarily by maxing-out personal credit cards and/or credit lines because they believe they have no other choice. This short-term approach can lead to significant long-term damage.

Need more information about business credit? Consider the FICO score. Just as every individual consumer has one based on his or her personal credit record, every business has one developed by the FICO LiquidCredit Small Business Scoring Service -- the FICO SBSS score. Banks use this score to evaluate term loans and lines of credit up to \$1 million.

The score further rank-orders small businesses by their likelihood of making on-time payments based on their personal and business credit history, along with other financial data. On a scale of 0 to 300, a small business must score at least 140 to pass the pre-screening process the SBA uses for its most popular loan -- the 7(a) loan.

If a business with a poor credit history -- or none at all -- is denied financing, lenders are not required to notify the owner of the reason for the rejection. It's crucial, therefore, for business own-

ers to learn about their SBSS score and build credit with timely payments to vendors and suppliers to keep that score up. Boosting their score may take years for companies with a poor or nonexistent credit history, so the process of strengthening creditworthiness needs to begin long before they submit a credit application.

A number of business credit bureaus will generate a business credit score, including Dun & Bradstreet, Equifax, Experian and FICO. Anyone can request a business credit report from Dun & Bradstreet, Equifax or Experian, but it comes at a price. Nav offers a free service that provides access to summary reports from Dun & Bradstreet and Experian, a personal TransUnion report and alerts associated with any changes to business or personal credit.

Until recently, there was no direct way to access your FICO SBSS score, but small businesses can now get that number through Nav's subscription service. It's the only place small businesses can get that score online.

Why this all matters

Ultimately, those who understand business credit are better positioned to succeed. The Nav study found that nearly 40 percent of small-business owners who didn't know their business credit

score anticipated growth of less than 5 percent, while the nearly three-quarters who did know it envisioned growth of up to 20 percent.

Another answer to the perplexity surrounding rejected funding came from a revelation in the study about owners' understanding of credit issues. The small-business owners surveyed who understood their business credit scores, the study reported, were 41 percent more likely to be approved for a business loan than those who did not. And they were 31 percent more likely to consider expanding their businesses.

Some 80 percent of those in the know about their scores, moreover, considered their funding process to have been smooth, and half of those owners indicated they were less likely to turn to personal savings to grow their companies.

Business owners, then, should determine where they stand and take control of the factors critical to the lenders, credit card companies and even other businesses they work with. When owners understand their scores, they have an easier loan approval experience and are empowered to grow and thrive and help the overall economy thrive as well. That way, everyone wins

SOURCE: www.entrepreneur.com

California Sub-Bid Request Ads

CAHILL CONTRACTORS, LLC

Colby Smith at estimating@cahill-sf.com
(415) 677-0611

CAHILL CONTRACTORS, LLC requests bids from Certified SBE Subcontractors and Suppliers EXCEPT for the following TRADES:

Piling / Exterior Building Maintenance / Solar (PV & Hot Water) / Fire Sprinkler

EDDY & TAYLOR – REMAINING TRADES
222 Taylor Street, San Francisco, CA 94102

This is an MOHCD project with construction workforce and prevailing wage requirements.

BID DATE: 12/15/16 @ 2PM

Voluntary Pre-bid Meeting:

12/1/16 @ 10AM, Cahill's Oakland Office
1111 Broadway, Suite 1340
Oakland, CA 94607

BID DOCUMENTS: Please contact Colby for access to documents on BuildingConnected.

DESILVA GATES CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: Zack Harwell
Website: www.desilvagates.com
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DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

CALTRANS ROUTE 92 – OR CONSTRUCTION ON STATE HIGHWAY IN SAN MATEO COUNTY IN SAN MATEO ON ROUTE 92 FROM ALAMEDA DE LAS PULGAS OVERCROSSING TO THE HAYWARD PARK OVERHEAD AND ON ROUTE 82 FROM WEST 20TH AVENUE TO 17TH AVENUE CONTRACT NO. 04-235524, FEDERAL AID PROJECT ACNH-X081 (030)E DISADVANTAGED BUSINESS ENTERPRISE GOAL ASSIGNED IS 11%

OWNER:

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
1727 30th Street, Bidder's Exchange, MS 26,
Sacramento, CA 95816

BID DATE: December 6th, 2016 @ 2:00 P.M.

DGC is soliciting quotations from certified Disadvantaged Business Enterprises, for the following types of work and supplies/materials including but not limited to: **Clearing & Grubbing, Concrete Barrier, Concrete Pavers, Construction Area Signs, Crash Cushions, Electrical, Erosion Control, Fence, Guardrail, HMA Dike, Landscaping, Minor Concrete, Minor Concrete Structures, Rapid Set PCC Paving, Retaining Wall, Roadside Signs, Sign Structures, Soundwall, Striping and Pavement Markers, SWPPP Prep, Underground Work, Trucking, Sweeping, Water Trucks, Erosion Control Materials, Imported Borrow Material, Aggregate Base Material, HMA Material, RHMA Material and Tack Coat Material.**

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA or 7700 College Town Drive, Sacramento, CA, or at your local Builders Exchange, or reviewed and downloaded from the ftp site at <ftp://ftp%25desilvagates.com:17pa55wd@pub.desilvagates.com> (if prompted the username is ftp@desilvagates.com and password is 17pa55wd) or from the Owner's site at www.dot.ca.gov/hq/esc/oe/weekly_ads/all_adv_projects.php

Fax your bid to (925) 803-4263 to the attention of Estimator Zack Harwell. If you have questions for the Estimator, call at (925) 829-9220. When submitting any public works bid please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at: www.dir.ca.gov/Public-Works/PublicWorks.html

If you need DBE support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (925) 829-9220, or contact your local Small Business Development Center Network (<http://californiasbdc.org>) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SBTRCs). DGC is willing to breakout portions of work to increase the expectation of meeting the DBE goal.

At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. DGC is an equal opportunity employer.

SHIMMICK CONSTRUCTION

8201 Edgewater Drive, Suite 202 • Oakland, CA 94621
Phone (510) 777-5000 • Fax (510) 777-5099

DBE Subcontractor/Supplier Bids Requested For:

**Santa Clara Valley Transportation Authority
Rail Rehabilitation Phase 6, Crossovers and Interlockings
Contract No. C16189F
Bid Date: December 15th, 2016 at 2:00PM
Fax all quotes to 510-777-5099**

Requesting certified DBE Subcontractor and Supplier Quotes on: **Concrete & Cement, Electrical & Signals, Construction Staking, Traffic Control System, Structure Excavation, Asphalt Concrete, Concrete Surface Finish, Reinforcing Steel, Cutting, Trucking**

Contract Documents may be obtained directly from the VTA website at www.vta.org/procurement.

Subcontractors and Suppliers interested in this project may contact Clay Cochran by phone at (510) 777-5000.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick Construction Company, Inc. are required of subcontractors for this project. Shimmick Construction will pay bond premium up to 1.5%. Subcontractors will be required to abide by terms and conditions of the AGC Master Labor Agreements and to execute an agreement utilizing the latest SCCI Long Form Standard Subcontract incorporating prime contract terms and conditions, including payment provisions. Shimmick Construction's listing of a Subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote. Shimmick Construction requires that Subcontractors and Suppliers price quotes be provided at a reasonable time prior to the bid deadline to enable a complete evaluation. **For assistance with bonding, insurance or lines of credit contact Scott Fairgrieve at (510) 777-5000.**

McCarthy Building Companies, Inc.

Seeking DBE Subcontractors and Suppliers for:

**METROLINK PARKING STRUCTURE at the ORANGE TRANSPORTATION CENTER
HARD BID - PARKING STRUCTURE
130 N. LEMON STREET, ORANGE CA**

Subcontractor Pricing Due: Thursday January 5, 2017 before 11:00 am

RFI Deadline: Monday December 12, 2016 before 3:00 pm

McCarthy Building Companies is requesting bid proposals from qualified subcontractors and suppliers for this project. **Please submit your RFI's and proposals per above deadline.**

This project includes a new parking structure and associated site work. Major trades include Shoring, Demolition & Earthwork, Site Utilities, Site Concrete, Landscaping, Reinforcing & PT, Masonry, Miscellaneous Metals, Waterproofing, Sheetmetal, Glazing, Painting, Elevators, Fire Protection, Plumbing, HVAC, and Electrical.

Please include your bonding company information and bond rate along with your company's EMR for the last 3 years. This is a **Prevailing Wage job**. Also note that the project will comply with Buy America requirements.

Please hold your bid for 120 days.

Bidding Documents: The bidding documents can be viewed and downloaded now at the McCarthy Box webpage: <https://mbc.box.com/s/svgmvyugetccs12dy8duwp89x4k4huk>

RFI's: RFI's are to be directed to Brent Newby, bnewby@mccarthy.com

Please do not contact the owners or their consultants directly. Failure to follow this requirement may disqualify your proposal.

We are looking forward to receiving your proposal and encourage you to contact us with any questions or comments.

*This is a Prevailing Wage Project.

*A 100% Performance and Payment Bond from an admitted surety will be required upon award of contract for all trades.

*McCarthy Building Companies, Inc. is an equal opportunity employer and encourages qualified Small Business and Minority Business participation.

Please contact us if you have any questions regarding project specifics:

McCarthy Building Companies, Inc.

Brent Newby, Preconstruction Director • E-Mail: bnewby@mccarthy.com

2401 SW Birch Street, Newport Beach, CA 92660

Phone: (949) 851-8383 • Fax: (949) 756-6841



Kiewit

Kiewit Infrastructure West Co.
4650 Business Center Drive Fairfield, CA 94534
Attn: Victor Molina • norcal.bids@kiewit.com
Fax: 707-439-7301

Requests sub-bids from qualified California Unified Certification Program (CUCP) certified Disadvantaged Business Enterprise (DBE), Subcontractors, Consultants, and/or Suppliers seeking to participate in the County of Santa Clara, Alamos Creek Bridge Replacement Project on Alamos Road Bridge No. 37C0159 in San Jose, CA.

<http://www.dot.ca.gov/obeo/index.html>

Subcontractors and Suppliers for the following project:

**Alamos Creek Bridge Replacement Project
Federal Project No. STPLZ-5937 (058)**

Owner: County of Santa Clara

Bid Date: December 8, 2016 at 2:00 P.M.

Disadvantaged Business Enterprises (DBEs)

wanted for the following scopes, including, but not limited to:

AC Milling, AC Paving, Aggregates Supply & Install, Bridge Bearings, Minor Concrete, CIDH, Concrete Supply, Concrete Reinforcement, Structural Concrete, Precast Concrete, Concrete Pumping, Concrete Formwork, Concrete Staining, Concrete Barriers, Clear & Grub, Core Drilling, Crash Cushion, Cable Railing, Demolition, Earthwork, Erosion Control, Fencing, Guardrail, Joint Sealant, K-rail, Metals, Pavement Markings, Pipe Supply, Rock Slope Protection, Street Sweeping, SWPPP, Signage, Traffic Control, Temp Signal System, Trucking & Hauling, Water Truck.

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

**Subcontractor and Supplier Scopes
are due October 5, 2016 and Quotes
NO LATER THAN October 7, 2016 at 5 PM.**

Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company and to be able to receive bidding information, view plans and specifications.

You can view the plans in our office during regular business hours by appointment.

Performance Bond and Payment Bonds may be required for subcontractors and a suppliers bond for suppliers.

Davis-Bacon Act applies.

Buy America Requirements apply.

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PUBLIC LEGAL NOTICES

Treasure Island in San Francisco

Opportunity to Construct Treasure Island Street Improvements

Fivepoint is requesting qualified, interested construction firms to respond to a public request to perform Street Improvements on Treasure Island.

For more information, please visit:

<http://mission.sfgov.org/OCA/BidPublication/BidDetail.aspx?K=11425>

Treasure Island Development Authority (TIDA) has established the 41% Small Business Enterprise (SBE) Participation goal for construction firms.

Respondents are encouraged to check this website regularly for updates.

Pre-Bid Conference:

**November 29, 2016 @ 10:00 AM
One Avenue of the Palms, Suite #216
San Francisco, CA 94130**

Proposals must be submitted by

December 20, 2016 @ 2:00 PM (PST).

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 Phone: (510) 632-7676 • Fax: (510) 562-5209
 Contact: Ed Aldine • An Equal Opportunity Employer

Sub Bids Requested From Qualified DBE Subcontractors & Suppliers for
City of Mountain View - Castro Street Complete Street Project 14-36
Location: Mountain View, Santa Clara County • Bid Date: December 8, 2016 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: Traffic control, striping, electrical/traffic signal, slurry seal/latex slurry seal, and trucking.

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: Keith Ones • An Equal Opportunity Employer

Sub Bids Requested From Qualified DBE Subcontractors & Suppliers for
County of Santa Clara - Alamos Creek Bridge Replacement • Project No. 37C0159
Location: San Jose, Santa Clara County • Bid Date: December 8, 2016 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: Signage, Striping, SWPPP, Fencing/Rails, Joint Seal, Reinforcing Steel, Misc. Metals.


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.



O.C. Jones & Sons, Inc.
 1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990
 Contact: Jean Sicard • An Equal Opportunity Employer

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:
Jepson Parkway Road Widening Project
City of Vacaville Contract No. 865-820288
Federal Aid Project No.: BRLS 5094(067)
BID DATE: December 6th, 2016 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Water Pollution Control, Storm Water Annual Report, Construction Area Signs, Traffic Control System, Clearing & Grubbing, Minor Concrete, Geotextile Fabric, Pavement Delineation, Striping & Marking, Electrical, Relocate Fire Hydrant, Storm Drain, Adjust Utilities, Survey Monument, Roadside Signs, Planting & Irrigation, Import Topsoil, Bridge Removal, Structure Excavation, Structure Backfill, Water Line, Steel Piling, Structural Concrete, Minor Concrete (Stamped Concrete Median-Bridge), Drill and Bond Dowel, Joint Seal, Bar Reinforcing Steel, Rock Slope Protection, Tubular Bicycle Railing, Concrete Barrier, Tree Removal, Cold Plane AC, Geotextile Fabric, Object Marker, Precast Concrete Soundwall, Wood Barricade, Cable Railing and Construction Materials. 100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ is willing to breakout any portion of work to encourage DBE Participation. Plans & Specs are available for viewing at our office.



Kiewit
Kiewit Infrastructure West Co.
 4650 Business Center Drive Fairfield, CA 94534
 Attn: Victor Molina • norcal.bids@kiewit.com
 Fax: 707-439-7301

Requests sub-bids from qualified California Unified Certification Program (CUCP) certified Disadvantaged Business Enterprise (DBE), Subcontractors, Consultants, and/or Suppliers seeking to participate in the City of Larkspur, Bon Air Road Bridge Replacement Project in Larkspur, CA.

<http://www.dot.ca.gov/obeo/index.html>

Subcontractors and Suppliers for the following project:
Bon Air Road Bridge Replacement Project
Federal Project No. BHLS-5166 (015)
Owner: City of Larkspur
Bid Date: January 18, 2017 at 2:00 P.M.
Disadvantaged Business Enterprises (DBEs)

wanted for the following scopes, including, but not limited to: AC Paving, Aggregates Supply & Install, Bridge Bearings, Minor Concrete, CIDH, Concrete Supply, Concrete Reinforcement, Concrete Structures, Prestressing Concrete, Precast Concrete, Concrete Pumping, Concrete Formwork, Concrete Barriers, Clear & Grub, Demolition, Earthwork, Electrical, Erosion Control, Fencing, Guard-rail, Joint Sealant, Landscaping, Metals, Piling, Pavement Markings, Pipe Supply, Pumping Equipment and Controls, Street Sweeping, SWPPP, Signage, Traffic Control, Trucking & Hauling, Water Truck.

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

Subcontractor and Supplier Scopes are due
January 13, 2017 and Quotes NO LATER THAN
January 17, 2017 at 5 PM.


Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company and to be able to receive bidding information, view plans and specifications.

You can view the plans in our office during regular business hours by appointment.

Performance Bond and Payment Bonds may be required for subcontractors and a suppliers bond for suppliers.

Davis-Bacon Act applies.
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 225 3rd Street, Oakland, CA 94607
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CROSSOVERS AND INTERLOCKINGS
VTA CONTRACT C16189F
Bids: 12/15/2016 @ 2 pm
DBE GOAL - 11.4%

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Bonding, insurance, lines of credit and any technical assistance or information related to the plans & specifications & requirements for the work will be made available to interested DBE suppliers, subcontractors & truckers. Assistance with obtaining necessary equipment, supplies, materials, or related assistance or services for this project will also be offered to interested DBE certified business suppliers, subcontractors & truckers.

100% Payment & Performance bonds will be required from a single, Treasury-listed surety company subject to PMI's approval. PMI will pay bond premium up to 1.5%. Subcontractors awarded on any project will be on PMI's standard form for subcontract without any modifications. For questions or assistance required on the above, please call.

We are an Equal Opportunity Employer



The Big Impact of Small Businesses on Urban Job Creation

Continued from page 1

In Detroit, 85 percent of the population lives in inner city neighborhoods, with only a few pockets of non-inner city neighborhoods scattered throughout the city (Map 1). This is significantly higher than 55 percent in Dallas, where the inner city neighborhoods are largely concentrated in South Dallas (Map 2). Washington, D.C.'s inner city neighborhoods are predominately located in the northeast and southeast parts of the city and they account for 44 percent of D.C.'s residents (Map 3). Chicago's inner city, where 42 percent of the population lives, is largely concentrated in its southern (South Side, Southwest Side, Far Southwest Side, and Far Southeast Side) and West Side neighborhoods (Map 4).

In Los Angeles, the inner city is largely concentrated near downtown neighborhoods and is home to 34 percent of the population (Map 5).

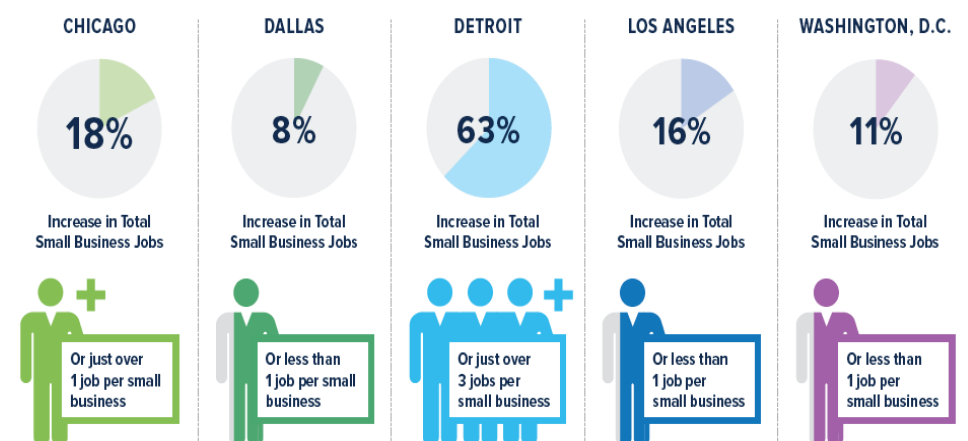
All of the cities have a higher percentage of their population living in the inner city than the average for all cities (31 percent).

This set of cities provides a snapshot of urban small business job creation across the nation. It also allows us to explore whether their differences seem to matter in terms of small business job creation or whether small businesses have a traded clusters and 16 local clusters defined by the U.S. Cluster Mapping Portal. While traded clusters vary by city, the same 16 local clusters are prevalent in every metro area, regardless of their competitive advantages (Clusters 101, n.d.). Small businesses exist in both traded and local clusters, since they serve both local and non-local markets.

Visit link below for full article:
www.sbeinc.com/resources/cms.cfm?fuseaction=news.detail&articleID=1788&pageID=25

SOURCE: ICIC

Figure 1. Growth in Small Business Jobs Required to Eliminate Inner City Unemployment



Fictitious Business Name Statement

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373536-00

Fictitious Business Name(s):
37mott
Address
1 Hawthorne Street, Unit 22C, San Francisco, CA 94105
Full Name of Registrant #1
Wendy Chin
Address of Registrant #1
1 Hawthorne Street, Unit 22C, San Francisco, CA 94105

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **10/10/2016**

Signed: **Wendy Chin**

This statement was filed with the County Clerk of San Francisco County on **11/18/2016**

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

Filed: **Melvin Galvez**
Deputy County Clerk
11/18/16

11/23/16 + 12/01/16 + 12/8/16 + 12/15/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373365-00

Fictitious Business Name(s):
Ana Maria House Cleaning
Address
2087 46th Avenue, San Francisco, CA 94116
Full Name of Registrant #1
Ana Maria Beltran
Address of Registrant #1
2087 46th Avenue, San Francisco, CA 94116

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/7/16**

Signed: **Ana Maria Beltran**

This statement was filed with the County Clerk of San Francisco County on **11/7/16**

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

Filed: **Susanna Chin**
Deputy County Clerk
11/7/16

11/17/16 + 11/23/16 + 12/01/16 + 12/8/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373342-00

Fictitious Business Name(s):
Caffe Capriccio
Address
2200 Mason Street, San Francisco, CA 94133
Full Name of Registrant #1
Jose J. Cardenas Gomez
Address of Registrant #1
7401 Weld Street, Oakland, CA 94621

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/1/2016**

Signed: **Jose J. Cardenas Gomez**

This statement was filed with the County Clerk of San Francisco County on **11/4/16**

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

Filed: **Fallon Lim**
Deputy County Clerk
11/4/2016

11/10/16 + 11/17/16 + 11/24/16 + 12/01/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0372831-00

Fictitious Business Name(s):
DMB Registration Service
Address
5191 3rd Unit 3, San Francisco, CA 94124
Full Name of Registrant #1
Martha Patricia Benitez Castrejon
Address of Registrant #1
230 Aspen Ave #4, South San Francisco, CA 94080

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **9/27/2016**

Signed: **Martha Patricia Benitez Castrejon**

This statement was filed with the County Clerk of San Francisco County on **9/27/2016**

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

Filed: **Morgan Jaldon**
Deputy County Clerk
9/27/2016

11/10/16 + 11/17/16 + 11/24/16 + 12/01/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373234-00

Fictitious Business Name(s):
Griddy
Address
62 Navy Road, San Francisco, CA 94124
Full Name of Registrant #1
Aqeelah Muhammad
Address of Registrant #1
62 Navy Road, San Francisco, CA 94124

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **Not Applicable**

Signed: **Aqeelah Muhammad**

This statement was filed with the County Clerk of San Francisco County on **10/27/2016**

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

Filed: **Morgan Jaldon**
Deputy County Clerk
10/27/2016

11/3/16 + 11/10/16 + 11/17/16 + 11/24/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373364-00

Fictitious Business Name(s):
Hansan Flooring
Address
41 Leland Avenue, San Francisco, CA 94134
Full Name of Registrant #1
Mendoza Aguilés
Address of Registrant #1
935 Visitacion Avenue, San Francisco, CA 94140
Full Name of Registrant #2
Chau, Kien
Address of Registrant #2
1315 S "B" Street, San Mateo, CA 94402

This business is conducted by **A General Partnership**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/7/16**

Signed: **Kien Chau**

This statement was filed with the County Clerk of San Francisco County on **11/7/2016**

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

Filed: **Susanna Chin**
Deputy County Clerk
11/7/2016

11/10/16 + 11/17/16 + 11/24/16 + 12/01/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373504-00

Fictitious Business Name(s):
Judy Kim Fashion Design
Address
833 Cole Street Apt. 4, San Francisco, CA 94117
Full Name of Registrant #1
Yong Jeong Kim-Harrison
Address of Registrant #1
833 Cole Street Apt. 4, San Francisco, CA 94117

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/16/16**

Signed: **Yong Jeong Kim-Harrison**

This statement was filed with the County Clerk of San Francisco County on **11/16/16**

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

Filed: **Sonya Yi**
Deputy County Clerk
11/16/16

11/23/16 + 12/01/16 + 12/8/16 + 12/15/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373509-00

Fictitious Business Name(s):
Nob Hill Associates
Address
930 Sutter Street, San Francisco, CA 94109
Full Name of Registrant #1
The Pharoah/Nob Hill Associates, A California Limited Partnership
Address of Registrant #1
1201 Fulton Street, San Francisco, CA 94117

This business is conducted by **A Limited Partnership**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/17/2016**

Signed: **Albert T. Johnson**

This statement was filed with the County Clerk of San Francisco County on **11/17/16**

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

Filed: **Maribel Jaldon**
Deputy County Clerk
11/17/16

11/17/16 + 11/23/16 + 12/01/16 + 12/8/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373264-00

Fictitious Business Name(s):
1) San Francisco Police Activities League
2.) SFPAL
3.) San Francisco PAL
Address
350 Amber Drive #203, San Francisco, CA 94131
Full Name of Registrant #1
SF Police Activities League
Address of Registrant #1
350 Amber Drive #203, San Francisco, CA 94131

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **May 26, 1960**.

Signed: **Arlene Doyle**

This statement was filed with the County Clerk of San Francisco County on **10/31/2016**

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

Filed: **Fallon Lim**
Deputy County Clerk
10/31/2016

11/3/16 + 11/10/16 + 11/17/16 + 11/24/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373315-00

Fictitious Business Name(s):
SPARC
Address
473 Haight Street, San Francisco, CA 94117
Full Name of Registrant #1
MIPARC, Inc. (CA)
Address of Registrant #1
473 Haight Street, San Francisco, CA 94117

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **10/21/2016**

Signed: **Erich Pearson, President**

This statement was filed with the County Clerk of San Francisco County on **11/2/2016**

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

Filed: **Melvin Galvez**
Deputy County Clerk
11/2/2016

11/10/16 + 11/17/16 + 11/24/16 + 12/01/16

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0373168-00

Fictitious Business Name(s):
1.) The Niteys
2.) The San Francisco Nightlife Awards
Address
2261 Market Street, Ste 490, San Francisco, CA 94114

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **10/21/2016**

Signed: **Audrey Joseph**

This statement was filed with the County Clerk of San Francisco County on **10/21/2016**

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

Filed: **Susanna Chin**
Deputy County Clerk
10/21/2016

ABANDONMENT OF FICTITIOUS BUSINESS NAME

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME

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

1.) 2B Private Transportation
Located at **1554 Jones Street, San Francisco, CA 94109**

This fictitious business name was filed in the County of San Francisco on **10/7/2014** under file **2014-0360801**

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

Full Name of Registrant #1
Cuaresma & Rossi LLC (CA)
1554 Jones Street, San Francisco, CA 94109

This business was conducted by a
A LIMITED LIABILITY COMPANY

Signed: **Marianito Cuaresma Jr.**

This statement was filed with the County Clerk of San Francisco County on **11/16/16**.

Filed: **Fallon Lim**
Deputy County Clerk
11/16/16

11/23/16 + 12/1/16 + 12/8/16 + 12/15/16

Trump's \$1 trillion plan hits D.C. speed bumps

The president-elect's pitch for an upgrade of the nation's roads, bridges, tunnels and airports is already running into Washington reality.



Donald Trump's advisers are floating the same kinds of financing schemes that Congress has batted around for years with little success. | Getty

By Lauren Gardner

It was supposed to be a big, beautiful infrastructure bill. But President-elect Donald Trump's pitch for a \$1 trillion upgrade of the nation's roads, bridges, tunnels and airports is already running into potholes as it meets reality in Washington.

The overwhelming sticking point, as always, is how to pay for it.

Trump's advisers are so far floating the same kinds of financing schemes that Congress has batted around for years with little success, including proposals to lure private investors or reap a revenue windfall through an overhaul of the tax code. Key lawmakers say they're in the dark on how Trump's plan would work — with some conservatives simply hoping that his call for massive tax breaks will provide an economic jolt that makes the hard spending decisions easier.

Democrats, meanwhile, are split on whether to cooperate with Trump on his plan. Hillary Clinton adviser Ron Klain denounced it Friday as a "trap" that would provide "a massive corporate welfare plan for contractors" without necessarily spurring any new infrastructure spending.

Even congressional Republicans who have long championed spending on transportation projects say they don't yet know the details of Trump's 10-year proposal, which the president-elect has vowed will "put millions of our people to work" while making U.S. infrastructure "second to none."

"Look, we don't have the details," House Transportation Chairman Bill Shuster (R-Pa.) told POLITICO. "We're working very closely with his transition team and hopefully with the new department head to figure out how we're going to pay for it. It's got to be fiscally responsible."

A trillion dollars is "a big number," said Senate Commerce Chairman John Thune (R-S.D.), adding that a tax overhaul could be one promising way

to pay for it. "I think it's going to come down to figuring out just actually what's achievable."

"I think this is critical, something that could draw us together," said Sen. Shelley Moore Capito (R-W.Va.), who hoped that the infrastructure plan would also include an expansion of broadband internet service. But asked whether a Republican Congress would approve it, she said: "Not if it's not paid for."

"To just add it to the national debt, I don't think President-elect Trump or members of the Republican Conference would support that," said Rep. Mark Meadows (R-N.C.), a member of the House Transportation Committee and the conservative Freedom Caucus.

Some Democratic lawmakers were more optimistic than others than any big infrastructure plan will get through Congress, even with a GOP president pushing it.

"The country needs it," said New York Democratic Rep. José Serrano, who sits on the Appropriations Committee. But he said Trump "should be telling us how he's going to get it through a Congress that doesn't want to spend \$1.50 on anything."

Trump has touted his infrastructure plan as a top priority — even mentioning it in his election-night victory speech — raising expectations that it will have a prime place in the agenda for his first 100 days. His senior adviser Steve Bannon has portrayed it as a massive borrow-and-spending binge that would make conservatives "go crazy," telling The Hollywood Reporter: "With negative interest rates throughout the world, it's the greatest opportunity to rebuild everything. ... We're just going to throw it up against the wall and see if it sticks."

But despite its eye-popping \$1 trillion price tag, it's unclear to infrastructure finance experts whether his plan would involve much, or even any, additional federal spending on top of the five-year, \$305 billion transportation bill that Congress approved last year.

Trump advisers walking in and out of Trump Tower in the past week have floated some ideas on how to pay for the plan, which has also seemed to morph day-by-day.

The Heritage Foundation's Stephen Moore, one of Trump's tax advisers, pitched GOP lawmakers Tuesday on a one-time 10 percent tax on offshore business income, the kind of tax break that Republicans maintain would encourage companies to bring their overseas earnings back to the U.S.

But by Wednesday morning, Steven Mnuchin, a leading contender for Treasury secretary, told reporters the transition team was "looking at the creation of an infrastructure bank," a pot of money that would use federal money to attract state and private dollars to fund projects. It's hardly a new idea in transportation circles — but Trump's presidential campaign had blasted Clinton for proposing the same idea, saying such a bank would be "controlled by politicians and bureaucrats in Washington D.C."

President Barack Obama has also repeatedly proposed an infrastructure bank, though that idea went nowhere in Congress.

Trump's campaign also called for setting up "public-private partnerships," another means of encouraging private investors to put their money into infrastructure. In one version, the investors would get tax credits to build a project and could recoup their money by charging fees for its use, such as tolls. But as New York Times columnist Paul Krugman wrote Saturday, that would be problematic for types of infrastructure that don't generate revenue streams: "Toll roads are not the main thing we need right now; what about sewage systems, making up for deferred maintenance, and so on?"

Whatever the financing mechanism, some Republicans say Trump may be the one to sell it.

"His business acumen is going to give him a better handle on the fiscal reality than we've had heretofore," said Rep. Trent Franks (R-Ariz.).

In fact, policy experts from both sides of the aisle have faulted Trump's broad tax and spending agenda for not even remotely adding up. They say the tax cuts he's proposed would add \$10 trillion to the national debt in the coming decade, while his pledge to trim the debt to zero would require savage cuts to federal spending.

But Meadows said he hopes Trump's tax cuts would bring a surge in revenue. "That stimulus provides an economic boom that will get us back to a 4, 4.5-percent GDP growth," he said. "That will actually make some of these questions a lot easier to answer than at an anemic 2.2-to-maybe-2.8 GDP."

Rep. Lou Barletta (R-Pa.) echoed the kind of infrastructure-spending-equals-jobs argument that conservatives rejected when Obama was pushing his \$832 billion stimulus through a Democratic Congress nearly eight years ago.

"The federal government will get money back because, as I said, these are good-paying jobs," Barletta said. "You're going to be putting people to work. They're going to be paying taxes. That money is going to come back to Washington."

But beyond wide support for the idea of infrastructure spending, Republicans' unanimity breaks down quickly — especially when it comes to using repatriated money from corporations' overseas earnings. House Ways and Means Committee Republicans such as Chairman Kevin Brady of Texas and Dave Reichert of Washington state have indicated they're lukewarm at best to that idea, saying repatriation revenues should go to lowering tax rates instead.

The difference this time, some lawmakers and lobbyists say, is the push infrastructure will be getting from an emboldened President Trump. In contrast, Obama has mostly chosen to stay out of the long-term funding debate in hopes Congress would come to a decision.

Visit link below for full article:

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