

SMALL BUSINESS EXCHANGE

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YEARS

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Insurance Commissioner Dave Jones

Insurance industry increases spending with California diverse suppliers by nearly \$670 million

At the 6th Annual Insurance Diversity Summit, Insurance Commissioner Dave Jones announced California diverse businesses supplied \$1.6 billion in goods and services to insurance companies last year—a \$670 million increase since 2012. Jones also announced the 2017 Multistate Insurance Diversity Survey, launched last year as the first ever national survey of the insurance industry around supplier and governing board diversity with insurance commissioners from four states—California, District of Columbia, Oregon, and Washington, found insurers spent \$7.8 billion with diverse suppliers nationwide in 2016.

Commissioner Jones hosted the summit convening more than 300 insurance company executives, business organizations, chamber representatives, diversity advocates, and leaders from minority, women, LGBT, veteran owned and disabled veteran owned businesses today at California State University, Sacramento. By providing a platform for diverse suppliers and insurers to meet, and encouraging insurers to

embrace supplier diversity programs and corporate board diversity, Commissioner Jones is leading the nation in establishing supplier diversity in the insurance market while moving towards a board that reflects its diverse consumer base.

“The California Insurance Diversity Initiative started a conversation among insurers, diverse suppliers, governing board members, advocates, and stakeholders that has translated into action,” said Insurance Commissioner Dave Jones. “I am pleased with the progress in California and throughout the nation and I commend those insurers who continue to be leaders by proactively implementing strategies to diversify their boards and expand their outreach to our nation’s talented diverse businesses.”

The summit hosted its first ever resource expo with 28 organizations showcasing useful tools and mentorship programs to diverse suppliers, insurers, and stakeholders to help increase

■ Continued on page 7

5 of the Nation’s Most Prominent Rail Projects

In the early 19th century, when the first passenger and cargo trains began making their way across the United States, the establishment of a local station meant that one’s town had arrived. The rail symbolized progress and new technology that promoted economic growth and an interconnectedness that the country had never seen before.

Today, trains still represent a sign of progress, but the search for interconnectedness has turned inward. Increasingly, more cities are looking for ways to ease traffic congestion and streamline travel, as well as to discover increased economic opportunities within their own boundaries.

Across the country, a number of these systems are taking shape as states explore the possibilities bullet trains and high-speed rail systems can bring to their region. Construction Dive looked

back at where some of the nation’s most prominent rail projects have been this year and the latest on their progress.

California

By any measure, the California High Speed Rail Authority’s (CHRSA) \$64 billion bullet train has had its fair share of challenges. The system, which will eventually connect Los Angeles to San Francisco, has been plagued by allegations of cost overruns and is eight years behind schedule in delivering the first operable segment. Adding to its troubles, the U.S. 9th Circuit Court of Appeals decided in July that the rail system must comply with California Environmental Quality Act rules, which are often used by environmental activists to delay projects.

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Major Transportation Investments Mark Third Anniversary of the Passage of Measure BB

The Alameda County Transportation Commission (Alameda CTC) is keeping its pledge to residents and businesses throughout Alameda County by delivering essential transportation improvements with funding from the approval of sales tax Measure BB three years ago.

“Since the passage of Measure BB in November 2014, significant transportation investments have been made to improve transportation and expand mobility options,” says Alameda CTC Chair Rebecca Kaplan, Oakland City Councilmember At-Large. “Enhancements to Alameda County’s transportation system have included upgraded and expanded BART service; increased reliability in bus service and expanded access to transit; investments to improve streets, roads and highways; and expanded safe walking and biking paths - as was promised to voters. Alameda CTC has received AAA ratings from Fitch and Standard and Poor and has 100% clean audits since inception - a testament to our fiscal accountability.”

Below are highlights of Measure BB accomplishments, to date:

Upgraded and Expanded BART Service

The new South Fremont/Warm Spring station extends BART toward Silicon Valley by five miles and provides Alameda County commuters with

a viable alternative to driving. Measure B, the predecessor to Measure BB, contributed more than one-third of the extension’s total funding.

Increased Reliability in Bus Service and Expanded Access to Transit

Expanding travel choices to accommodate our growing county is one of the cornerstones of Measure BB. East Bay Bus Rapid Transit (BRT) is under construction. Once complete, it will provide more reliable and faster travel along the busy 9.5-mile International Boulevard corridor from downtown Oakland to San Leandro BART. Helping to expand access to transit, and further reducing congestion on local streets, is the Student Transit Pass Pilot Program. The program launched its second year in August, reaching 17,000 students with free and low-cost student transit passes to improve school attendance, reduce the burden of transportation costs on families and improve access to after-school activities and jobs. Under Measure BB, other Alameda County residents in need of transportation assistance, including seniors and people with disabilities, have benefited from a 100% increase in funding for paratransit since 2014. A recently completed paratransit needs assessment will inform future countywide investments.

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Community Outreach

The Community Reinvestment Act at 40: It's Hard to Fight Redlining If You're Colorblind

By Sharon Velasquez

We recently marked the 40th anniversary of the Community Reinvestment Act, and as an economic equity advocate, I'd like to share some reflections on its ability to both provide and delay economic opportunity for communities of color. The law needs to be modernized on multiple fronts since it predates the internet and banking has changed a lot in 40 years. For now, I'll focus on why a colorblind Community Reinvestment Act can't completely overcome redlining.

But first, what is the CRA?

Following massive civil rights organizing by communities of color for social and economic justice, Congress enacted the Community Reinvestment Act in 1977 as a direct response to redlining — the public and private sector practice of denying mortgages and financial services to neighborhoods of color which were typically low-income. CRA requires banks to affirmatively meet the credit needs of the communities they serve, including low and moderate-income people. Although the CRA remains little-known, it requires regulators to rate a bank's performance in meeting those needs.

However, despite historic disinvestment in and suppression of wealth-building opportunities for people of color, CRA makes no mention of race. This means that while regulators evaluate banks in terms of their lending, services, and investments to low-and-moderate income areas, the law provides no tools to ensure that banks adequately and specifically serve the credit needs of people of color. In its current form, the CRA doesn't acknowledge that people of color tend to experience more denials, higher interest rates, and smaller loans than their White counterparts, nor does it attempt to disincentivize this.

One way to measure success at attaining economic parity for communities of color is to ask whether a bank's lending in a state is proportional to the state's adult demographics. In small business lending, this means that if Latinxs are 17 percent of California's entrepreneurs, a bank's lending to Latinx entrepreneurs should hover close to 17% of total small business loans. This parity has never happened. Instead, bank lending to Whites dominates both small business and mortgage lending. Even the flagship 7A loan from the Small Business Administration, a federal loan insurer, is largely inaccessible to entrepreneurs of color: in 2017, one percent went to Native Americans, two percent went to Blacks, and six percent went to Latinx, while 53 percent went to Whites. So, as a stimulator of wealth creation in low wealth communities, the beneficia-



ries of CRA's affirmative obligation have been largely White.

Uneven lending happens for varied and complex reasons, but we must ask: What are banks doing to address this gap and address credit needs in communities of color? The Community Reinvestment Act doesn't ask this question. As long as banks' lending in low- and moderate-income areas is robust and free of blatant racism, the alarm doesn't go off. Greenlining exists to sound this alarm.

Moreover, a colorblind CRA is problematic because it does not recognize that redlining and predatory, wealth-stripping financial practices always hurt communities of color first and worst. Slavery, segregation, institutionalized racism, and more recently, lending discrimination led to today's uneven wealth holdings. In its current form, CRA fails to recognize that racism and

redlining have and continue to drive the wealth gap, and thus cannot truly curb it.

The CRA's omission of race as a real factor in lending, and its implicit assumption that low and moderate wealth individuals are all the same, doesn't establish the expectation that people of color must be served equitably. Furthermore, it doesn't indicate that solutions must take note of the lag in our economic recovery after centuries of race-based economic exclusion. In today's capitalist society, you need wealth to create wealth. So, where does that leave communities of color?

CRA has successfully leveraged billions into low and moderate-income communities, but those investments will be more impactful and equitably distributed when CRA considers race. Otherwise, it's a blunt tool. A focus on race becomes more urgent as people of color become

the new majority in the U.S. Anything less would be a deliberate silencing and denial of people of color's oppression and of their orchestrated exclusion from the financial mainstream since the country's inception.

Finally, race must be a focal point not only in modernizing the Community Reinvestment Act, but also in the movement around economic justice. Simply modernizing the law will not change the public discourse around race, even within our own movement. We must unapologetically put race at the center of our advocacy, and we must push for policies that address the experiences of people of color. As we call for unity, we must refrain from patching up our national history to make others comfortable as they are brought into the fold, and emphasize that economic prosperity is not a zero-sum game.

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Access to Capital

Grants and Loans for Women-Owned Businesses

If you're the owner of a women-owned business, lucky you! These funding sources are targeted directly at you.

In 2016, there were an estimated 11.3 million women-owned businesses in the United States -- a 45 percent increase since 2007, according to The 2016 State of Women-Owned Businesses Report from American Express. This percentage increase exceeded the national average of business growth during the same time frame by five times. It also illustrated what we already know: Women entrepreneurs are having a tremendous impact on the small-business landscape nationwide.

Yet to continue to be competitive and grow, these entrepreneurs have to find funding for their ventures. And, alarmingly, women entrepreneurs are increasingly being turned away by banks for small-business loans. Thankfully, they have other options, given the rise of technology-driven financial lending sources, such as online loans, peer-to-peer loans and crowdfunding.

Then there are government grants. While not widely known or used, these grants are another great option for women seeking extra fund-

ing for their business ventures. They just take a little more work.

Understanding grants

Business owners often turn to grants because they're not required to pay them back; essentially, you can look at grants as "free money," although they come with stipulations. Also, understanding and navigating the grant process can be complex.

First, you have to research and find a grant for which you're eligible. Then you have to understand the strict application and compliance guidelines you must meet to be eligible. You must devote time and energy to the lengthy application process, and then wait for approval. You have to compete with other businesses for the same pool of money. And finally, if you're awarded a grant, you must report on how you used it. In a nutshell, you need to have all your ducks in a row, upfront and afterward.

Finding federal and state grants

Many business owners think federal grants are just a click away. We've all seen the ads

promoting free federal money to start a business, but this is a huge misconception. While there are federal grants available in the areas of medical research, science, education and technology development, no such grants exist specifically for women-owned businesses. You may find grants funding projects that empower women, but such funding is often set aside for nonprofit corporations, not for-profit businesses.

When researching grants specifically for a woman-owned business, start at the state level. Most states offer grants for women-owned businesses in some capacity. Each state website has a business section where you can find grant and funding opportunities for women and minority-owned businesses.

Another great resource is the Minority Business Development Agency (MBDA). The MBDA is an agency of the U.S. Department of Commerce that assists minorities in establishing and growing their businesses. On its site, you can research grants and access links to state agencies that work with women-owned

businesses for funding opportunities. The MBDA provides a list of state agencies here.

Private grants for women

To help in your search, here's some information on a few private grants for women:

The Eileen Fisher Women-Owned Business Grant Program. Five grants are awarded annually. The businesses must be 100 percent women-owned and have founding principles of social consciousness, sustainability and innovation, plus be ready to move to the next phase of development.

FedEx Opportunity Knocks Small Business Grant Contest. Applicants are encouraged to share their visions to receive a portion of the \$100,000 awarded in grants. Part of the judging involves the general public voting for the finalists, so participants may promote their businesses while garnering votes.

Idea Café Small Business Grant. The Idea Café is a free gateway that hosts different grants on its site. One grant is the Small Busi-

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California Sub-Bid Request Ads

**PROJECT: WATER GROUP 939
CITY OF SAN DIEGO – BID NO # K-18-1528-DBB-3
SAN DIEGO, CA
THIS PROJECT HAS A 22.3 % SLBE-ELBE GOAL
BID DATE: DECEMBER 5, 2017 • BID TIME: 2:00 P.M.
Please respond by 5:00 P.M., DECEMBER 4TH, 2017**

We are seeking quotes from all small business concerns - CERTIFIED SLBE-ELBE including, but not limited to, the following work items: AC PAVING, AGGREGATES, COLD PLANE, CONCRETE, LANDSCAPING/IRRIGATION, SWPPP, TRAFFIC CONTROL, MOBILIZATION, TRUCKING / HAULING, ARCHAEOLOGICAL & BIOLOGICAL MONITORING, QC, WATER /WASTEWATER SUPPLY, UNDERGROUND UTILITIES, ELECTRICAL, CATHODIC PROTECTION, JACK & BORE, SHORING, ASBESTOS HANDLING & DISPOSE, PIPE REMOVALS, HIGH LINING, WASTE DISPOSAL

Coffman Specialties, Inc. is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. Quotations must be valid for the same duration as specified by the Owner for contract award. Insurance and 100% Payment & Performance Bonds will be required, and will pay up to 1.5% for the cost of the bond. Waiver of Subrogation will be required. We will provide assistance/advice with obtaining Bonds/Insurance/Credit/Equipment. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote. Plans and specs are available at no cost to interested ELBE & SLBE'S firms from the City of San Diego/PlanetBids <https://www.planetbids.com/portal/portal.cfm?companyID=17950> website using the Project invitation No. K-18-1528-DBB-3 and/or our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms.

If you have any questions, Please contact Joe Eckardt: Phone 858-536-3100, Fax 858-586-0164 or email estimating@coffmanspecialties.com

Non-ELBE/SLBE Subs/Suppliers: Indicate 2nd tier participation offered on your quotation as it will be evaluated with your price. For any bid proposal submitted on or after March 1, 2015 and any contract for public work entered into on or after April 1, 2015, the following registration requirements apply: Every Subcontractor is required to be registered to perform public work pursuant to Section 1725.5 of the Public Contract Code. No Contractor or Subcontractor shall be qualified to bid on, be listed in a bid proposal pursuant to Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, unless currently registered to perform public work pursuant to Section 1725.5. No bid shall be accepted nor any subcontract entered into without proof of the Subcontractor's current registration to perform public work pursuant to Section 1725.5. If used in our Bid, Coffman Specialties requires this proof be submitted w/in 24 hours of Bid Date.



9685 Via Excelencia, Ste 200 • San Diego, CA 92126
Phone: (858) 536-3100 • Bid Fax: (858) 586-0164
e-mail inquiries to: estimating@coffmanspecialties.com

**PROJECT: MID CITY PIPELINE – PHASE 2A
CITY OF SAN DIEGO – BID NO # K-18-1545-DBB-3
SAN DIEGO, CA
THIS PROJECT HAS A 22.3 % SLBE-ELBE GOAL
BID DATE: DECEMBER 6, 2017 • BID TIME: 2:00 P.M.
Please respond by 5:00 P.M., DECEMBER 5TH, 2017**

We are seeking quotes from all small business concerns - CERTIFIED SLBE-ELBE including, but not limited to, the following work items: AC PAVING, AGGREGATES, COLD PLANE, CONCRETE, LANDSCAPING/IRRIGATION, SWPPP, TRAFFIC CONTROL, MOBILIZATION, TRUCKING / HAULING, ARCHAEOLOGICAL & BIOLOGICAL MONITORING, QC, WATER /WASTEWATER SUPPLY, UNDERGROUND UTILITIES, ELECTRICAL, CATHODIC PROTECTION, JACK & BORE, SHORING, ASBESTOS HANDLING & DISPOSE, PIPE REMOVALS, HIGH LINING, WASTE DISPOSAL

Coffman Specialties, Inc. is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. Quotations must be valid for the same duration as specified by the Owner for contract award. Insurance and 100% Payment & Performance Bonds will be required, and will pay up to 1.5% for the cost of the bond. Waiver of Subrogation will be required. We will provide assistance/advice with obtaining Bonds/Insurance/Credit/Equipment. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote. Plans and specs are available at no cost to interested ELBE & SLBE'S firms from the City of San Diego/PlanetBids <https://www.planetbids.com/portal/portal.cfm?companyID=17950> website using the Project invitation No. K-18-1545-DBB-3 and/or our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms.

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Phone: (858) 536-3100 • Bid Fax: (858) 586-0164
e-mail inquiries to: estimating@coffmanspecialties.com

California Sub-Bid Request Ads

DESILVA GATES CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: ALAN MCKEAN
Website: www.desilvagates.com
An Equal Opportunity Employer

DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

MISSION BOULEVARD CORRIDOR IMPROVEMENTS PHASE 2, Project No. 05270

OWNER:
CITY OF HAYWARD
777 B Street, 4th Floor, Hayward, CA 94541

BID DATE: DECEMBER 5, 2017 @ 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:

ADJUST IRON, CLEARING AND GRUBBING/DEMOLITION, COLD PLANE, ELECTRICAL, FENCING, JOINT TRENCH, IRRIGATION, LANDSCAPING, MINOR CONCRETE, PAVING STONE, STRIPING, SWPPP/WATER POLLUTION CONTROL PLAN PREPARATION, TREE REMOVAL/TRIMMING, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) 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:f7pa55wd@pub.desilvagates.com> (if prompted the username is ftp@desilvagates.com and password is f7pa55wd) or from the Owner.

Fax your bid to (925) 803-4263 to the attention of Estimator Alan McKean. 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.

The Community Reinvestment Act at 40

Continued from page 2

Without embedding race into the CRA and the larger movement for economic justice, we'll just feed into a long legacy of excluding people of color's experiences from progressive movements. In our inability to boldly face past and present racism, communities of color still fight for the same issues our advocate predecessors did: land, housing, employment, living wages, and the right to self-determination, among others. It's time that the U.S. considers these priorities, as well. It's the only way we can move this movement, and the U.S., forward.

Sharon Velasquez is Greenlining's Economic Equity Manager. Follow Sharon on Twitter.

SOURCE: <http://greenlining.org>

DESILVA GATES CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: VICTOR LE
Website: www.desilvagates.com
An Equal Opportunity Employer

DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

CALTRANS ROUTE 880 – CONSTRUCTION ON STATE HIGHWAY IN ALAMEDA COUNTY IN FREMONT, UNION CITY, HAYWARD, SAN LEANDRO AND OAKLAND FROM 0.4 MILE NORTH OF FREMONT BOULEVARD OVERCROSSING TO HIGH STREET UNDERCROSSING Contract No. 04-4H5804,

Federal Aid Project No. ACIM-8801(081)E, Disadvantaged Business Enterprise Goal Assigned is 14%

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

BID DATE: DECEMBER 13th, 2017 @ 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:

AC Dike, Clearing and Grubbing/Demolition, Cold Plane, Concrete Barrier, Construction Area Sign, Crash Cushion, Electrical, Erosion Control, Fencing, Hazardous Material, High Friction Surface Treatment, Landscaping / Irrigation, Lead Compliance Plan, Metal Beam Guardrail, Minor Concrete, Minor Concrete Structure, PCC Paving, Roadside Signs, Delineator, Markers, Rumble Strip, Striping, Survey/ Staking, SWPPP Prep/ Water Pollution Control Plan Prepare, Temporary Erosion Control, Underground, Vegetation Control, Trucking, Water Trucks, Weed Control Mat, Street Sweeping, Class 2 Aggregate Base Material, Class 3 Aggregate Base Material, Hot Mix Asphalt (Type A) Material, Rubberized HMA (Open Grade) Material, Rubberized HMA (Gap Grade) 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:f7pa55wd@pub.desilvagates.com> (if prompted the username is ftp@desilvagates.com and password is f7pa55wd) 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 Victor Le. 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.

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O.C. Jones & Sons, Inc. General Engineering Contractor

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:

Roadway Surfacing, Precast Joint Concrete Pavement and Electricals Hwy 880 Alameda County Caltrans #04-4H5804

BID DATE: December 13, 2017 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, SWPPP, Rain Event Action Plan, Storm Water Sampling & Analysis, Sweeping, Treated Wood Waste, Clearing & Grubbing, Temporary Erosion Control Measures, Roadway Excavation, Structure Excavation, Structure Backfill, Pervious Backfill Material, Imported Borrow, Cement Treated Base, Rapid Set LCP, Lean Concrete Base, Crack and Seal, Crack Treatment, Geosynthetic Pavement Interlayer, AC Dike, Tack Coat, Cold Plane AC, Precast Jointed Concrete Pavement, Individual Slab Replacement, Furnish & Drive Pile, Concrete Gutter Lining, CIDH Pile, Structural Concrete, Minor Concrete, Paving Notch Extension, Fractured Rib Texture, Clean Expansion Joint, Joint Seal, Bar Reinforcing Steel, Sign Structure, Underground, Adjust Utilities, Culvert Slurry-Cement Backfill, Rock Slope Protection, Misc. Iron & Steel, Pavement Marker, Barrier Marker, Object Marker, Roadside Signs, Midwest Guardrail System, Vegetation Control (Minor Concrete), Temp K-Rail and Crash Cushion, Concrete Barrier Type 60s & 736s, Striping & Marking, Rumble Strip, Electrical, and Construction Materials

100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ is willing to breakout any portion of work to encourage SBE Participation. Plans & Specs are available for viewing at our office.

O.C. Jones & Sons, Inc. General Engineering Contractor

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

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

Pavement rehabilitation and ramp metering Hwy 680 Fremont Caltrans #04-3G6034

BID DATE: December 20, 2017 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Progress Schedule, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, SWPPP, Rain Event Action Plan, Storm Water Sampling & Analysis, Sweeping, Treated Wood Waste, Clearing & Grubbing, Temporary Erosion Control Measures, Roadway Excavation, Structure Excavation, Structure Backfill, Pervious Backfill Material, Imported Borrow, Cement Treated Base, Rapid Set LCP, Lean Concrete Base, Crack and Seal, Crack Treatment, Geosynthetic Pavement Interlayer, AC Dike, Tack Coat, Cold Plane AC, Precast Jointed Concrete Pavement, Individual Slab Replacement, Furnish & Drive Pile, Concrete Gutter Lining, CIDH Pile, Structural Concrete, Minor Concrete, Paving Notch Extension, Fractured Rib Texture, Clean Expansion Joint, Joint Seal, Bar Reinforcing Steel, Sign Structure, Underground, Adjust Utilities, Culvert Slurry-Cement Backfill, Rock Slope Protection, Misc. Iron & Steel, Pavement Marker, Barrier Marker, Object Marker, Roadside Signs, Midwest Guardrail System, Vegetation Control (Minor Concrete), Temp K-Rail and Crash Cushion, Concrete Barrier Type 60s & 736s, Striping & Marking, Rumble Strip, Electrical, and Construction Materials

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

SMALL BUSINESS EXCHANGE

Graniterock

5225 Hellyer Avenue, Suite #220 • San Jose, CA 95138
Phone (408) 574-1400 Fax (408) 365-9548
Contact: David Kennedy • Email: estimating@graniterock.com

REQUESTING SUB-QUOTES FROM QUALIFIED SBE / MBE / WBE / Labor Surplus Area Firms SUBCONTRACTORS/SUPPLIERS/TRUCKERS FOR:

Rubber Dam No. 3 Fishway Construction and Fabric Replacement

ACWD Project No. G-G43.03B, Job 21083

Owner: Alameda County Water District

Engineers' Estimate: \$9,780,000.

BID DATE: December 20, 2017 @ 3:00 PM

Items of work include but are not limited to: SWPPP, Signs, Site Security, Erosion Control, Hazardous Material Control, Dewatering, Anode Well, Cast-In-Place Reinforced Concrete, Misc. Metal Work, Chain-Link Fence & Gate, Shoring, Fiber Optic Work, Electrical and Trucking.

Granite Rock Company 'Graniterock' is signatory to Operating Engineers, Laborers, Teamsters, Carpenters and Cement Masons unions. 100% performance and payment bonds will be required from a qualified surety company for the full amount of the subcontract price. Bonding assistance is available. Graniterock will pay bond premium up to 1.5%. In addition to bonding assistance, subcontractors are encouraged to contact Graniterock Estimating with questions regarding obtaining lines of credit, insurance, equipment, materials and/or supplies, or with any questions you may have. Subcontractors must possess a current contractor's license, DIR number, insurance and worker's compensation coverage. Subcontractors will be required to enter into our standard contract. Graniterock intends to work cooperatively with all qualified firms seeking work on this project.

We are an Equal Opportunity Employer

California Sub-Bid Request Ads

DBE SUBCONTRACTORS/SUPPLIER BIDS/PROPOSALS REQUESTED
PURPLE LINE EXTENSION PROJECT, SECTION 3 – DESIGN/BUILD
RFQ/RFP CONTRACT NO. C40403C1151, LOS ANGELES, CA

BID/PROPOSAL SUBMITTAL DATE TO LACMTA: January 29, 2018 @ 2:00 PM

OWNER: LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)
PERFORMANCE/PAYMENT/SUPPLY BOND MAY BE REQUIRED

THIS ADVERTISEMENT IS IN RESPONSE TO LACMTA'S DBE PROGRAM.
FRONTIER-KEMPER/TUTOR PERINI, JOINT VENTURE (FKTPJV) AND LEAD DESIGN FIRM,
STV INCORPORATED, INTENDS TO CONDUCT ITSELF IN "GOOD FAITH" WITH DBE FIRMS
REGARDING PARTICIPATION ON THIS PROJECT.

DRAWINGS AND SPECS CAN BE REVIEWED IN OUR OFFICE MONDAY THROUGH FRIDAY,
8:00 AM TO 5:00 PM. QUOTES ARE REQUIRED BY CLOSE OF BUSINESS JANUARY 15th, 2018,
SO THAT ALL BIDS/PROPOSALS CAN BE FAIRLY EVALUATED. PLEASE SUBMIT BIDS/PROPOSALS
FOR THE FOLLOWING WORK (BUT NOT LIMITED TO):

Administrative Services, Aggregate Suppliers, Asphalt Paving and Aggregate Base, Asphalt/Concrete
Crushing, Building & Surface Demolition, Camera Sewer Inspection, Cleaning/Janitorial Services, Compens-
ation, Grouting/Ground Treatment, Concrete Barrier, Concrete Coring, Concrete Flatwork, Concrete Form-
work and Supply Concrete Placing, Concrete Pumping, Construction Area Signs, Contaminated Soil Hand-
ling, Dewatering, Electrical, Commodities, Electrical Contractors, Electrical Equipment, Erosion Control,
Fabricated Steel Tunnel Liners, Fencing – Chain link, Fencing – Wood, Fuel/Oil/and Grease, Hazardous
Material Removal, Instrumentation/Settlement Monitoring, Landscaping, Lead and Asbestos Abatement,
Manhole Covers/Grating, Metal Fabrication, Minor Concrete/Structures, Noise/Vibration Monitoring, Pave-
ment Marking, Photography, Public Relations, QA/QC, Testing, Ready Mix Concrete Supply, Rebar/GFRP
Furnish & Install, Roadway/Parking Lot Striping, Secant Pile Headwalls & Shaft, Security Services, Precast
Concrete Tunnel Liners – Furnish, Shotcrete Materials, Signage, Survey, SWPPP Plan Preparation, SWPPP
Implementation, Temporary Construction Materials, Temporary Utilities, Portable Toilets/Service, Traffic
Control, Traffic Signals, Trailers/Field Offices, Trucking/Hauling, Underground Utilities – Furnish Materials,
Utilities–Relocation of Existing (Sewer, Water, Storm Drain), Utility Location/Mapping Water Treatment,
Waterproofing, Water top, Webcam Services, WF Soldier Piles/Round Pipe Struts – Furnish, Wheel Wash.

ALL DBE FIRMS MUST BE CERTIFIED UNDER THE CALIFORNIA UNIFIED CERTIFICATION
PROGRAM (CUCP) BY THE BID/PROPOSAL DUE DATE AND MUST PROVIDE OUR OFFICE WITH A
COPY OF THEIR DBE CERTIFICATION LETTER TO INCLUDE WITH OUR BID/PROPOSAL.

CONTACT: Frontier Kemper Purple Line 3 Estimating Team

FRONTIER-KEMPER/TUTOR PERINI, JOINT VENTURE
15900 OLDEN STREET, SYLMAR, CA 91342
PHONE 818/362-2062 FAX 818/833-4289
AN EQUAL OPPORTUNITY EMPLOYER



BROSAMER & WALL, INC.

An Equal Opportunity Employer
is requesting quotations from all qualified DBE
Professional services, sub-contractors, material suppliers and trucking for the following project:

Contract No. 04-3G6034

Pavement Rehabilitation and Ramp Metering
STATE HIGHWAY 680 IN ALAMEDA COUNTY, IN FREMONT, FROM 0.15 MILE SOUTH OF SCOTT CREEK ROAD UNDERCROSSING
TO AUTOMALL PARKWAY OVERCROSSING.
Bid Closing Date: December 20, 2017 @ 2:00 PM

DBE GOAL: 12%

We Encourage All DBEs To Attend The Mandatory Prebid Meeting Scheduled On November 15, 2017 At 10:00 A.M.
In Order To Meet The B&W Team At The Caltrans Pleasanton Construction Office, 5675 B Gibraltar Dr., Pleasanton, Ca 94588.

CONTACT:

Brosamer & Wall Inc.
1777 Oakland Blvd, Suite 300 • Walnut Creek, California 94596
PH: 925-932-7900 • FAX: 925-279-2269

PROJECT SCOPE:

We are requesting bids for the following trades and/or material suppliers:

Brosamer & Wall Inc., is requesting quotes from all qualified subcontractors and suppliers including Certified DBE firms for all items of
work, including but not limited to:

Lead Compliance Plan, Progress Schedule, Construction Area Signs, Traffic Control System, Temporary Traffic Devices, Temporary Traffic
Stripe (Paint), Temporary Railing (Type K), Prepare SWPPP, Storm Water Sampling And Analysis Day, Storm Water Annual Reports,
Street Sweeping, Temporary Erosion Control Measures (Check Dams, Fiber Roll, Protect Inlets, Etc.), Remove Yellow Thermoplastic
Traffic Stripe (Hazardous Waste), Treated Wood Waste, Temporary High Visibility Fence, Clearing And Grubbing, Structure Excavation,
Structure Backfill, Pervious Backfill Material (Retaining Wall), Aggregate Base, Aggregate Subbase, Lean Concrete Base, Lean Concrete
Base Rapid Set, Crack & Seal Existing PCC Pavement, Crack Treatment, Replace Asphalt Concrete Surfacing, Hot Mix Asphalt, Rubber-
ized Hot Mix Asphalt, Geosynthetic Pavement Interlayer, Place Hot Mix Asphalt Dike, Tack Coat, Remove Asphalt Concrete Pavement,
Remove Asphalt Concrete Dike, Cold Plane Asphalt Concrete Pavement, Precast Jointed Concrete Pavement, Individual Slab Replacement
(RSC), Furnish Piling, Drive Pile (Class 90), 60" Cast In Drilled Hole Concrete Pile (Sign Foundation), Structural Concrete Retaining
Wall, Structural Concrete, Minor Concrete, Fractured Rib Texture, Joint Seal, Bar Reinforcing Steel, Furnish Sign Structure (Truss), Re-
move Sign Structure, Underground Storm Drain Systems – Reinforced Concrete Pipe, Remove Concrete Channel, Culvert Slurry Cement
Backfill, Sand Backfill, Concrete (Gutter Lining), Rock Slope Protection, Rock Slope Protection Fabric, Minor Concrete, Minor Concrete
(Brushed Concrete), Frame & Grate, Remove Pavement Marker, Pavement Marker (Retroreflective), Barrier Marker, Object Marker, Re-
move Roadside Sign, Panel, Relocate Roadside Sign, Furnish Aluminum Sign Panels, Retroreflective Sheeting, Metal (Barrier Mounted
Sign), Roadside Sign (One And Two Post), Midwest Guardrail System (Wood Post), Vegetation Control (Minor Concrete), Transition Rail-
ing, End Anchor Assembly, Alternative In Line Terminal System, Concrete Barrier, Remove Guardrail, Thermoplastic Pavement Marking
(Enhanced Wet Night Visibility), Two Component Paint Traffic Stripe, Thermoplastic Traffic Stripe, Rumble Strip, Maintaining Existing
Traffic Management System Elements During Construction, Modifying Existing Electrical System, General Trucking and Bulk Asphalt
Oil Supply.

Requirements: Brosamer & Wall, Inc. will work with interested subcontractors/suppliers to identify opportunities to break down items into
economically feasible packages to facilitate DBE Participation. Brosamer & Wall, Inc. is a union signatory contractor. Subcontractors must
possess a current contractor's license, insurance coverage and worker's compensation for the entire length of the contract.

All subcontractors will be required to sign our standard Subcontract Agreement. 100% payment and performance bonds may be required.
If you have any questions regarding this project or need assistance in obtaining/waiving insurance, bonding, equipment, materials and/or
supplies please call or email Robert Rosas contact information below.

Plans and specifications can be viewed at our office located at 1777 Oakland Blvd Suite 300, Walnut Creek, Ca. 94596 or at no cost from
Caltrans website. B&W will also make plans electronically please email rrosas@brosamerwall.com for free online link. Brosamer & Wall
INC., intends to work cooperatively with all qualified firms seeking work on this project. If you are interested in submitting a subcontractor
bid for this project, you may contact Robert Rosas Chief Estimator at 925-932-7900 or fax us your quote at 925-279-2269. PLEASE SUBMIT
A COPY OF YOUR CURRENT DBE CERTIFICATION WITH YOUR BID. Subcontractors, Dealers/Suppliers and Brokers please provide
your designation code to us on or before the bid date. B&W, INC., IS AN EQUAL OPPORTUNITY EMPLOYER.

Shimmick/Con-Quest JV

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

SBE & DBE Subcontractor/Supplier Bids Requested For:
City and County of San Francisco Municipal Transportation Agency
Twin Peaks Tunnel Trackway Improvement Project

Contract No. 1282R1

Bid Date: December 21, 2017 at 3:00PM

Fax all quotes to 510-777-5099 or email to northwest.estimated@shimmick.com

Requesting certified SBE & DBE Subcontractor and Supplier Quotes on: Concrete, Demolition, Electrical, Flatwork,
Grinding, Instrumentation, Mechanical, Paving, Railroad, Rebar, Survey, Trackwork, Traffic Control, Trucking, Utility
Work, Waterproof, Aggregate Supplier, Expansion Joints Supplier, Lumber Supplier, Mechanical Equipment Supplier,
Railroad Products, Ready Mix Supplier, Utility Pipe Supplier, Pipe Bursting, Pipe Slip-Lining, Concrete Crack & Spall
Repair, Fire Protection – Sprinklers, Alarm System, Halon System, Security Systems, Train Controls & Signals

Bid documents may be obtained from the SFMTA on the 3rd Floor, One South Van Ness Ave., San Francisco, California
94103, by emailing a request to Mr. Allan Andaya at allan.andaya@sfmta.com, or faxing a request to (415) 701-4300.

Bid documents are also available for viewing by appointment only at Shimmick Construction's Office: 8201 Edgewater
Drive, Suite 202, Oakland, CA 94621.

Subcontractors and Suppliers interested in this project may contact Bill Johnson by email at bjohnson@shimmick.com.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick/Con-Quest JV are
required of subcontractors for this project. Shimmick/Con-Quest JV 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/Con-Quest JV'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/Con-Quest
JV 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.

Balfour Beatty Infrastructure Inc.

2121 S. El Camino Real, Ste. 1000 • San Mateo, CA 94403 • Phone: (650) 282-8400

Project: Peninsula Corridor Electrification Project (PCEP)

Owner: Peninsula Corridor Joint Powers Board (JPB)

Bid Date: December 28, 2017 at 3:00 PM

Description:

The Peninsula Corridor Electrification Project involves the electrification of the Caltrain Corridor from San
Francisco (4th and King St.) to San Jose (Tamien Station). The project will help improve air quality by reducing
gas emissions, reduce noise, improve system performance, increase service, and improve travel times. The
DBE goal for the project is 5.2% of the total bid price.

Scope of Work:

BBI is requesting bid quotations from Subcontractors, including DBE Subcontractors for the Traffic Control
along the right of way of the PCEP including lane closures on bridges crossing and at grade crossing of the rail
on the alignment to allow the installation of the OCS wires, poles, control and signal systems. This will be a
Turnkey Package Subcontract which will include but not necessarily limited to design, submittals, resubmittals
for approval, installation, maintenance and removal of all traffic control requested by the Contractor, Traffic
Control Supervisor, off duty officers (allowance provided) as required to complete the scope in accordance
with current Caltrans Standard Specifications and Drawings unless more stringent plans and specification
are required by local jurisdictions. This Project is covered by a PLA which subcontractors must be signatory.

Instruction to Bid:

Please contact Martin Gillman, Procurement Manager at (650) 282-8409 or mgillman@bbi.us for Con-
tract Specifications, Plans and all other related documentation. The documents can also be viewed at the BBI
office by appointment. All quotes will be based on the documents provided. There will be a pre-bid meeting
held on December 7, 2017 at 2:00 PM at the BBI office in San Mateo at which time the bid documents will be
provided. Please submit the bid and forms by mail or e-mail no later than April 18, 2017 at 3:00 PM. Please mail
to 2121 S. El Camino Real, Suite 1000, San Mateo, CA 94403 or e-mail to mgillman@bbi.us. Bids sent by
fax will not be accepted. The following documents will be provided to interested subcontractors:

- 1.) Bid Schedule
- 2.) Caltrans Specifications and Drawings
- 3.) Forms A, B, E, F, G, H, I, Q
- 4.) Standard Form Subcontract Agreement (For Review Only)
- 5.) Checklist

Payment performance bonds will be required. Please call for assistance. Subcontractors will be required
to sign BBI's standard subcontract form and provide waiver of subrogation. BBI is an equal opportunity
employer.

Looking for Subcontractors, Vendors, and Suppliers?

Advertise your Sub-Bid Requests in the
Small Business Exchange.

With a monthly readership of 75,000,
SBE reaches a diverse audience, cutting
across ethnic and gender lines as well as
traditional industry segments.

Call 1-800-800-8534

or visit us at www.sbeinc.com



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our value-added services!**

3 ADS FOR ONE PRICE

- 1 paid in the SBE weekly newspaper and you receive
- 1 in the Friday daily e-Newsletter
- 1 on the website (running until bid date).

(Proof of Publication will be included for all)

3 for 1

Email ad copy to **Nabil Vo** at nvo@sbeinc.com

SBE IS CERTIFIED BY:

- California DGS

- California UCP

- New Orleans RTA (Louisiana UCP)

- New York UCP

Adjudicated newspaper of general circulation in the City and County of San Francisco (Gov. C. 6023)
Outreach periodical contract with the San Francisco OCA (Resolution No. 26 7-17))

SMALL BUSINESS EXCHANGE

795 Folsom Street, 1st Floor
San Francisco, CA 94107
Phone: 800-800-8534 • Fax: 415-778-6255
www.sbeinc.com

Major Transportation Investments Mark Third Anniversary of the Passage of Measure BB

Continued from page 1

Improved Streets, Roads and Highways

Fixing local streets and roads is a top priority for Alameda County residents, and more than 50 percent of Measure BB revenues are distributed to cities to repair local streets and roads. Additional improvements implemented in the last three years mitigate traffic on Alameda County streets by managing congestion along key corridors. The I-80 SMART Corridor integrates state-of-the-art technology for safer and more reliable travel, while on I-580 and I-680, Express Lanes provide more reliable travel times, improved traffic conditions, and incentives to carpool and use transit. A new three-lane overcrossing at 880 and 29th Avenue improves safety and traffic flow, and improvements to SR84 Expressway and the SR84/I-680 Interchange are also in progress. Enhancements at the Port of Oakland are working to improve freight efficiency and reduced emissions from trucks idling in gridlock.

Expanded Safe Walking and Biking Paths

Expanded safe walking and cycling infrastructure funded by Measure BB empowers more Alameda County residents to choose these healthy, viable, and equitable transportation solutions. The next phase of the East Bay Greenway - from Lake Merritt BART to South Hayward BART - is under environmental review. The first segment, completed in 2015, provides critical pedestrian and bicycle access from 85th Avenue in Oakland to the Coliseum BART Station. Streetscape improvements and gap closures on major county-wide trails increase access and quality of life for residents and commuters.

Alameda CTC is committed to the responsible stewardship of public funds and public accountability. An Independent Watchdog Committee reviews and reports on all Measure B and Measure BB expenditures. Alameda CTC has received 100% clean audits and Alameda CTC's bonds are AAA-rated. In the coming years, Alameda CTC will continue to deliver the promises of voter approved transportation dollars, improving mobility and increasing travel choices to Alameda County and the region.

In addition to the many current investments, Measure BB funds serve to leverage key regional and state funding, including SB 1, which will be critical to closing funding gaps for many local infrastructure projects.

About the Alameda County Transportation Commission

Alameda CTC plans, funds and delivers transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. Alameda CTC coordinates countywide transportation planning and delivers the expenditure plan for the Measure B sales tax approved by 81.5 percent of county voters in 2000 and the expenditure plan for Measure BB, approved by more than 70 percent of voters in November 2014. Visit www.alamedactc.org to learn more, and follow Alameda CTC on Facebook and Twitter.

SOURCE: Alameda County Transportation Commission

Grants and Loans for Women-Owned Businesses

Continued from page 3

ness Grant, which awards one \$1,000 grand prize to a business with the most innovative idea. Visitors to the site vote for the winner.

InnovateHER: Innovating for Women Business Challenge. This business challenge is sponsored by the SBA's Office of Women's Business Ownership. The top three finalists split \$70,000 in prize money for submitting ideas that have an impact on the lives of women.

Small Business Innovation Research. Eleven different federal agencies participate in this awards-based program, which incentivizes and enables small businesses to explore their technological potential.

Small Business Technology Transfer Program. The STTR program reserves a specific percentage of federal research and development funding to provide funding opportunities to small businesses.

Zions Bank -- Smart Women Grants.

This Utah-based bank's grant annually awards \$3,000 across six different categories, including business.

Applying for a grant

Once you find a funding opportunity, there are multiple steps required to apply. Here are a few tips to assist you:

- Make sure your business is eligible for the grant: Read the grant synopsis guidelines and eligibility requirements.
- Create a checklist for all the required documents.
- Follow the rules. Grant applications can be very technical. It wouldn't hurt to have a second (or even third) set of eyes review the application to ensure you have provided all necessary documents.
- Start early. Since the application process can sometimes be long, it doesn't hurt to get a jump on things.

If you find the grant application process too daunting or lengthy, online lender Kabbage is committed to supporting small-business loans for women business owners. Because its application process is fully automated and online, Kabbage can quickly provide small-business loans of up to \$100,000. It uses simple, meaningful revenue data from your business to approve your loan -- not elaborate documentation that takes extensive time to gather.

Visit Kabbage for more info:

<https://www.kabbage.com/>

SOURCE: www.entrepreneur.com

California Sub-Bid Request Ad

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

RGW Construction Inc. is seeking all qualified Minority/Woman Owned Business Enterprises (M/WBE's) for the following project:

Restoration of Bockman Canal (Line N) From 200 Feet Downstream of Tide Gate Structure to UPRR in Unincorporated San Lorenzo, Alameda County, California Zone No.2 Project

FC 2-D-135
Alameda County Flood District & Water Conservation District

MBE Goal: 15% WBE Goal: 5%

Engineer Estimate: \$1,150,000.00 - 180 Calendar Days

Bids: Tuesday, December 12, 2017 @ 2:00pm

Requesting Sub-quotes for (including but not limited to): Clear & Grub, Landscaping, Hydroseeding, Erosion Control, Aggregate Base, Rock Slope Protection, Fencing, Surveyor, SWPPP/WPC/BMP's, Sweeper & Trucker, Video Taping, Dewatering.

Scope of Work: Preparing & implementing WPCP, designing, installing, maintaining and removing, sheetpile, cofferdam and dewatering system: excavating, removing, hauling and transporting excavated materials. Placing & Compacting Class 2 aggregate base. Furnishing and installing rock riprap slope protection, chain link fence and gate, tide gate bridge railing, clearing and grubbing, furnishing & installing erosion control fabric & hydroseeding.

RGW is willing to breakout any portion of work to encourage M/WBE participation. Contact us for a specific item list. Plans and Specs are available to view and copy at our office or online from Website: <http://www.ipdservices.com/clients/eastbay?ALCO>. Contact John Pitsch 925-606-2400 ext.2438 jpitsch@rgwconstruction.com for any questions, including bonding, lines of credit, insurance, scheduling, equipment or material suppliers. Subcontractors should be prepared to submit payment and performance bonds equal to 100% of their quotation.



DIVERSITY OUTREACH

- Advertise
- ITB to Targeted (NAIC/SIC/UNSPSC) Certified Business
- Telephone Follow-up (Live)
- Agency/Organization Letters
- Computer Generated Dated/ Timed Documentation
- Customized Reports Available

Visit this link for the
OUTREACH ORDER FORM:
www.sbeinc.com/services/diversity_outreach.cfm

Insurance industry increases spending with California diverse

Continued from page 1

supplier and governing board diversity. The department also conducted the annual match-making session where nearly 70 diverse suppliers were paired with over a dozen insurance companies for about 150 matches. The sessions, coordinated in partnership with BrandGov, a women and minority-owned business that facilitates matchmaking, offered California's diverse suppliers the opportunity to present their company's goods and services to insurers, in hopes of competing for upcoming contract bids.

2017 Diversity Awards - CSAA Insurance Group received the Insurance Commissioner's Award for Excellence in Diversity for its exceptional diversity on both their governing board and supplier diversity efforts. Kaiser Permanente was presented the Supplier Diversity Champion Award for its commitment to supplier diversity, its successful approaches to diverse supplier development, and for increased opportunities for diverse suppliers. Prudential Financial received the Governing Board Diversity Champion Award for its example of successful board diversity and for

its successful and innovative approaches to diversifying its governing board. The Western Regional Minority Supplier Development Council (WRMSDC) received the Insurance Diversity Trailblazer Award for being a champion of diversity and an advocate for diverse businesses for 40 years. CalPERS and CalSTRS, both speakers at the Governing Board Diversity workshop, were also nominees for the Trailblazer Award.

"CSAA Insurance Group, Kaiser Permanente, Prudential Financial, and the Western Regional Minority Supplier Development Council are leaders in the field of diversity within the insurance industry, and I commend them for furthering the goals of the initiative and partnering with us to ensure success," Jones added.

The summit was sponsored by NGLCC, JT2 Integrated Resources, Air-Tech Environmental, Inc., Macias Consulting Group, Inc., En Pointe IT Solutions, LLC, Mischler Financial Group, Trinus Corporation, Blaylock Van, LLC, WesTech Environmental, LLC, Paragon, Equilar, and Jay Greene Law Firm.

SOURCE: www.insurance.ca.gov

Fictitious Business Name Statements

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378578-00

Fictitious Business Name(s):
25th-At-California LLC
 Address
2595 14th Avenue, San Francisco, CA 94127
 Full Name of Registrant #1
25th-At-California LLC (CA)
 Address of Registrant #1
2595 14th Avenue, San Francisco, CA 94127

This business is conducted by **A Limited Liability Company**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **8/11/2017**

Signed: **Gregory Bazelyansky**

This statement was filed with the County Clerk of San Francisco County on **11/21/2017**

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
11/21/17

11/22/17 + 11/30/17 + 12/7/17 + 12/14/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378466-00

Fictitious Business Name(s):
A1 Medical Transport
 Address
1450 Sutter Street, Suite #129, San Francisco, CA 94109-5418
 Full Name of Registrant #1
A1 Medical Transport, Inc. (CA)
 Address of Registrant #1
1450 Sutter Street, Suite #129, San Francisco, CA 94109-5418

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/12/2017**

Signed: **Michael W. Lanier**

This statement was filed with the County Clerk of San Francisco County on **11/14/2017**

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: **Mariedyne L. Argente**
Deputy County Clerk
11/14/17

11/22/17 + 11/30/17 + 12/7/17 + 12/14/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378618-00

Fictitious Business Name(s):
Edw Lee Hammack Architect
 Address
3687 Folsom Street, San Francisco, CA 94110
 Full Name of Registrant #1
Edw. Lee Hammack
 Address of Registrant #1
3687 Folsom Street, San Francisco, CA 94110

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **4/1/1998**

Signed: **Edw. Lee Hammack**

This statement was filed with the County Clerk of San Francisco County on **11/22/17**

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: **Mariedyne L. Argente**
Deputy County Clerk
11/22/17

11/30/17 + 12/7/17 + 12/14/17 + 12/21/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378391-00

Fictitious Business Name(s):
Leo Pride Designs
 Address
3618 Lyon Avenue, Oakland, CA 94601
 Full Name of Registrant #1
June Areesa Lee
 Address of Registrant #1
3618 Lyon Avenue, Oakland, CA 94601

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/10/2017**

Signed: **June Areesa Lee**

This statement was filed with the County Clerk of San Francisco County on **11/10/2017**

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
11/10/17

11/16/17 + 11/22/17 + 11/30/17 + 12/7/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378299-00

Fictitious Business Name(s):
TJ Builder
 Address
400 Clementina Street #322, San Francisco, CA 94103
 Full Name of Registrant #1
Cheng You Ye
 Address of Registrant #1
400 Clementina Street #322, San Francisco, CA 94103

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **11/6/2017**

Signed: **Cheng You Ye**

This statement was filed with the County Clerk of San Francisco County on **11/6/2017**

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: **Natalie I. Salgado**
Deputy County Clerk
11/3/2017

11/9/17 + 11/16/17 + 11/22/17 + 11/30/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378219-00

Fictitious Business Name(s):
On Track Cleaners
 Address
716 Pla Playa Street, San Francisco, CA 94121
 Full Name of Registrant #1
Soap Box Cleaners (CA)
 Address of Registrant #1
3526 Geary Blvd, San Francisco, CA 94118

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **10/27/2017**

Signed: **Jonathan Kwan**

This statement was filed with the County Clerk of San Francisco County on **10/27/2017**

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: **Natalie I. Salgado**
Deputy County Clerk
10/27/2017

11/02/17 + 11/09/17 + 11/16/17 + 11/23/17

5 of the Nation's Most Prominent Rail Projects

Continued from page 1

In October, some said the CHRSA was dragging its feet when it postponed awarding a critical \$30 million operations and management contract for the first leg of the line. But, earlier this month, rail officials gave the official nod to DB Engineering & Consulting USA, a subsidiary of German rail company Deutsche Bahn. The bullet train must still go through the environmental review process, the deadline for which has been pushed back from this year to 2020.

Texas

The Lone Star State is also working toward its own bullet train. Texas' version proposes a direct shot from Houston to Dallas, transporting passengers between the two in 90 minutes. The \$12 billion Texas Central Railway hit a public-relations bump this year when residents along its projected path made complaints about alleged heavy-handed tactics in the land acquisition process. Some Texas legislators hopped on board, introducing 20 bills that offered up various ways to stop or slow down the project's development.

Lawmakers ultimately passed only two bills, a safety measure and another that prohibits the state from funding the project. Texas Central Partners (TCP), however, has maintained that it is using private money to pay for the rail's construction. In August, TCP hired Fluor Enterprises and Lane Construction Corp. to perform pre-construction planning, scheduling, cost estimating, procurement and design and engineering services. The project is still waiting on the Federal Railroad Administration's draft environmental review, which will identify what the agency deems the best route.

Massachusetts

Like California's bullet train, Boston's Green Line light-rail extension has had its own scheduling and budget issues. The Green Line's obstacles, however, were severe enough to run up \$1 billion in cost overruns, eventually leading the Massachusetts Bay Transportation Authority (MBTA) to fire all the lead contractors in December 2015. The MBTA then went back to the drawing board, whittling \$700 million from the \$3 billion project.

The cost-cutting was, in part, an effort to keep the Federal Transportation Administration (FTA) comfortable with its commitment of \$1 billion in grant money for the light-rail system. In order to ensure that grant's safety, the MBTA also hired John Dalton, a seasoned manager with rail experience to oversee the project.

On Nov. 20, the MBTA hired a new contractor for the now \$2.2 billion project, GLX Constructors. The contractor is a consortium that includes Fluor Enterprises, The Middlesex Corporation, Herzog Contracting Corp. and Balfour Beatty Infrastructure. In its \$1.08 billion bid, the group said it could add back certain features the MBTA had to lose in the line's redesign.

Maryland

The \$5.6 billion Purple Line continues to field its share of challenges after being stalled in court for almost a year. In October 2016, activists filed a lawsuit questioning a number of issues concerning the project, including the accuracy of its projected ridership in the original environmental review. Then, in June, U.S. District Judge Richard Leon revoked the project's federal approval days before the Purple Line was to receive a \$900 million grant from the FTA.

After legal wrangling between Leon's court, project stakeholders and the U.S. Court of Appeals for the D.C. Circuit, a federal appeals court judge reinstated the project's federal approval and ruled that construction could begin — a decision that made it possible for the rail line to re-apply for an FTA grant. The U.S. Court of Appeals D.C. Circuit heard arguments on the environmental review and ridership issue on Nov. 1 to determine a legal path to continue with the line's construction.

New York-New Jersey

Amtrak is laying the tracks for its huge rail initiative along the Northeast Corridor, the \$24 billion Gateway Program. The first phase of these projects will be the Hudson River Tunnel project and the replacement of the North and South Portal Bridge spans.

New Jersey Gov. Chris Christie presided over the groundbreaking for the \$1.5 billion Portal North bridge segment in October. The 110-year-old swing bridge, which sees more than 58 million passengers a year, often breaks down causing congestion along that train route. Thus far, about \$20 million in bridge contracts have been awarded for preliminary work.

The \$12.9 billion Hudson River dual-tunnel replacement is another critical part of the Gateway initiative. The project, which could cost the Port Authority of New York and New Jersey \$3.5 billion, suffered brutal saltwater-intrusion damage to its existing tunnels and equipment from Superstorm Sandy in 2012. Project financing is not yet in place, but Amtrak said they have tentative plans to kick off construction in March 2018.

The Gateway Program Development Corporation (GPDC), which is tasked with overseeing the Gateway program, has said it will consider private financing options in case President Donald Trump does not honor the Obama-era agreement that the federal government would pick up half the tab. In August, the agency hired Francis Sacr, previously with French bank Societe Generale's Americas infrastructure financing division to serve as an interim chief financial officer. Sacr has expertise in private-sector financing and was an adviser for the \$4 billion LaGuardia Airport Terminal replacement project — another public-private partnership.

SOURCE: www.constructiondive.com