

SMALL BUSINESS EXCHANGE

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YEARS

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“My goal—and the goal of this city—[is] to be the transportation technology capital of the world,”

Los Angeles Mayor Eric Garcetti

Los Angeles Is Ready for the Next Mobility Revolution

By *Julia Wick,*

For a few days earlier this month, a stretch of downtown Los Angeles’s Arts District was transformed into a circus of emerging transportation technology, with companies from around the world showcasing their newest and shiniest wares. Cordoned off from the rest of the “Street of the Future” by old-fashioned orange traffic barricades, a box-shaped autonomous shuttle ferried test riders from one end of the makeshift lane to the other, sans driver or steering wheel. A self-rolling tribe of cylindrical little robots intended to act as a “mechanical mules” followed close behind the legs of their designated humans. The city’s mayor posed in a sleek, 3D-printed race car. There were at least three different electric scooter brands on hand.

“My goal—and the goal of this city—[is] to be the transportation technology capital of the world,” Los Angeles Mayor Eric Garcetti

said in his opening keynote at LA CoMotion, a five-day conference and expo devoted to the future of urban mobility. (CityLab was among the event’s media sponsors.)

Much was made of the decision to hold the inaugural LA CoMotion in famously traffic-snarled Los Angeles. Clichéd conventional wisdom has long dictated that nobody here walks—and only nobodies rely on public transit. And yet: I was born and raised in L.A., don’t own a car, and arrived at the “Street of the Future” via a humble Metro bus.

But—like me—America’s most car-centric metropolis is trying to prepare for life after cars. This will be hard: L.A. County is larger in size than Rhode Island and Delaware combined, and more populous than 41 U.S. states. The city’s urban configuration has long existed to serve the personal automobile, as have almost a century of L.A. social

■ Continued on page 7

White House VA Hotline Now Fully Staffed and Operational to Serve Nation’s Veterans

The U.S. Department of Veterans Affairs (VA) announced that the White House VA Hotline, first launched in June as part of President Donald J. Trump’s commitment to reforming VA, is now fully staffed with live agents working to serve Veterans 24-hours a day, 365 days a year.

The hotline, which became 24-hour operational in mid-October, is now staffed by a team consisting of 90 percent Veterans or employees who have a Veteran family member, and is in response to Veterans’ requests to talk to agents who could relate to their experiences.

“The White House VA Hotline provides our nation’s Veterans with a direct, dedicated contact line that allows them to interact with highly

trained, live agents to answer their needs and concerns,” said VA Secretary David J. Shulkin.

“Since the initial launch of the hotline in June, we listened to our Veterans, who indicated that they prefer speaking with other Veterans and Veteran family members, and we adjusted our hiring based on that feedback,” added Shulkin.

“We’re proud that the hotline is now staffed 24/7 by a team of mostly Veterans or Veteran family members who have direct knowledge of their particular concerns and can use their experience to address them in the best way possible with the resources of the VA. This represents a true win-win for Veterans and their loved ones.”

■ Continued on page 4

How Women Can Help Solve The Construction Labor Shortage

By *Cameron Sperance,*

At a time when the U.S. construction industry is facing a severe shortage of skilled labor, there is a burgeoning business consensus: The future is female.

“The traditional labor pool of young, white men who are the children of construction workers does not exist anymore. They went to college,” University of Massachusetts Labor Resource Center Director of Research Susan Moir said. “There’s a pool of workers that need good jobs, and that is women, particularly women of color.” This week is the U.S. Department of Labor’s National Apprenticeship Week, an event started in 2015 to develop the skills of potential construction workers and expand the talent pipeline. Thursday is National Women in Apprenticeship Day, and Massachusetts’ leading construction voices view it as a key time to advance their mission to see women account for 20% of the state’s construction workforce by 2020. The Massachusetts Gaming Commission is expected to launch a campaign Thursday to get more women to work in construction at its casino sites around the state. “The construction industry is experiencing a labor shortage and is predicting it will get worse in the future,” Policy Group on Tradeswomen’s Issues co-founder and New England Regional Council of Carpenters business representative/organizer Liz Skidmore said. “For so many reasons, it is self-destructive for the indus-

try to ignore the female half of the workforce.” The construction industry is in the middle of a labor drought, and a demanding post-hurricane recovery effort is drawing attention to how bad things are nationally. In Texas, which was deeply impacted by Hurricane Harvey, 69% of contractors were already having trouble filling positions on job sites before the storm made landfall.

“It’s time to drop all the senseless objections and hire the most qualified people for the job, which will include telling women, in campaigns like this, that if women want to do this work, the industry wants them,” Skidmore said. Fixing the supply problem means institutional changes on the front lines. In 2015, educators at Minuteman High School in Lexington, Massachusetts, set out to find a way to get more women in trade and apprenticeship programs after finding data showed 3,000 girls were enrolled in trade programs statewide. “We were like, ‘Oh my God, do you see those numbers?’ We had no idea,” Minuteman High School Director of Special Projects Maryanne Ham said. “When we pulled that data, it just drove us forward.” Ham and Minuteman Director of Career and Technical Education Michelle Roche met in late 2015 with representatives from Wynn Boston Harbor, PGTI, the Massachusetts Department of Elementary and Secondary Education, the New England Regional Council of Carpenters and other union repre-

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Community Outreach

Clean Tech Innovations for Good

By Victoria Paykar,

What if venture capitalists prioritized funding a new technology not only for its return on investment, but also based on its potential to positively impact people and communities? The Greenlining Institute has been working as a CalSEED partner for the last year doing exactly that. CalSEED is a program that funds innovators and entrepreneurs who work to bring early-stage clean energy concepts with social impacts to market. As California continues its path towards a clean energy economy, Greenlining is here to ensure that this new economy does not continue to leave underinvested communities at the epicenter of environmental pollution burdens behind.

To achieve this mission, we have been conducting targeted outreach to bring regionally and demographically diverse entrepreneur applicants into CalSEED to ensure that diverse and underrepresented communities have an important role in shaping California's green economy. Once grant recipients are selected, Greenlining works one on one with individual CalSEED awardees to bring their innovative clean energy solutions to our most vulnerable populations. These two strategies work to increase economic opportunity in historically underrepresented communities across California as well as to target environmental solutions toward areas that could benefit the most.

Interweaving Social Impact with Clean Tech Innovations

Positive social benefits don't have to be simply a product of the clean tech innovation itself, but can also be created through almost every stage of business development. For example, a clean tech innovation might reduce air pollution in a heavily polluted community, but an entrepreneur can multiply the benefits by locating their offices in a low-income community to create jobs, pilot their innovation, provide training opportunities, and contract with local manufacturers. Under this model, an entrepreneur not only provides benefits to an underinvested community with its innovation, but also creates economic growth for their business by diversifying their employee workforce, tapping into new markets and even perpetuating innovation. Research has shown that companies with high levels of diversity more easily solve problems, bring in higher revenues and create a larger customer base leading



to greater market shares. This opportunity has now created a win-win situation for the entrepreneur and for the affected community by providing business growth on both sides.

Awardee Highlights

With CalSEED in its second year, we are hard at work broadening the program's outreach strategy and working with awardees to find ways to create economic opportunities in California's underinvested communities. For example, CalSEED awardee Aaron Clay is developing a community solar marketplace platform to maximize participation in community solar projects, with a focus on benefiting low-income communities. His company, Sunswarm, was created to address the reality that low-income families spend the highest percentage of their income on utilities but often can't take advantage of cheaper re-

newable energy technologies such as solar due to high installation costs or simply because they don't own their own homes. Clay's innovation aims to provide consumers with educational tools, utility savings calculators, and automated matching of subscribers to available renewable energy projects in their area.

Kim Goodrich, another CalSEED awardee, has tackled one of California's greatest energy efficiency challenges by developing a platform that streamlines California's compliance process for building officials, contractors and engineers — making energy code compliance simpler and leading to energy cost savings by impacting efficiency at the time of construction. Goodrich's company, CodeCycle, has created a platform that allows for long-lasting, cost-effective energy savings to the grid while increasing efficiency during construction. It has plans to be piloted

in the Central Valley, one of California's most environmentally burdened regions.

These two CalSEED awardees have developed innovations that not only provide clean energy solutions, but also positively impact communities and the people who would benefit the most from them. The first year of CalSEED achieved great success, and Greenlining will continue to evolve our outreach strategies to help reach a regionally and demographically diverse applicant pool whose clean tech innovations will provide targeted solutions for our most vulnerable communities. Stay tuned as we report back on our work to ensure that social impact has a place in clean tech entrepreneurship!

Victoria Paykar is Greenlining's Environmental Equity Fellow. Follow Victoria on Twitter.

SOURCE: <http://greenlining.org>

Editorial Staff
President & CEO:
Gerald W. Johnson
gwj@sbeinc.com

Production Manager:
Nabil Vo
nvo@sbeinc.com

Graphics Design:
Domingo Johnson
doming0@mac.com

Webmaster:
Umer Farooq
umer@octadyne.com

Marketing:
Kim Johnson
kijta1@gmail.com

Managing Editor:
Valerie Voorhies
vvv@sbeinc.com

Diversity Outreach Manager:
Rosalie Vivanco
rvivanco@sbeinc.com

Marketing:
Tim Rosaire
tim.rosaie@earthlink.net

Writer:
Cheryl Hentz
cheryl.hentz@gmail.com

SBE Northeast Manager:
Leslie McMillan
lmcmillan@sbeinc.com

Contact Info:

Small Business Exchange, Inc.
795 Folsom Street, 1st Flr, Room 1124, San Francisco, CA 94107
Email: sbe@sbeinc.com • Website: www.sbeinc.com
Phone: (415) 778-6250, (800) 800-8534 • Fax: (415) 778-6255

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Access to Capital

New QuickBooks Capital Eases Small Business Lending

Intuit Inc. has launched QuickBooks Capital, a lending product that helps small businesses get the capital they need to succeed. Building on Intuit's long history of using leading edge data science and machine learning, QuickBooks Capital has developed a breakthrough credit model to help young small businesses overcome the barriers they have traditionally faced in accessing small dollar loans. QuickBooks Capital delivers:

- The ability for a small business to use their own QuickBooks data to get full credit for their business performance, historical and ongoing.
- A streamlined and transparent application process that is embedded within QuickBooks so that small businesses can access funding right inside their daily workflow, just as they need it.
- New opportunities for small business growth -- 60 percent of QuickBooks Capital customers would likely not get a loan elsewhere, and 46 percent have never even applied for a loan before.

"The QuickBooks Capital credit model is delivering powerful results for small businesses -- getting capital into the hands of so many credit-worthy small businesses that otherwise felt stuck," said Rania Succar, head of QuickBooks Capital at Intuit. "We are particularly proud to be innovating for young businesses because they are critical to the future success of the economy,

but very underserved by the options available in today's credit market."

Taking The Friction Out Of Small Business Lending

According to a recent Federal Reserve study, 70 percent of businesses younger than five years need funding to grow, but only 23 percent of them get the funds they need. Even among those who are able to access credit, more than half are dissatisfied with the experience according to the same Federal Reserve study. Although new young businesses are the growth engine of the economy, generating twice as many jobs as more established businesses, lack of funding is a top reason that about 50 percent of them fail within the first five years.

The average QuickBooks customer needs a \$25,000 working capital loan in order to take advantage of growth opportunities, such as buying inventory, paying for packaging so they can get their product into a retail store or hiring an additional employee to accept new jobs. QuickBooks Capital is tailor made for these businesses.

Giving Businesses Credit For Their Past, Capital For Their Future

Powered by more than 26 billion QuickBooks data points and third party data sources, the QuickBooks Capital credit model provides a powerful view of a small business' borrowing capacity. Small businesses are empowered to use

their own QuickBooks data to provide an automated, comprehensive view of what's happening with their business, including:

- **Free cash flow:** QuickBooks provides a comprehensive picture of cash flow because in addition to the core accounting app including payroll and payments, small businesses also connect their bank accounts and credit cards, as well as other third party apps to get a full picture of their business.
- **Future income:** QuickBooks data allows small businesses to get credit for open invoices, work in progress, total inventory, and ongoing projects.
- **Relative performance:** Because there are more than 2.3M QuickBooks users, QuickBooks makes it easy to understand how a small business stacks up against others like them.
- **Trends:** QuickBooks makes it easy to understand a small business within the context of individual business trends (seasonality and growth), as well as market trends.

In addition to delivering loans directly, Intuit is evaluating other potential applications for the QuickBooks Capital credit model, including enabling customers to share these data attributes with other lenders to transform the small business lending experience more broadly.

Fast, Transparent and Integrated Borrowing Experience

The traditional process of applying for credit today is full of friction. It sometimes requires multiple years of tax returns, business plans and other documents and often takes several days or weeks to hear back with a final decision. In the case of some online lenders, it can result in very high interest rates with low transparency.

QuickBooks Capital removes all of the friction from the application process. Small businesses that qualify for the offering can access funds from a new "Capital" tab right inside QuickBooks, where they can always see how much they are eligible to apply for based on the latest developments in their business. The working capital loans currently offered range up to \$35,000, with a term between three and six months. The product also emphasizes transparency by always displaying annual percentage rates (APRs) to borrowers. Other than interest cost, there are no origination fees or prepayment penalties.

Meeting the Needs of New Small Businesses

QuickBooks Capital is already making a difference for hundreds of small businesses that were invited to use the product through a private beta.

Visit link below for the full article:

California Sub-Bid Request Ads

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.

RGW Construction, Inc.

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

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: VICTOR LE
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 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 PREVALING WAGE JOB. DGC is an equal opportunity employer.

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Contact: Jean Sicard
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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, Temporary Fencing, Sweeping, Treated Wood Waste, Noise Monitoring, Clearing & Grubbing, Roadway Excavation (Type Z-2 Aerially Deposited Lead), Ditch Excavation (Type Z-2 Aerially Deposited Lead), Imported Borrow, Relocate Valves & Assemblies, Weed Control Mat, Irrigation, Hydroseed, Compost, Lean Concrete Base Rapid Setting, Base Bond Breaker, High Friction Surface Treatment, Preparing Inertial Profiler, Prepaving Grinding, Prime Coat, AC Dike, Tack Coat, Cold Plane AC, Precast Jointed Concrete Pavement, Isolation Seal Joint, Structural Concrete, Approach Slabs, Minor Concrete, Paving Notch Extension, Clean Expansion Joint, Joint Seal, Pedestrian Barricade, Rock Slope Protection, Detectable Warning Surface, Pre/Post Construction Surveys, Misc. Iron & Steel, Inlet Grate, Fencing, Pavement Marker, Object Marker, Roadside Signs, Midwest Guardrail System, Transition Railing, Concrete Barrier, Striping & Marking, Rumble Strip, Electrical and Construction Materials

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

VA Hotline

Continued from page 1

Since 24/7 coverage began in October, the hotline has served more than 10,000 callers.

Hotline agents answer inquiries, provide directory assistance, document concerns about VA care, benefits and services, and expedite the referral and resolution of those concerns. Agents undergo regular updates and training on VA services based on hotline trends and are assisted by newly implemented tracking software to help VA capture and improve its response, referral and resolution processes to best support Veterans.

The hotline can be accessed at 855-948-2311 and is VA's first non-clinical, non-emergency around-the-clock call center. It provides Veterans a supplemental option to report issues if they are not being addressed through VA's normal customer service channels.

The hotline's agents are located at a VA facility in Shepherdstown, West Virginia. Agents have access to a multitude of resources and contact information to help Veterans. The hotline also generates real-time reports to VA experts who can help address the specific issues of Veterans as well as make better-informed decisions on where program improvements are needed.

SOURCE: www.va.gov



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Contact: Greg Souder
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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 Seat, 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 O.C.J. for assistance with bonding, insurance, necessary equipment, material and/or supplies. O.C.J. 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.



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Contact: Donat Galicz
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REQUEST FOR DBE/MBE/WBE
SUBCONTRACTORS AND SUPPLIERS FOR:

Low Impact Development Improvements at 951 Turner Court Parking Lots – Hayward Alameda County Flood Control and Water Conservation District
BID DATE: December 19, 2017 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Water Pollution Control, Sweeping, Clearing & Grubbing, Relocate Fire Hydrant, Underground, Storm Drain, Trash Capture Inlet, Bioretention Area Drain Inlet, Trash Collector Connector Pipe Screen, Tree Well, Silva Cell System, Eco-Flex Rubber Flooring Tiles, Wetland-Mod System (with Curb Inlet), Rainwater Harvesting System, Furnish & Install Pavers, Geotextile, Geomembrane Liner, Geogrid, Stone Subbase, Class 2 Permeable Material, Decomposed Granite Path, Bioretention Soil, Minor Concrete, Sandstone Benches, Painted Striping & Marking, Electrical, Planting & Irrigation, Signs, Double Leaf Steel Pipe Drive Gate, CIDH Piles, Construction Staking, and Construction Materials.

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



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



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Visit this link for the
OUTREACH ORDER FORM:

www.sbeinc.com/services/diversity_outreach.cfm

California Sub-Bid Request Ads



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, Rubberized 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), Remove 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, Remove 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 Railing, 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.



(An Equal Opportunity Employer)

is requesting proposals (RFP) for the UC Hastings – Academic Building Replacement project for the following trades: Auger Cast Piles, Earthwork/Site Demolition, Support of Excavation

• RFP Due Date - December 22nd, 2017

A Pre-Bid Meeting/Site Walk will be held at the project site located at 333 Golden Gate Ave, San Francisco, CA, on December 11th, 2017 at 9:00 am

RFP Documents Can be Downloaded at:
<https://app.buildingconnected.com/public/5579ca47675b720a008b2c5a>

Please contact Greg.seldon@clarkconstruction.com with any questions.

Clark Construction Group- California, LP
Contractor License #839892
180 Howard Street, Suite 1200, San Francisco, CA 94105
Phone: 415-767-7016 • Fax: 415-767-7099

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Contact us at 800-800-8534 or sbe@sbeinc.com

Balfour Beatty Infrastructure Inc.

9800 S Meridian Blvd Suite 250, Englewood, CO 80112 • Phone: (720) 643-2292

Balfour Beatty Infrastructure, Inc. (BBI) is soliciting proposals from all interested contractors for drainage, structural, fire alarm, security system, mechanical, traffic control, pavement marking, survey, and trucking subcontract work associated with the **Twin Peaks Tunnel Trackway Improvement Project currently advertised by San Francisco Municipal Transportation Agency (SFMTA) in San Francisco, California.**

A majority of the work will take place during a 45 day shutdown of the Twin Peaks Tunnel from June 25, 2018 to August 9, 2018. During the shutdown, 43 days are allotted for contractor work with the remaining 2 days being reserved for correction and testing.

Due to the strict deadline, multiple shifts will likely be required to complete work on schedule.

For this project, a goal for Small Business Enterprise (SBE), Disadvantaged Business Enterprise (DBE), and Woman Owned Disadvantaged Business Enterprise (Woman Owned DBE) participation has been established. Subcontractors meeting project goals for SBE, DBE, and Woman Owned DBE criteria may be given preference in order to meet these goals

If interested in submitting a bid in any of these categories, please email railbids@bbi.us for a link to the specifications and plans.

All questions or clarifications with respect to the inquiry can be addressed to Kelsey Chiarelli by email at kchiarelli@bbi.us or by phone at 720-737-4390.

Proposals must be submitted no later than **12/19/17 at 3:00 PM PST** to railbids@bbi.us

New York City Sub-Bid Request Ad

REQUEST FOR QUOTATION

American Bridge Company is preparing a bid on the following project:

**New York City Department of Transportation
Ed Koch Queensboro Bridge Upper Roadway Replacement
Contract No BRC231F**

The bid submittal is scheduled for **January 12th, 2018**. We hereby request that you submit your quotation to us January 10th, 2018 on the items of work or materials that your company can supply or perform. We encourage participation of all certified MBE & WBE firms. **Please email your quotation to estimating@americanbridge.net, rosado@americanbridge.net or submit through this SmartBid software with the credentials provided.**

The project's general scope of work includes the reconstruction of the upper roadways with orthotropic deck, access and protection shielding under the upper roadway, new sub floorbeams, new stringers, new cross beams, new modular deck joints, new steel traffic median barriers, new scuppers and drainage modifications, new fire standpipe, new underdeck lighting, structural steel repairs, milling of existing roadways, paving overfill with Rosphalt along the approaches. Available subcontracting and material supply opportunities for the project include, but are not limited to:

Armored Joints Supply	Impact Attenuator Installation	Pavement Markings Subcontractor
Asphalt Subcontractor	Lead Abatement Subcontractor	Safety Supplies
Bridge Electrical Subcontractor	MPT Supplies	Sawcutting Subcontractor
Concrete Ready Mix Supply	Milling and Paving Subcontractor	Scuppers Supply
CPM Scheduling Services	Miscellaneous Metals Supply	Steel Safety Shaped Barrier
Downspout Cleaning Subcontractor	Modular Expansion Joints Supply	Structural Steel Supply
Ductile Iron Downspouts	Noise Barrier/Absorber	Surveying Subcontractor
Elastomeric Bearings Supply	Office Supplies	Temporary Concrete Barrier Supply
Electrical Subcontractor	Office Trailers	Temporary Protective Shielding
Fire Standpipe Subcontractor	On-Site Tow Truck Service	Traffic Signs
Gantry Crane	Orthotropic Steel Deck Supply	Trucking Service
Graffiti Removal Subcontractor	Overhead Signs	Variable Message Signs
Hydro-Demolition	Painting subcontractor	Waterproofing Subcontractor

American Bridge Company is interested in receiving quotes from all subcontractors, suppliers, and brokers that are bidding or are interested in quoting this project especially from Minority and Women Owned Business Enterprises (MBE & WBE) who are certified under the NYS Unified Certification Program. The NYCDOT M/WBE Utilization goal is 15% for this project.

Your quote must conform to all requirements of the bid documents, including but not limited to the plans, general provisions, special provisions, specifications and contract for construction of the owner/agency (including addenda thereto) and be in compliance with all federal, state, and local laws. In the event that your firm is awarded the project by American Bridge Company, you will be required to execute our standard subcontract or material supply agreement. Subcontractors will be required to furnish a conforming certificate of insurance along with payment and performance bonds before entering into a subcontract, the cost of which should be included in your quotation. Please be aware that if your proposed scope of work includes work over a navigable waterway of the United States, you will also be required to provide Jones Act and/or United States Longshoreman & Harbor Workers Act coverage as applicable to your scope of activities.

Should you require assistance, or additional information concerning the above project, please contact Brandon Rosado at 201-592-1217.

American Bridge Company is an Equal Opportunity Employer

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Public Legal Notices

Outreach Ads December 2017

The Arts Commission in partnership with the San Francisco War Memorial is proud to host our first every Holiday Art Market inside the Veterans Building lobby. Shop handmade arts and crafts by local artists. Support artists that live and work in San Francisco.

Monday, December 4, 2017
10 a.m. – 4 p.m.

War Memorial Veterans Building
401 Van Ness Avenue
San Francisco, CA 94102

The Youth Commission is a body of 17 San Franciscans between the ages of 12 and 23. Created by the voters in 1995 through a charter amendment, the commission is responsible for advising the Board of Supervisors and the Mayor on policies and laws related to young people. The commission is also charged with providing comment, recommendation, and feedback on all proposed laws that affect youth before the Board takes final action.

Commissioners work diligently to connect young people from all over the city with one another, develop their leadership skills and understanding of government, and make positive policy changes.

The commission meets on the first and third Monday of every month at 5:15pm in room 416 of City Hall. Their standing issue-based committees meet regularly in the Youth Commission office, City Hall Room 345.

Visit our website www.sfgov.org/yc, email YouthCom@sfgov.org, or call (415) 554-6446 for information about upcoming meetings!

**Board of Supervisors Regularly Scheduled Board Meetings
December Meetings**

Come and see your local government at work, the Board of Supervisors hold weekly meetings most Tuesdays at 2:00 p.m. in Rm. 250 of San Francisco City Hall.

- December 5
- December 12

You can also view them online at www.sfgovtv.org.

**LANGUAGE INTERPRETATION AVAILABLE UPON REQUEST
CHINESE... SPANISH... FILIPINO**

Requests must be received 48 hours in advance required for interpretation. For more information see the Board of Supervisor's website www.sfbos.org, or call 415-554-5184.

The City and County of San Francisco encourage public outreach. Articles are translated into several languages to provide better public access. The newspaper makes every effort to translate the articles of general interest correctly. No liability is assumed by the City and County of San Francisco or the newspapers for errors and omissions.

CNS-3074451#

The Construction Labor Shortage

Continued from page 1

representatives. The meeting produced Massachusetts Girls in Trades, a group intent on helping female students in middle and high school, as well as recent graduates, discover and start careers in high-skill, high-paying construction work in a region with a building boom. The group hosts career fairs, leadership councils and alumni events to educate these women about career opportunities in union building trades at projects like the \$2.4B Wynn Boston Harbor.

"I tell the girls, 'you need to realize you're part of a movement,'" Roche said. The response has been extraordinary. Over 400 female students from 18 high schools attended the inaugural Massachusetts Girls in Trades Conference and Career Fair last year to interact with 50 exhibitors and learn more about opportunities in the field. Roche and Ham said the interest has not waned, with hundreds of girls continuing to show up at subsequent events. "It provides them a pipeline into a career they can sustain and make equal pay for equal work with representation and be treated fairly," Roche said. Fostering female interest is only part of the equation. Having developers and general contractors who demand a diverse workforce is what is finally moving the needle and connecting more women in the trades with construction jobs.

Visit link below for the full article:
www.sbeinc.com/resources/cms.cfm?fuseaction=news.detail&articleID=2212&pageID=25

Los Angeles Is Ready for the Next Mobility Revolution

Continued from page 1

mores. LA CoMotion may have been about showing off the dazzling array of new technology that might help us get there, but it was also an opportunity to measure the stubborn gap between the city's current needs and its future shape.

Life after cars, if and when it arrives, might mean something a little different for Los Angeles. Unlike its older, denser Eastern counterparts, this was never really a compact, walking city to begin with. By the time the city reached any real size, it already had an impressive streetcar system. At the dawn of the 1880s, the same decade that saw L.A.'s first electric streetcars, there were a mere 11,093 souls living in the fledgling pueblo. The Pacific Electric and the Los Angeles Railway streetcar systems entered service in 1901 and soon offered extensive interurban coverage of the nascent metropolis.

It was this early mass transit system (for a time, the most extensive in the nation) that helped power L.A.'s sprawl and single-family character. Paid for by real estate companies, the streetcars were intended not just to connect outlying suburbs, but also sell them to prospective homeowners. The city's growth, as transit historian Ethan Elkind put it in his book *Railtown*, "occurred haphazardly, driven by real estate interests rather than by good urban planning."

The narrative of the Big Bad Auto Companies dismantling L.A.'s beautiful electric railway system to boost car sales (immortalized in the 1988 film *Who Framed Roger Rabbit?*) is not entirely true. Yes, the advent of the automobile hastened the system's demise, but that story was all but written decades before the rails themselves were pulled up. One out of every eight Los Angeles residents had their own car in 1915—that's when the national mean was 1 car per every 48 residents, according to Scott L. Bottles's classic *Los Angeles and the Automobile*. By 1925, every other Angeleno had a car. The automobile really conquered Los Angeles in the 1920s. And car culture has arguably been the most powerful driving force of L.A. life in the near-century since—in large part because of the city's early-adopter embrace of a then-emerging technology.

The rhetoric of the future is nothing new in Los Angeles, a city as much sold into being as it was shaped. But the new ideal life now being advertised is far more city-driven than suburban, with urban mobility suddenly edging out grassy yards and space as the answer to L.A.'s social ills.

The goals of L.A.'s self-proclaimed "tech mayor" aren't as pie-in-the-sky as they might seem. Taken together, L.A.'s aerospace and manufacturing past, growing Silicon Beach tech community, and coming influx of investment in transit infrastructure make the city uniquely primed for a leadership role in a new transit future. Seventy percent of Los Angeles commuters still drive to work, but the civic zeitgeist is shifting—and the city is positioning itself as a laboratory of sorts for transportation innovators and startups. The car-less Angeleno remains an occasional punchline, but it's become a decidedly lazier one.

Seventy percent of Los Angeles commuters still drive to work, but the civic zeitgeist is shifting—and the city is positioning itself as a laboratory for transportation startups.

Last November, L.A. voters overwhelmingly approved Measure M, a half-cent sales tax that will fund an unprecedented \$120 billion in transit projects over the next 40 years. The scope of investment may be unprecedented for the city, but the ballot-box show of faith in Metro, the nation's second-largest transit agency, was not. In fact, Measure M was the fourth such sales tax to support transit investment voted into place by Angelenos since the 1980s.

The much-heralded 2016 opening of the second phase of Metro's Expo Line re-connected downtown to Santa Monica via rail for the first time since 1953. Although the Expo Line may not have dramatically improved travel times (the full trip takes roughly 50 minutes, slower than the freeway in all but the very worst of traffic jams), it represented a symbolic shift in a city where public transit had long been seen as a last resort.

By 2019, the under-construction Crenshaw Line is slated to bring light rail through parts of historically underserved South L.A. and link the airport to the Metro Rail system. And by 2027, Metro's Purple Line Extension should be complete, providing—at long last!—uninterrupted subway service under the Wilshire Corridor, all the way from downtown to Westwood. The 2028 Olympics also loom on the horizon: That's driving Garcetti's "28 by 28" initiative, which aims to complete 28 Metro projects, from bus rapid transit lines to a proposed on-demand microtransit program, by the time the Games begin.

Perhaps even further in the future: Tesla/SpaceX founder Elon Musk just officially filed plans to dig below the city for his alternate transportation system—an elaborate system of private tunnels equipped with "electric skates" that boost vehicles (and capsules of pedestrians and cyclists) up to 130 MPH, so those with means can avoid more conventional modes entirely.

In other words, Southern California does not lack for big plans, transportation-wise.

"There are very few places in our country where the vision is big enough for the challenges we face," then-U.S. Transportation Secretary Anthony Foxx said last year, while announcing more than a billion dollars in federal funding for that Wilshire subway extension. Where Los Angeles points the way, he said, according to the *L.A. Times*, "the rest of the country is going to follow."

"We want your products, your ideas, your vehicles, your visions to come to this fertile ground," Garcetti told the crowd of transit professionals during his keynote at LA CoMotion. "We're not the kind of city that says go test it somewhere else first and come back to us when it works," he added.

Autonomous vehicles are going to be a part of that process. Garcetti has long championed AVs—at the 2014 CityLab conference, he

proclaimed that L.A. could be the first urban center to really do them right. Last year, his office authored an extensive report addressing future plans for AVs and on-demand sharing services, making L.A. the first major U.S. city to specifically address policies around self-driving cars. L.A. also recently implemented an electric vehicle car-sharing system targeted at low-income communities, and Metro has committed that all its buses will run on battery electric power by 2030.

But L.A. has a long way to go, and many basic elements to hammer out, before it can transform into a showpiece for AVs, EVs, or underground tubes full of Teslas. "Focusing on the deployment of new technologies is good, but let's not forget the basics," as Move LA founder Denny Zane put it during a Saturday LA CoMotion panel on the "Los Angeles' Mobility Revolution."

The importance of the basics—and the depth of the gulf between our varied, glittering futures and the daily reality of being a transit-dependent Angeleno—was particularly apparent once I exited the mobility revolution and made my way to the bus stop. I narrowly dodged one of the candy-colored rolling mules as I exited the temporary festival grounds, and then walked a supremely pedestrian-unfriendly half-mile to catch an express bus that spent 20 minutes circumnavigating downtown traffic before even beginning its westward crawl.

Without dedicated lanes, buses (which account for the vast majority of Metro trips) have to sit in traffic just like the rest of the cars on the road. That same gridlock makes for a notoriously not-entirely-reliable bus system, where riders like me would rather walk a mile than have to transfer bus lines—and risk being stranded mid-trip for an indeterminate amount of time.

Land use decisions are also pivotal to the success of a transit system: If densification and affordable housing aren't prioritized in the areas around future rail lines, that rail investment will have little real effect on mobility or equity in the city. Sexier first- and last-mile solutions, like those foldable electric scooters and stuff-carrying robots on display, are likely to be comically out of reach for most riders: As of 2014, 71 percent of transit commuters in the city of L.A. made less than \$25,000 a year.

Thought leadership won't increase the frequency of nighttime service on Metro's existing rail lines. The promise of someday paying fares with wearables doesn't change the fact that there isn't yet a single, easy-to-use app that offers both accurate next trip data and routing for Metro riders. The mobility revolution may be coming—and it looks great—but the future is far from here.

SOURCE: www.citylab.com

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-0378769-00

Fictitious Business Name(s):
Golden Legal
 Address
One Sansome Street, 35th Floor, San Francisco, CA 94104
 Full Name of Registrant #1
Ameer Aziz
 Address of Registrant #1
601 Brooklyn Ave #302, Oakland, CA 94606

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **12/1/2017**

Signed: **Ameer Aziz**

This statement was filed with the County Clerk of San Francisco County on **12/4/2017**

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
12/4/17

12/7/17 + 12/14/17 + 12/21/17 + 12/28/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378740-00

Fictitious Business Name(s):
Psychokinetic LLC
 Address
148 Otsego Avenue, San Francisco, CA 94112
 Full Name of Registrant #1
Psychokinetic LLC (CA)
 Address of Registrant #1
148 Otsego Avenue, San Francisco, CA 94112

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 **9/26/17**

Signed: **Matthew Homier, Manager**

This statement was filed with the County Clerk of San Francisco County on **12/1/2017**

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
12/1/17

12/7/17 + 12/14/17 + 12/21/17 + 12/28/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378099-00

Fictitious Business Name(s):
Henry Hu and Associates
 Address
2558 32nd Avenue, San Francisco, CA 94116
 Full Name of Registrant #1
Henry Hu and Associates Inc. (CA)
 Address of Registrant #1
2558 32nd Avenue, San Francisco, CA 94116

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **7/1/2017**

Signed: **Henry Hu, CEO**

This statement was filed with the County Clerk of San Francisco County on **10/20/17**.

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: **Susanna Chin**
Deputy County Clerk
10/20/2017

10/26/17 + 11/2/17 + 11/9/17 + 11/16/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378208-00

Fictitious Business Name(s):
1.) Jade Bazaar
2.) Anita Jewelry
3.) Jade Mountain Inc.
 Address
480 Grant Avenue, San Francisco, CA 94108
 Full Name of Registrant #1
Jade Mountain Inc. (CA)
 Address of Registrant #1
480 Grant Avenue, San Francisco, CA 94108

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **2/13/2007**

Signed: **Anita Chan, CEO**

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: **Maribel Jaldon**
Deputy County Clerk
10/27/2017

11/2/17 + 11/9/17 + 11/16/17 + 11/23/17

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

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0378238-00

Fictitious Business Name(s):
Sonderby Design
 Address
219 Clayton Street, San Francisco, CA 94117
 Full Name of Registrant #1
Jennifer L. Sonderby
 Address of Registrant #1
219 Clayton Street, 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 **10/31/2017**

Signed: **Jennifer Sonderby**

This statement was filed with the County Clerk of San Francisco County on **10/31/2017**

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
10/31/2017

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

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377994-00

Fictitious Business Name(s):
Verde Garden Service
 Address
301 Congdon Street, San Francisco, CA 94112
 Full Name of Registrant #1
Silvio Robleto
 Address of Registrant #1
301 Congdon Street, San Francisco, CA 94112

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **10/13/17**

Signed: **Silvio Robleto**

This statement was filed with the County Clerk of San Francisco County on **10/13/17**.

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: **Sonya Yi**
Deputy County Clerk
10/13/2017

10/19/17 + 10/26/17 + 11/2/17 + 11/9/17