

SMALL BUSINESS

EXCHANGE

Voice of Small, Emerging Diversity Owned Businesses Since 1984

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March 13, 2014

San Francisco African American Chamber of Commerce and City of San Francisco Confront Boycott



In December 2013, the San Francisco African American Chamber of Commerce issued a statement of intent to initiate a boycott of the San Francisco Tourism and Hospitality Industries. The first of three phases began in January 2014. In response action has been taken by the City and conversations have begun among the stakeholders.

The Small Business Exchange has been a participant at meetings and sees positive results forthcoming.

These emerge from a coalition of members with mutual objectives rather than singular individual interests.

Below is a summary as we view it, of the 13 demands and their status as of the March 12 meeting of the Chamber with the Mayor. Although achievement have been made, many remain. It becomes the responsibility of all stakeholders to continue in their mutual efforts.

ITEM #1 PROMOTION OF African American Businesses and Organizations to the TOURISM INDUSTRY

- Seeking a Special Initiative to Promote African American Business and Organization to the Tourism Industry to include special section in SF Travel brochure or stories and features for African American restaurants, hair salons, clothing stores, etc. Specific attention should be pre-

sented on the Museum of the African Diaspora (MoAD), the African American Freedom Trail Tour, the Lorraine Hansberry Theater, Marcus Bookstore and other African American cultural institutions.

ACHIEVEMENT

Designation of the Fillmore District as a Visitor's Destination by SF Travel

Positive responses from the African American Community

TO BE ACHIEVED

Vehicle to promote African American Business and Organizations to the Tourism Industry

#2 – CONTRACTS WITH THE HOTEL INDUSTRY

- Contracts with Hotel Industry in catering, concessions, parking, limo, janitorial, contract cleaning, printing, graphics, event planning, etc.

ACHIEVEMENT

TO BE ACHIEVED

This item has **not** been specifically addressed and is critical to the local businesses.

There has been the designation of 8 African Americans as Department Heads with empowerment as a Coalition to address issues such as contracting.



ITEM #3 MAJOR PUBLIC WORKS TOURISM RELATED PROJECTS

- Opportunity to compete on contracts on major projects such as Moscone Convention Center Expansion, Justin Herman Cruise Ship Terminal, Transbay Terminal, Warriors' Arena, etc.; and any future contracts. We are asking that no other major construction public or private contracts, tourism related, to proceed without approval by an African American Committee under HRC.

- Need an action item, ordinance, set-aside to get some of the \$250 million hotel tax.

ACHIEVEMENT

TO BE ACHIEVED

This item has not been specifically addressed and is critical to the local businesses.

There has been the designation of 8 African Americans as Department Heads with empowerment as a Coalition to address issues such as contracting.

ITEM #4 – JOBS IN THE HOSPITALITY INDUSTRY

- Out of 700 union Banquet Waiters in the hotels, only 5 are African American. One hotel has 300 employees with only 3 African Americans.

Continued on page 2

Bessie Coleman



Elizabeth "Bessie" Coleman (January 26, 1892 – April 30, 1926) was an American civil aviator. She was the first female pilot of African American descent[1] and the first person of African-American descent to hold an international pilot license.

See the full bio on page 7

Sub Bids Requested



Sub Bids Requested from qualified **SBE and SF LBE** Subcontractors & Suppliers for

Mission Bay Development Group - Storm Water Pump Station #5

Location: San Francisco, CA
Bid Date: March 27, 2014 @ 10:00AM

McGuire and Hester

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

See the full ad on page 3

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

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INSIDE THIS ISSUE:

Community Outreach
See Page 2 »

Sub-Bid Request Ads
See Page 3-7, 12, 16 »

Bessie Coleman Bio
See Page 7 »

Port of San Francisco
See Page 8-9 »

Happy Birthday Greenlining
See Page 10 »

Public Legal Notices
See Page 11-13 »

Access to Capital
See Page 14-15 »

Subscription Form
See Page 16 »

Community Outreach

A Snapshot of San Francisco's Elder Ghetto

By Geoff Link

Editor's note: This is part of a special report by New America Media and Central City Extra, "Old and Poor in Tech City," focusing on the effects of the tech boom on low-income elders in San Francisco's central city. It is part of NAM's in-depth coverage of issues affecting seniors, funded by The Atlantic Philanthropies. To see coverage from this special report, click here.

There are 4,343 people 65 and older living in ZIP code 94102. That comprises much of the Tenderloin, including the debilitated-for-decades Lower Eddy/Leavenworth portion, which 15 years ago was the target of a major neighborhood improvement project funded by the Richard and Rhoda Goldman Foundation.

More than half of these seniors live alone, and 30% are on fixed incomes that keep them below the federal poverty level, which is about \$907 monthly. Jose Mendez, for example, among the seniors profiled in this report, gets \$868 a month from Supplemental Security Income (SSI) to pay his rent, food and everything else.

Seniors in the central city — Tenderloin and western SoMa — are 63% nonwhite -- with 1 in 4 Asian, 1 in 5 Latino and roughly 1 in 10 black.

The accompanying charts offer details of the data, and the Elder Profiles in this report put faces on the numbers. The resulting portrait depicts widespread poverty in a ghetto of elders who have no prospect of increasing their income while all around them are people whose wallets bulge with disposable income.

Source: New America Media



Woman with dog on the bus from South of Market up Van Ness Avenue. (Paul Dunn/Central City Extra)

SFAACC BOYCOTT

Continued from page 1

ACHIEVEMENT

There is discussion between Mayoral appointee and the Hotel Council regarding the question of the Local 2 Union Contract with the Hotel Industry requiring affirmative action for African Americans.

The Hotel Council will be giving Awareness Briefings to Hotel General Managers and soliciting ethnic workforce data from its 70 hotels.

TO BE ACHIEVED

Development of a reporting mechanism by ethnicity of hotel workforce

ITEM #5 CITY ON THE JOB TRAINING PROGRAM

- On the Job Training Program in Construction and Tourism.
- A City ordinance requiring all professional services in the city construction field must hire disadvantaged or minority trainees for each \$1M of professional service fees. The tourism industry should adopt same for professional services

Continued on page 15

Late Breaking News from Fred Jordan



Dr. Churchwell and I had an 8 AM meeting this morning with both the San Francisco Mayor and the San Francisco City Administrator. Theo Miller, Coordinator for both the Mayor and City Admin. was present. Dr. Churchwell made some initial comments and I expressed that significant planning was taking place among the Ad-Hoc Subcommittees and all parties to address our African American Boycott issues.

Mayor Ed Lee began by saying that he had read every word of our January 6, 2014 Boycott Meeting Minutes outlining our 13 Demands with

addendum of accomplishments since that initial meeting in the Chamber office. He said, "That is a broad agenda!" but he wanted to begin with what he has done in behalf of the African American community. He has appointed 8 significant Dept. Heads that could be most instrumental in addressing the Chamber's 13 issues and reversing the out-migration of African Americans, such as City Administrator, Dir. Dept. of Public Works, Gen. Mgr. of Public Utilities Commission, Dir. of Work Force Development, Dir. of City's Summer Jobs, etc. He said that Work Force Development has been very productive in the Health Industry Training and now must gear up for the Hospitality Training Industry. Also, the Summer Jobs Program last year had 6,800 paid positions and could target African Americans.

He said his first step will be to call together all eight of these African American Dept. Heads and empower them as a Coalition to move directly to address our outstanding issues. In fact, the Dept. Heads will be given our Report of issues before his meeting and asked to come to the meeting with items that each one can implement immediately. The Mayor said that he would want 6 or 7 Cham-

ber Board Members at this small meeting. Naomi Kelly, City Administrator, said that we may wish to invite a representative from other organizations to avoid duplicate briefings.

The Mayor asked the question of the Local 2 Union Contract with the Hotel Industry requiring affirmative action for African Americans. Theo responded that this was under discussion at this time with the Hotel Council who would be giving Awareness Briefings to Hotel General Managers and soliciting ethnic workforce data from its 70 hotels. Fred asked about the City Ordinance that would require an engineering CADD trainee for each million dollars of a consultant contract. The Ordinance will be researched and presented to the City Administrator.

The designation of the Fillmore District as a Visitor's Destination by SF Travel was discussed at length. This has generated great excitement in the Black Community.

The meeting was adjourned at 9:20 AM.

Fred Jordan
SFAACC

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AWARDS

- CITY OF LOS ANGELES**
Black Business Association,
Outstanding Entrepreneur
Mayor's Advisory Board,
Outstanding Achievement as a Vendor/Supplier
- COUNTY OF LOS ANGELES**
Black Business Association,
Outstanding Entrepreneur
- BAY AREA CONTRACT COMPLIANCE OFFICERS ASSOCIATION**
Champion of Diversity
- NAMCSC**
Minority Advocate
- 2014 Black History Month Award for Commitment and service to the African American community**
Minority Advocate

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CALIFORNIA CERTIFICATIONS



• Clearing House

• San Francisco Human Rights Commission

703 Market Street, Suite 1000
San Francisco, CA 94103

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

California Sub-Bid Request Ads



Best Contracting Services, Inc.
Is requesting sub bids from all DVBE for:

**Reroofing Project at
James Denman Middle School SFUSD
Project Number 11633
Bid Date: April 2, 2014 @ 2:00 PM
Owner: San Francisco
Unified School District**

Plans and Specs available from:
ARC NORTHERN CALIFORNIA -
BID SERVICES
(415) 495-8700 Attn: Priyantha De Pinto
sf.planwell@e-arc.com

**WEARE
ANEQUAL OPPORTUNITY CONTRACTOR**

Sub Bids Requested From Qualified
DBE and UDBE
Subcontractors & Suppliers for
**MacArthur Transit Community Partners, LLC -
Frontage Road MacArthur Transit Village
Location: Oakland, CA
Bid Date: March 27, 2014 @ 10:00 AM**

McGuire and Hester is seeking qualified subcontractors in the following trades: Concrete; Rebar; Asphalt; Aggregate Base; Drainage Base; Electrical; and Striping.

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

McGuire and Hester

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

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Sub Bids Requested From Qualified
SBE and SF LBE
Subcontractors & Suppliers for
**Mission Bay Development Group -
Storm Water Pump Station #5
Location: San Francisco, CA
Bid Date: March 27, 2014 @ 10:00 AM**

McGuire and Hester is seeking qualified subcontractors in the following trades: Concrete; Rebar; Electrical; Trucking; Shoring; Misc. Metal; Underground; Pumps; Paving; and HVAC.

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

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603
Phone: (510) 632-7676 • Fax: (510) 562-5209
Contact: Duane Schulze
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Visit www.sbeinc.com
to download the latest SBE
Newspaper and Newsletter



DeSilva Gates Construction, L.P. is soliciting for DBEs for the following project:

NELSON LANE WIDENING PROJECT, CIP Project 361

Owner: CITY OF LINCOLN – City Hall, 600 Sixth Street, Lincoln, CA

BID DATE: APRIL 2, 2014 @ 3:00 P.M.

We hereby encourage responsible participation of local Disadvantaged Business Enterprises, and solicit their subcontractor or materials and/or suppliers quotation for the following types of work including but not limited to: BRIDGE, CLEARING AND GRUBBING/DEMOLITION, CONCRETE RETAINING WALL, CONSTRUCTION AREA SIGN, ELECTRICAL, EROSION CONTROL TEMPORARY, EROSION CONTROL PERMANENT, FENCE REMOVAL, FENCE, GUARDRAIL REMOVAL, GUARDRAIL, GRIND PCC PAVEMENT, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, ROADSIDE SIGNS, STRIPING, SWPPP PREPARATION, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by DeSilva Gates Construction, L.P. DeSilva Gates Construction, L.P. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates Construction, L.P.'s requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

DESILVA GATES CONSTRUCTION, L.P.

11555 Dublin Boulevard
P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: Steve Lippis
Website: www.desilvagates.com

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Gallagher & Burk, Inc. is soliciting for SLBEs for the following project:

STREET REHABILITATION AT 17TH STREET BETWEEN CASTRO STREET AND LAKESIDE DRIVE, AND JACKSON STREET BETWEEN 11TH STREET AND LAKESIDE DRIVE, OAKLAND, CA

City Project No. C464540.

OWNER: CITY OF OAKLAND –

1 Frank H. Ogawa Plaza, Room #101, Oakland, CA 94612

BID DATE: March 20, 2014 @ 2:00 P.M.

We hereby encourage responsible participation of local Small Local Business Enterprises, and solicit their subcontractor or materials and/or suppliers quotation for the following types of work including but not limited to:

COLD PLANE, CONSTRUCTION AREA SIGN, FENCING, STRIPING, SURVEY/STAKING, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, MINOR CONCRETE, ELECTRICAL.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by Gallagher & Burk, Inc. Gallagher & Burk, Inc. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting Gallagher & Burk, Inc.'s requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

Gallagher & Burk, Inc.

344 High Street • Oakland, CA 94601
Phone: (510) 261-0466 • FAX (510) 261-0478
Estimator: Alan McKean
Website: www.desilvagates.com

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Request for DBE Quotes ***THIS PROJECT HAS A 8.2% DBE GOAL ***

PROJECT: Route 15-Baseline Road Interchange Improvements

LOCATION: Rancho Cucamonga, CA

IFB NO.: 13145

BID DATE: March 25, 2014 - BID TIME: 2:00 P.M.

Please respond by 5:00 p.m., March 24, 2014

We are seeking quotes from DBE Subcontractors & Suppliers for the following, but not limited to, work items: Construction Area Signs, Traffic Control, Barricades (Type II, III), SWPPP, Sweeping, Fencing, Irrigation & Landscape, Roadside Signs, Cold Plane AC, Clear & Grub, Excavation, Plastic Pipe, Erosion Control, Hydroseed, Class 2 Aggregate Base, HMA, Lean Concrete Base, Place AC Dike, Tack Coat, Liquid Asphalt (Prime Coat), PCC Aggregates, Spalled Joints, Grind Concrete, CIDH Piling, Minor Concrete (Minor Structure), Fractured Rib Texture, Precast PS Concrete Girders, Joint Seal Assembly, Bar Reinforcing Steel, Sign Structures, Sign Panels, Reinforced Concrete Pipe, Alternative Pipe Culvert, Manhole, Rock Slope Protection, Slope Paving, Metal Beam Guard Rail, Concrete Barrier, Striping & Marking, Electrical.

e-mail inquiries/quotes to: estimating@coffmanspecialties.com
or send via fax (858) 586-0164

Coffman Specialties, Inc.

9685 Via Excelencia, Suite 200 • San Diego, California 92126
Phone (858) 536-3100 • Bid Fax (858) 536-3131

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. We will provide assistance/advice with obtaining Bonds/Insurance/Credit. Waiver of Subrogation will be required. Plans are available through SANBAG and our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms. Non-DBE Subs/Suppliers: Indicate 2nd tier DBE participation offered on your quotation as it will be evaluated with your price.

REQUEST FOR DBE Subcontractors and Suppliers for:

Claribel Road Widening Project County of Stanislaus Project No. CML-5938(184)/RPSTPLE-5938(214)/RPSTPL-5938(215) BID DATE: March 19, 2014 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Water Pollution Control, Environmental Mitigation, Traffic Control, Portable Changeable Message Signs, Clearing & Grubbing, Fence & Mailbox Relocation/Replacement, Rock Rip Rap, Minor Concrete, Storm Drain Inlet, Traffic Signals and Lighting, Striping & Marking, Signs, Cold Plane AC, AC Dike, Storm Drain Manhole, Irrigation, Pressure Manhole with Air Vent, Air Vent Standpipe, Masonry Soundwall, Landscaping, Rumble Strip: Rolled In, Rumble Strip: Ground-in, RCP, Precast Structures, Building Demolition, Inlet/Outlet Structures, Bridge & Canal Demolition and Construction Materials

O.C. Jones & Sons, Inc.

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

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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 at Modesto Reprographics webpage at www.modestoplanroom.com.

California Sub-Bid Request Ads

REQUESTING BIDS FROM QUALIFIED DBE SUBCONTRACTORS
AND SUPPLIERS FOR THE FOLLOWING PROJECT:

Route 5 HOV Lane – San Clemente

Orange County, Caltrans Project #12-0F96C4, Bid Date: March 27, 2014 at 2:00 pm

This is a highway project with the typical items of work associated, but not limited to: Aggregate, Rip Rap Material, Bridge Deck Overlay, CIDH Pile, Clear and Grubbing, Concrete Barrier, Concrete Crack Sealing, Construction Area Signs, Consult - Enviro Compliance, Core and Saw, Demo Bridge, Demo Minor, Earthwork and Base, Imported Borrow, Electrical H'Way, Fence & MBGR, Minor Flat Concrete, Joint Seals, K-Rail, Landscape, Erosion Control, Metal Bridge Rail, Minor Concrete Structure, Pavement Grinding, Paving PCC, Plane A C, Paving ASPH Concrete, A C Dike and Misc, Pile Drive, Pipe - Coor Steel, Precast Concrete Pipe, Prestress Concrete, Ready Mix Concrete, Rebar, Rock Slope Protect, Sign Structures, Signs Roadside, Stripe and Mark, Structure Excavate Bridge, Structure Excavate Site, Traffic Control, Trucking.

C.C. Myers, Inc. is willing to break down items of work into economically feasible units to encourage DBE participation. If you are interested in any of this work, please provide us with a scope letter or contact us immediately. Plans and Specifications are available from Caltrans at: www.dot.ca.gov/hq/esc/oe.

Conditions or exceptions in Subcontractor's quote are expressly rejected unless expressly accepted in writing. Subcontractor and Supplier quotes are required 24 hours prior to the bid date to enable thorough evaluation.



C.C. Myers, Inc.

3286 Fitzgerald Rd. • Rancho Cordova, CA 95742
916-635-9370 • Fax 916-635-1527

Each Subcontractor shall be prepared to submit faithful performance and payment bonds equal to 100% of their quotation. The Contractor will pay standard industry rates for these bonds.

Contact C. C. Myers, Inc. for assistance with bonds, insurance, lines of credit, equipment, supplies or project plans and specifications. C.C. Myers, Inc., is a Union Contractor.

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Storm Water Pump Station #5 Project Advertisement

Mission Bay Development Group, LLC is seeking Contractors for the Storm Water Pump Station #5 Project.

Scope of work for this project includes demolition, storm drain, sewer, deep excavation, structural concrete, electrical, and mechanical work.

This project has a 50% SBE/LBEs goal. One electronic set of bid documents will be distributed to each interested Contractor.

Please contact Cathy Serrano of Townsend Management, Inc., at (415) 355-6644 to pick up a set. A pre-bid conference will be held at 410 China Basin Street, San Francisco, CA on **Thursday, March 13, 2014 at 10:00 AM.**

REQUEST FOR DVBE SUBCONTRACTORS AND SUPPLIERS FOR:

South Tennis Courts Resurfacing, Rohnert Park

Project No. 3030925

Cal State Sonoma

BID DATE: March 25, 2014 @ 2:03 PM

We are soliciting quotes for (including but not limited to): Trucking, Install Pavement Reinforcing Fabric, Tennis Court Acrylic Surfacing System and Court Striping, Trucking, Slotted Drain Materials and Construction Materials

O.C. Jones & Sons, Inc.

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

Contact: Russ Hague

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

We are currently looking for companies: WBE, MBE, DVBE, SBE, OBE, LBE
**PROJECT NAME: Improvements to Tamalpais Unit at Old Juvenile Hall
Prevailing Wage Job.**

LOCATION: 202 Glacier Drive, Martinez, CA 94553

BIDS DUE: Friday 03/28/2014 @ 3:00 PM

JOB WALK: 03/11/14 There are pictures of the walk on the link

PROJECT TRADES: Demolition, Security Systems (Monitoring systems, cameras, DFH, fencing), Security Doors, Frames and Hardware, Concrete footings, High Security Fencing, Structural Steel, AC Paving patch back, Painting, Flooring, Electrical, Plumbing, HVAC, Cleaning (See sheet A-2.0 note 9), Concrete Coring, Specialties, Fire Proofing.

PLANS: <http://www.team-commercial.com/projects/CCC-%20Juvenile%20Hall/>

Please RSVP to via email: tstanton@team-commercial.com

TEAM Commercial Construction

253 Tewksbury Ave • Point Richmond, CA 94801 • Phone: 510-932-6500 • Fax: 510-412-5724

Contact: **Thomas Stanton**

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Candlestick Point in San Francisco

**Opportunity to Perform CONSTRUCTION MANAGEMENT during the development of
CANDLESTICK POINT in San Francisco.**

Lennar Urban is requesting qualified, interested construction firms to respond to a public request for proposals to perform

CONSTRUCTION MANAGEMENT for Candlestick Point Redevelopment

For more information, please visit:

<http://mission.sfgov.org/OCABidPublication/BidDetail.aspx?K=7738>

The Successor to the San Francisco Redevelopment Agency (SFRA) has established the 50% Small Business Enterprise (SBE) Participation goal for Construction Subcontracting.

Respondents are encouraged to check this website regularly for updates.

Pre-Bid Coordination Meeting and Job Walk:

March 4th at 10:00 AM

LENNAR URBAN

One California Street, Suite 2700

San Francisco, CA 94111

Proposals must be submitted by **March 18, 2014 @ 2:00 PM (PST).**

Candlestick Point in San Francisco

**Opportunity to Perform MATERIAL MANAGEMENT / FEASIBILITY STUDIES
during the development of CANDLESTICK POINT in San Francisco.**

Lennar Urban is requesting qualified, interested construction firms to respond to a public request for proposals to perform MATERIAL MANAGEMENT /

FEASIBILITY STUDIES for

Candlestick Point Redevelopment

For more information, please visit:

<http://mission.sfgov.org/OCABidPublication/BidDetail.aspx?K=7761>

The Successor to the San Francisco Redevelopment Agency (SFRA) has established the 50% Small Business Enterprise (SBE) Participation goal for Construction Subcontracting.

Respondents are encouraged to check this website regularly for updates.

Pre-Bid Coordination Meeting and Job Walk:

March 12th at 10:00 AM

LENNAR URBAN

One California Street, Suite 2700

San Francisco, CA 94111

Proposals must be submitted by **April 1, 2014 @ 2:00 PM (PST).**

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

**State Highway in Alameda County in Alameda and Oakland from 0.2 Mile South of 29th Avenue
Overcrossing to 0.3 Mile North of 23rd Avenue Overcrossing**

Caltrans Contract No. 04-0A7104

DBE Goal: 7%

Engineer Estimate: \$52,800,000 – 1,170 Working Days

Bids: March 18, 2014 @ 2:00 PM NEW BID DATE

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

Scope of Work: Widen roads, reconstruct ramps with HMA, replace two (2) concrete overcrossings.

RGW is willing to breakout any portion of work to encourage DBE participation. Contact us for a specific item list.

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

RGW Construction, Inc.

Contractors License A/B 591940

550 Greenville Road • Livermore, CA 94550 • Phone: 925-606-2400 • Fax: 925-961-1925

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California Sub-Bid Request Ads

SKANSKA

Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

Interstate 15/Base Line Road Interchange Improvement Project

The City of Rancho Cucamonga

SANBAG IFB No.: C13146

DBE Goal: 8.2%

Bid Date: March 25, 2014 – 2:00PM

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

Plans and Specifications are available for view at our main office in Riverside or can be ordered from A&I Repographics – (909) 514-0704.

Quotes requested for contractors, suppliers and service providers include, but are not limited to: Construction Site Management, Storm Water Pollution Plan, Street Sweeping, Construction Area Signs, Traffic Control System, Type III Barricade, Fencing, Erosion Control, Portable Delineator, Temporary Pavement Marking, Temporary Traffic Stripe, Channelizer, Temporary Railing, Portable Changeable Message Signs, Temporary Crash Cushion Module, Metal Beam Guard Railing, Roadside Signs, Abandon Culvert, Cold Plane Concrete Pavement, Remove Concrete (Structure), Concrete Barrier, Bridge Removal, Clearing and Grubbing, Roadway Excavation, Develop Water Supply, Structure Excavation (Bridge), Structure Excavation (Retaining Wall), Structure Backfill, Sand Backfill, Rock Blanket, Erosion Control, Fiber Rolls, Corrugated Steel Pipe Conduit, Class 2 Aggregate Base, Lean Concrete Base, Hot Mix Asphalt, Place Hot Mix Asphalt Dike, Tack Coat, Concrete Pavement, Seal Pavement Joint, CIDH Concrete Piling, Prestressing, Structural Concrete (Bridge), Structural Concrete (Retaining Wall), Minor Concrete, Soundwall Barrier, Joint Seal Assembly, Bar Reinforcing Steel (Bridge), Bar Reinforcing Steel (Retaining Wall), Furnish Sign Structure, Install Sign Structure, Furnish Laminated Panel, Furnish Single Sheet Aluminum Sign, Roadside Sign, Alternative Pipe Culvert, Reinforced Concrete Pipe, Welded Steel Pipe Casing, Alternative Flared End Section, Rock Slope Protection, Slope Paving, Rock Slope Protection Fabric, Miscellaneous Iron and Steel, Reset Survey Monument, Concrete Barrier, Cable Railing, Transition Railing, Terminal System, Crash Cushion, Thermoplastic Pavement Marking, Thermoplastic Traffic Stripe, Paint Traffic Stripe, Pavement Marker, Signal & Lighting, Lighting & Sign Illumination, Ramp Metering System, Modify Closed Circuit TV system, Asbestos Plan, Landscape, Irrigation Grind PCCP, Precast Girders, Waterline, Sewer.

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

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Skanska Estimating Dept:

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

Email: joe.sidor@skanska.com

SKANSKA Stacy and Witbeck A Joint Venture

Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

Sixth Street Viaduct Replacement Project

City of Los Angeles

Department of Public Works

DBE Goal: 23.95%

Subcontractors scope due on or before March 25, 2014 – 1:00PM

The City of Los Angeles is replacing the existing Sixth Street Viaduct over the Los Angeles River and U.S. 101. The 3,500-foot long Viaduct was constructed in 1932, but in the last 80 years concrete elements of the Viaduct have cracked and deteriorated as a result of an internal chemical reaction known as ASR. Skanska-Stacy and Witbeck a Joint Venture (SSW) will construct a Viaduct replacement to current standards utilizing a unique design by HNTB. SSW was selected as the CM/GC for the project.

SSW is interested in soliciting in Good Faith all qualified contractors, including certified Disadvantaged Business Enterprises (DBEs), for subcontract opportunities tied to early work on the project. The early work specifically includes enhancements at several street intersections surrounding the Sixth Street Viaduct to accommodate traffic detours that will occur during the construction period.

All interested contractors are encouraged to view plans and specifications for the early work and to consider submitting bids/quotes to SSW for all, or distinct elements of, the early work scope. SSW will consider breaking out scope packages and adjusting schedules to help permit maximum DBE participation. Plans and specifications are available for review at SSW's main office in Riverside or by download through the internet.

You can request a link to access the download, or to visit the Riverside office plan room, by emailing your contact information to RSPV4SSW@JHCAgency.com.

Quotes requested for contractors, suppliers and service providers include, but are not limited to:

Security services, quality control testing, surveying, traffic control, demolition, concrete forming, concrete supply, pumping, placing and finishing, trench covers, signage, electrical and traffic signal, earthwork, tree planting and removal, asphalt paving, concrete paving, pavement marking, tactile warning tile, detectable warning tile, traffic barriers, chain link fence/gates, utility relocation, construction area signs, temp fencing, cold plane, storm water pollution prevention, iron workers and electricians.

Key Subcontracting Requirements:

- Insurance:
 - ✓ Commercial General Liability (GL): \$1M each occurrence
 - ✓ Commercial Auto Liability: \$1M
 - ✓ Workers Compensation: \$1M
- Performance / Payment Bonds:
 - ✓ Full subcontract amount (SSW will pay bond premium up to 2%)
- Tradesworkers:
 - ✓ SSW is signatory to the Operating Engineers, Laborers, Cement Masons, Carpenters & Teamsters.
 - ✓ Weekly Certified Payroll required.

Please call if we can assist you in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies.

SSW is an Equal Opportunity Employer

For questions about this project, including how to submit a bid, please contact SSW's Community Liaison:
Joe Hernandez - (626) 791-5070 • Email: joe.hernandez@skanska.com

BARNARD CONSTRUCTION COMPANY INCORPORATED,

an Equal Opportunity Employer, is seeking quotes from certified SBE/DVBE firms and other Subcontractors and Suppliers for the Barren Ridge Renewable Transmission Project (No. 90188)

Opportunities Include: Concrete tower foundations, erosion control, excavating/grading, tree clearing, surveying, aggregate supply, aggregate delivery/hauling, traffic control, security, concrete supply, rebar supply, equipment rental, fuel supply and distribution, rock anchor installation, material testing and electrical transmission supply.

Owner: Los Angeles Department of Water and Power

Bid Date: Tuesday, April 1, 2014, at 2:00 p.m.

Project Location: Los Angeles County and Kern County

Plans and Specs: Interested vendors can access the documents via LADWP's electronic bidding system, eRSP (www.ersp.ladwp.com). Your company must either register to be a vendor or login before you can access the information. The project can be found under All Open Opportunities and is document #90188 Barren Ridge Renewable Transmission Project. Barnard can also assist with access to the plans and specifications as needed.

Upon request, Barnard will assist interested SBE/DVBE firms in obtaining bonds, lines of credit and/or required insurance. Barnard will, when economically feasible, divide total contract requirements into small portions to permit maximum SBE/DVBE participation.

For additional information, please contact:

BARNARD CONSTRUCTION COMPANY INCORPORATED

P.O. Box 99, Bozeman, MT 59771 8 Ph: (406) 586-1995 • Fax: (406) 586-3530

California License Number: 555983

Email: barrenridge@barnard-inc.com

Requests proposals/quotes from all qualified & certified SBE subcontractors, suppliers, and truckers for the following project:

MISSION BAY STORM WATER PUMP STATION #5, SF

Mission Bay Development Group

Bids: March 27, 2014 @ 10am

Subcontracting Goal – 50%

Proven Management, Inc.

712 Sansome Street, San Francisco, CA 94111-1704

Phone: 415-421-9500 • Fax: 415-421-9600

Sitework; Dewatering; Excavation/Shoring; Earthwork; Stone Revetment; Grouted Riprap; Landscape/Irrigation; Concrete Formwork; Rebar; Drilled Dowels; CIP Concrete; Structural Steel; Misc. Metals; Special Metal Fabrication; Sheet Membrane Waterproofing; Painting/Protection Coatings; Pumps; Storm Water Treatment Device (CDS Unit); Mechanical; Piping Systems; Ductile Iron/Plastic Pipe; Valves & Accessories; Electrical; Instrumentation; Fire Extinguishing System.

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

We are an Equal Opportunity Employer

Advertise with the Small Business Exchange

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

www.sbeinc.com

California Sub-Bid Request Ads

SKANSKA

Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

State Rt 5 HOV Lane, Orange County
Caltrans Contract No.: 12-OF96C4
District 12 on Route 5
DBE Goal: 11%
Bid Date: March 27, 2014 - 2:00PM

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

Plans and Specifications are available for view at our main office in Riverside or on the Caltrans website:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/index.php

Quotes requested for contractors, suppliers and service providers include, but are not limited to: LEAD COMPLIANCE PLAN, CONST AREA SIGNS, TEMP TRAFFIC STRIPE, TEMP PAVEMENT MARKER, TEMP CRASH CUSHION MODULES, PREPARE SWPP, RAIN EVENT ACTION PLAN, STORM WATER SAMPLING & ANALYSIS, STORM WATER ANNUAL REPORT, TEMP EROSION CONTROL, STREET SWEEPING, TEMP CONC WASHOUT, TEMP FENCE, ADL BURIAL LOC REPORT, TREATED WOOD WASTE, REM GUARDRAIL, REM IRRIGATION, REM PAINTED TRAFFIC STRIPE & MARKINGS, REM ROADSIDE SIGN, REM SIGN STRUCTURE, BRIDGE REMOVAL (PORTION), CLEARING AND GRUBBING, GROUND MONITORING PROGRAM, ROADSIDE CLEARING, LANDSCAPING & IRRIGATION, EROSION CONTROL, LEAN CONC BASE, LEAN CONC BASE RAPID SET, PLACE HMA DIKE, JOINTED PLAIN CONC PAVEMENT, CIDH CONC PILING, CIDH CONC PILE (SIGN FOUNDATION), PRESTRESSING CAST-IN-PLACE CONC, MINOR CONC (MISC CONSTRUCTION), MINOR CONC (MINOR STRUCTURE), DRILL AND BOND DOWEL, DRILL AND BOND DOWEL (CHEMICAL ADHESIVE), JOINT SEAL, REBAR, STRUCTURAL SHOTCRETE, FURN SIGN STRUCTURE, INSTALL SIGN STRUCTURE, FURN LAMINATED PANEL, FURN SINGLE SHEET ALUM SIGN, ROADSIDE SIGN - ONE POST, ROADSIDE SIGN - TWO POST, SOUND WALL (MASONRY BLOCK), ACCESS GATE (SOUND WALL), STORM DRAIN, GEOCOMPOSITE DRAIN, GRATED LINE DRAIN, ROCK SLOPE PROTECTION, CONC (DITCH LINING), SLOPE PAVING (ROCK BLANKET), SLOPE PAVING (RANDOM SLATE PATTERN), ROCK SLOPE PROTECTION FABRIC (CLASS 8), MISC IRON AND STEEL, MISC METAL, GUARD RAILING, FENCE, CONC BARRIER, STRIPING, ELECTRICAL, SIGNAL AND LIGHTING, CLOSED CIRCUIT TELEVISION SYSTEM, RAMP METERING SYSTEM, TEMP COMMUNICATION SYSTEM, MODIFY COMMUNICATION SYSTEM, SYSTEM TESTING AND DOC.

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

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Email: tom.mehas@skanska.com

SKANSKA

Sub-Bids Requested From Qualified MBE, WBE, SBE Subcontractors & Suppliers

East Contra Costa BART Extension Project
Trackwork, Systems and Facility Finishes
eBART Contract No.: 04SF-130
SB Goal: 22%
Availability Percentages MBE 23% - WBE 12%

Technical Qualification and Price bid due to BART: March 18, 2014 - 2:00 PM
Subcontractors scope due on or before April 1, 2014 - 1:00PM

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

Plans and Specifications are available for view at our main office in Riverside or at plan centers, builders exchanges or from BART directly:

510-464-6100. (<http://www.bart.gov/ocr>). Bid documents can also be found at the following link:
https://www.dropbox.com/sh/2vxp8r5ue0t24no/a2PR5qCFn_m

Quotes requested for contractors, suppliers and service providers include, but are not limited to: Scheduling, security services, quality control test, surveying, traffic control, demolition, concrete form, accessories, reinforcing steel, concrete supply, pumping, placing and finishing, precast concrete, structural steel, metal decking, metal framing, handrail, trench covers, decorative metal and railings, Arch casework, Thermal and moist protection, waterproofing, insulation, metal wall/soffit panels and trim, membrane roofing, roof hatches, firestopping, joint protection, expansion joint cover assembly, Metal doors/frames, access doors/panels, overhead coiling doors, overhead coiling grilles, aluminum storefronts, door hardware, glazing, louvers, Gypsum board, acoustical ceilings, resinous epoxy flooring, painting, graffiti coating, epoxy wall coating, signage, toilet access., safety specialties, lockers, train wash, work stands, washer, air comp, sand trailer, painting booths, bicycle racks/lockers, elevators, gangway, car hoist, bridge cranes, bogie turntable, Pipe insulation, underground ductwork, systems work and integration, Fire suppression, Plumbing, HVAC, LEED commissioning, TAB, Elect, Communications, Access control, CCTV, Earthwork, clear and grub, dewatering, excavation shoring, Aggregate, asphalt paving, concrete paving, pavement marking, tactile warning tile, detect warning tile, traffic barriers, chain link fence/gates, Utilities, direct drilling, fueling facility, trunked radio system, track work, signaling, signal houses, auto train protect, carborne signaling, signage, fare collection syst.

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

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Skanska Estimating Dept:

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

Email: michael.randall@skanska.com

Sub-Bids Requested From WBE, MBE, DBE Subcontractors & Suppliers for:

Galt WWTP Upgrade Project

Owner: City of Galt

CIP Project No. 53Z

SRC Project No. C-06-7871-110

Location: Galt, CA

Bid Date: 4/22/2014 @ 2:00 PM

TRADES: Surveying, Trucking, Demolition, Dewatering, Casework, HVAC, Insulation, Asphalt Paving, Fencing, Electrical, Reinforcing Steel, Masonry, Painting, Gypsum Board, Metal Building, HDPE Geomembrane Liner, Cold Form Metal Framing, Roofing and Sheet Metal.

SYBLON REID

P.O. BOX 100 • Folsom, CA 95763 • Phone: (916) 351-0457 • Fax: (916) 351-1674

Contact: **Karen Reichenberger**

If a portion of the work is too large for you to handle, contact us and we will try and break it into smaller portions

Plans and specs are available for review at Syblon Reid office and upon request will provide assistance with drawings and specifications.

Subcontractors and suppliers must be licensed to conduct business in the state of California. Must be able to provide payment and performance bonds provided by approved surety company. SRC will pay bond premium up to 1.5% of subcontract amount and will assist with insurance compliance. SRC will work with subcontractors on joint check agreements. Plans and specs are available for viewing at our Folsom office and upon request will provide assistance with plans and specifications or help meet other requirements.

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

Claribel Road Widening Project

Stanislaus County

Federal Project No. CML-5938(184)/RPSTPLE5938(214)/RPSTPL-5938(215)

Engineer's Estimate: \$11,000,000

DBE Goal: 11.36%

Bid Date: March 19th, 2014 @ 2:00pm

Requesting Sub-quotes for (including but not limited to): Fabric & Oils, Traffic Control, Clear & Grub, Landscaping, Rumble Grind, Soundwall - Masonry Precast, Signs Roadside, Concrete Curb & Sidewalk-Misc., Thermoplastic & Painted Traffic Stripe & Marking, Pavement Marking, Trucker & Underground.

Scope of Work: Intersection and Roadway Improvements

RGW is willing to breakout any portion of work to encourage DBE participation. Contact us for a specific item list.

Plans and Specs are available from Modesto Reprographics 209-544-2400, www.modestoplanroom.com. Contact John Pitsch at 925-606-2400 or e-mail:

johnp@rgwconstruction.com for any questions, including bonding, lines of credit, or insurance or equipment or material suppliers. Subcontractors should be prepared to submit payment and performance bonds equal to 100% of their quotation. For bonding and other assistance, please call.

RGW Construction, Inc.

Contractors License A/B 591940

550 Greenville Road • Livermore, CA 94550 • Phone: 925-606-2400 • Fax: 925-961-1925

An Equal Opportunity Employer

Bessie Coleman

First African American Female Pilot



Image credit: Our Black Stars Copyright © 2014.

Elizabeth “Bessie” Coleman (January 26, 1892 – April 30, 1926) was an American civil aviator. She was the first female pilot of African-American descent and the first person of African-American descent to hold an international pilot license.

Early life

Coleman was born on January 26, 1892 in Atlanta, Texas, the tenth of thirteen children to sharecroppers George, who was part Cherokee, and Susan Coleman. When Coleman was two years old, her family moved to Waxahachie, Texas, where she lived until age 23. Coleman began attending school in Waxahachie at age six and had to walk four miles each day to her segregated, one-room school, where she loved to read and established herself as an outstanding math student. She completed all eight grades of her one-room school. Every year, Coleman's routine of school, chores, and church was interrupted by the cotton harvest. In 1901, Coleman's life took a dramatic turn: George Coleman left his family. He returned to Oklahoma, or Indian Territory as it was then called, to find better opportunities, but Susan and the children did not go with him. At age 12, she was accepted into the Missionary Baptist Church. When she turned eighteen, Coleman took her savings and enrolled in the Oklahoma Colored Agricultural and Normal University (now called Langston University) in Langston, Oklahoma. She completed one term before her money ran out, and returned home.

Career

Chicago

In 1916 at the age of 23, she moved in Chicago, Illinois, where she lived with her brothers and she worked at the White Sox Barber Shop as a manicurist, where she heard stories from pilots returning home from World War I about flying during the war. She could not gain admission to American flight schools because she was black and a woman. No black U.S. aviator would train her either. Robert S. Abbott, founder and publisher of the Chicago Defender, encouraged her to study abroad. Coleman received financial backing from a banker named Jesse Binga and the Defender.

France

Coleman took a French-language class at the Berlitz school in Chicago, and then traveled to Paris on November 20, 1920 so she could earn her pilot license. She learned to fly in a Nieuport Type 82 biplane, with “a steering system that consisted of a vertical stick the thickness of a baseball bat in front of the pilot and a rudder bar under the pilot's feet.” On June 15, 1921, Coleman became not only the first African-American woman to earn an international aviation license from the Fédération Aéronautique Internationale, and the first American of any gender or ethnicity to do so, but the first African-American woman to earn an aviation pilot's license. Determined to polish her skills, Coleman spent the next two months taking lessons from a French ace pilot near Paris, and in September 1921 sailed for New York. She became a media sensation when she returned to the United States.

Airshows

Coleman quickly realized that in order to make a living as a civilian aviator—the age of commercial flight was still a decade or more in the future—she would need to become a “barnstorming” stunt flier, and perform for paying audiences. But to succeed in this highly competitive arena, she would need advanced lessons and a more extensive repertoire. Returning to Chicago, Coleman could find no one willing to teach her, so in February 1922, she sailed again for Europe. She spent the next two months in France completing an advanced course in aviation, then left for the Netherlands to meet with Anthony Fokker, one of the world's most distinguished aircraft designers. She also traveled to Germany, where she visited the Fokker Corporation and received additional training from one of the company's chief pilots. She returned to the United States with the confidence and enthusiasm she needed to launch her career in exhibition flying.

“Queen Bess,” as she was known was a highly popular draw for the next five years. Invited to important events and often interviewed by newspapers, she was admired by both blacks and whites. She primarily flew Curtiss JN-4 “Jenny” biplanes and army surplus aircraft left over from the war. She made her first appearance in an American airshow on September 3, 1922, at an event honoring veterans of the all-black 369th Infantry Regiment of World War I. Held at Curtiss Field on Long Island near New York City and sponsored by her friend Abbott and the Chicago Defender newspaper, the show billed Coleman as “the world's greatest woman flier”[8] and featured aerial displays by eight other American ace pilots, and a jump by black parachutist Hubert Julian.[9] Six weeks later she returned to Chicago to deliver a stunning demonstration of daredevil maneuvers—including figure eights, loops, and near-ground dips—to a large and enthusiastic crowd at the Checkerboard Airdrome (now Chicago Midway Airport).

But the thrill of stunt flying and the admiration of cheering crowds were only part of Coleman's dream. Coleman never lost sight of her childhood vow to one day “amount to something.” As a professional aviator, Coleman would often be criticized by the press for her opportunistic nature and the flamboyant style she brought to her exhibition flying. However, she also quickly gained a reputation as a skilled and daring pilot who would stop at nothing to complete a difficult stunt. In Los Angeles, she broke a leg and three ribs when her plane stalled and crashed on February 22, 1923.

Through her media contacts, she was offered a role in a feature-length film titled *Shadow and Sunshine*, to be financed by the African American Seminole Film Producing Company. She gladly accepted, hoping the publicity would help to advance her career and provide her with some of the

money she needed to establish her own flying school. But upon learning that the first scene in the movie required her to appear in tattered clothes, with a walking stick and a pack on her back, she refused to proceed. “Clearly ... [Bessie's] walking off the movie set was a statement of principle. Opportunist though she was about her career, she was never an opportunist about race. She had no intention of perpetuating the derogatory image most whites had of most blacks”, wrote Doris Rich.

Coleman would not live long enough to fulfill her dream of establishing a school for young black aviators, but her pioneering achievements served as an inspiration for a generation of African American men and women. “Because of Bessie Coleman,” wrote Lieutenant William J. Powell in *Black Wings 1934*, dedicated to Coleman, “we have overcome that which was worse than racial barriers. We have overcome the barriers within ourselves and dared to dream”. Powell served in a segregated unit during World War I, and tirelessly promoted the cause of black aviation through his book, his journals, and the Bessie Coleman Aero Club, which he founded in 1929.

Death

On April 30, 1925 Coleman was in Jacksonville. She had recently purchased a Curtiss JN-4 (Jenny) in Dallas. Her mechanic and publicity agent, William Wills, flew the plane from Dallas in preparation for an airshow but had to make three forced landings along the way due to the plane being so poorly maintained and worn out.[12] Because of this, Coleman's friends and family did not consider the aircraft safe and implored her not to fly it. Wills was flying the plane with Coleman in the other seat. Coleman did not put on her seatbelt because she was planning a parachute jump for the next day and wanted to look over the cockpit sill to examine the terrain. About ten minutes into the flight, the plane unexpectedly dived, then spun around. Coleman was thrown from the plane at 2,000 ft (610 m) and died instantly when she hit the ground. William Wills was unable to gain control of the plane and it plummeted to the ground. Wills died upon impact and the plane burst into flames. Although the wreckage of the plane was badly burned, it was later discovered that a wrench used to service the engine had slid into the gearbox and jammed it. She was 34 years old.

Source: Wikipedia

SUB-BID REQUEST AD

SKANSKA

Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

Cold Plane Overlay, Ludlow
Caltrans Contract No.: 08-0K2804
District 08 on Route 40
DBE Goal: 5%
Bid Date: April 10, 2014 – 2:00PM

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

Plans and Specifications are available for view at our main office in Riverside or on the Caltrans website: http://www.dot.ca.gov/hq/esc/oe/weekly_ads/index.php

Quotes requested for contractors, suppliers and service providers include, but are not limited to: Construction Site Management, Storm Water Pollution Plan, Street Sweeping, Construction Area Signs, Traffic Control System, Temporary Pavement Marking, Temporary Traffic Stripe, Portable Changeable Message Signs, Metal Beam Guard Railing, Cold Plane Asphalt Concrete Pavement, Fiber Rolls, Hot Mix Asphalt, Place Hot Mix Asphalt Dike, Tack Coat, Terminal System, Thermoplastic Pavement Marking, Thermoplastic Traffic Strip, Paint Traffic Stripe, Pavement Marker, Asphalt Rubber Binder, Minor Concrete (Minor Structure), Biologist, Inertial Profiler, Shoulder Rumble Strip.

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

Skanska is an Equal Opportunity Employer

Skanska Estimating Dept: 1995 Agua Mansa Rd, Riverside, CA 92509

Ph: (951) 684-5360, Fax: (951) 788-2449

Email: joe.sidor@skanska.com

The Port of San Francisco: Diversity abounds

By Cheryl Hentz

The Port of San Francisco is as diverse as the city itself: from what it is and what it does, to the people it serves and the people who operate and control it.

The Port's operating portfolio is composed of over 550 ground, commercial, retail, office, industrial and maritime industrial leases, including many internationally recognized landmarks such as Fisherman's Wharf, PIER 39, the Ferry Building, and AT&T Park, as well as the home of the San Francisco Giants baseball team.

The Port is governed by a five member Board of Commissioners, each of whom is appointed by the mayor and subject to confirmation by the city's Board of Supervisors. Each commissioner is appointed to a four-year term. The Port Commission is responsible for the seven and one-half miles of San Francisco Waterfront adjacent to San Francisco Bay, which the Port develops, markets, leases, administers, manages, and maintains. Its jurisdiction stretches along the waterfront from Hyde Street Pier on the north to India Basin on the south.

The Port also has an executive staff whose responsibility it is to operate the Port along with the board of supervisors and mayor. They also – along with the other staff – implement the policies and operate the Port.

"It's an enterprise department in that it earns revenues, as well as expends revenues. On the revenue side we try to function as best we can, just as a corporation would, because we're solely dependent on what we can generate in revenue; we don't get revenues from the city," says Monique Moyer, executive director of the Port of San Francisco. "On the expenditure side we really function more like a government. Our bargaining agreements are bargained by the city; wage, salary and pension obligations are all set by the city; and we buy a lot of city services. For example, taxpayers in San Francisco pay for police and fire services, but at the Port, we actually buy those services from the city."

When it comes to diversity in the Port's management and operation, two of the three commissioners are women, while seven of the 11 executive staff members are women. Additionally, the race and ethnicity of the commissioners and executive staff are equally as diverse. But was that diverse make-up by design or did it just happen more or less organically, given the diverse population in the city of San Francisco?

Byron Rhett, deputy director of Planning & Development for the Port says "I think the make-up (of the commission and executive staff) being what it is is definitely important to the Port, but I don't know that they were trying to get to a specific number of women, or a specific number of other minorities. I think it was more important to have outreach to women and minorities and then try to select the most qualified folks who were part of that pool."

Moyer tends to agree with this assessment: "For some of the key positions it was definitely not by design; it just happened that way. But in the case of the commissioners, I think there's always a concerted effort, no matter who it is, to have diversity on city commissions. So traditionally, the mayor – who makes to nominations to the different commissions – tries to keep racial diversity on the commission. But it's really only been in the last four years that the number of women on the commission outnumber the men. We typically have one commissioner who represents labor, one who represents the southeast sector of the city and one who represents either the northeast sector – which includes Fisherman's Wharf – or the tourism industry. So it's really a little of both. In terms of my being appointed as a woman, I think the fact that I was a woman was absolutely immaterial and when I went to look for my CFO I wasn't looking for a specific gender type either. But I will say that when we're hiring in our engineering division or our maintenance division, where we tend to see fewer female candidates and fewer people of color, we try to pay attention to those things. In addition, about 50 percent of the Port staff is white and the other 50 percent is non-white, which is above the norm. And it's probably two-thirds male to one-third female and that has to do with the fact that so much of the staff is craftsmen and there aren't as many women in the crafts as we would like to see."

But almost from the beginning the Port has had some kind of diversity represented. Moyer is only the second woman to be appointed as the leader, with the first woman being appointed in 1973, something that made worldwide news.

"At that point in time world trade clubs were very much the rage, and they were male only. So there was fear that because there was a female port director in the world they would have to open their doors to women," Moyer explains. "Of course, they didn't so she had to sue them and finally they did. She served for three years as port director and for quite a long time before that as general counsel."

Moyer believes that diversity plays a significant role in what the Port operates and is viewed by the public.

"I think it definitely plays a role, particularly on the commission. It gives the different population groups a place to go where they feel welcome if they have issues or want to raise issues with the Port on, for instance, who's getting contracts or what the contracting opportunities are, and so forth," she says. "In terms of the executive staff, I don't know that having a diverse make-up there makes a tremendous difference but I do think that both the commissioners and the staff are both representative of the users of the Port, in particular from the entertainment side of the Port."

Contracting opportunities at the Port are endless. The commissioners make their policy decisions around contracting and, Moyer says, cost is very much a factor in how they arrive at their decisions.

"The city has some pretty liberal social policies, one of which is a policy for involving local business enterprises, as well as if we're doing construction we hire people who actually live in the city – which we call Local Hire," she notes. "But again, those policies and contracting rules are set by the city – either the mayor, the city administrator, or the Board of Supervisors. Individual commissioners or the commission as whole can recommend a change, if they see a need. The commission can also recommend a higher threshold for hiring. So let's say a construction contract has a requirement

■ Continued on page 9

Monique Moyer Executive Director



Monique Moyer is the Executive Director of the Port of San Francisco, an appointment of former Mayor Gavin Newsom in 2004. She serves at the pleasure of current Mayor Edwin Lee and a 5-member Port Commission. Ms. Moyer is the second woman to serve as Executive Director in the Port's 150-year history and one of only 3 female port directors nationwide (out of 85). Ms. Moyer is the longest-serving Port Director since the Port transferred to the City & County of San Francisco in 1969.

The Port of San Francisco is a self-revenue generating agency of the City & County of San Francisco and manages a broad range of commercial, maritime and public-access facilities along the city's waterfront. The Port of San Francisco is 7½ miles and is home to a fishing fleet, cruise ships, Fisherman's Wharf, the SF Giants' ballpark and many other entrepreneurial entities and water spots. Ms. Moyer manages a staff of 235 and a budget of \$70 million.

In addition, Ms. Moyer sits on the non-profit boards of the Mid-Peninsula Housing Coalition, the Foundation of the Fine Arts Museums, and is Vice Chair of the California Association of Port Authorities.

Previously, Monique Moyer served as the City's Director of Public Finance under Mayor Willie L. Brown, Jr. (1997-2004). In addition to managing the City's \$2 billion municipal debt portfolio, Ms. Moyer represented Mayor Brown at CalPERS, the United Airlines bankruptcy and numerous other issues of financial complexity. In 2002, she proudly received the San Francisco Chamber of Commerce Public Managerial Leadership Award. She has been named annually as one of the San Francisco Business Times' 150 Influential Women in Business from 2005-2011 and became "Ever Influential" in 2012. She is the recipient of San Francisco Travel's 2013 Silver Cable Car Award in recognition of her significant contribution to San Francisco tourism.

Prior to joining the government sector in 1996, Ms. Moyer previously held officer positions with two separate investment banking firms who specialized in municipal finance.

Ms. Moyer holds a Bachelor of Arts degree in Economics from Grinnell College, Iowa.

Renée Dunn Martin - Manager, Communications



Renée Dunn Martin is the Manager of Communications for the Port of San Francisco. She is responsible for the overall communications activities within the Port including media relations, marketing, community outreach and special events. Ms. Martin has managed the Communications Department

for the Port since 1997 and she reports directly to the Executive Director.

The Port is currently involved more than \$1 billion in new development projects on San Francisco's waterfront. In her day-to-day duties, she plans and directs a complete communications program for the Port. Her work includes serving as media spokesperson, coordinating press conferences, writing and disseminating news releases for print and broadcast media; developing promotional materials such as media kits, annual reports, brochures, newsletters and video/slide presentations; managing web site content and coordinating major public events on the San Francisco waterfront.

Ms. Martin is a communications professional with more than twenty years of combined corporate and agency public relations experience in the Bay Area. Prior to working for the Port of San Francisco, she owned her own communications consulting business-- Dunn & Associates Public Relations. She has provided public relations and marketing services for numerous clients such as: Bay Area Rapid Transit District (BART), AT&T, Children's Hospital Oakland and the San Francisco Redevelopment Agency to name a few.

Before that, she was a full-time consultant at Levi Strauss & Co., where she provided communications services and counsel to senior management who were implementing the company's \$800 million customer service re-engineering effort.

Earlier in her career, Ms. Martin worked for 10 years in the Corporate Communications Division at Sprint Communications in Burlingame, California. She managed and executed an 18-state public relations program supporting Sprint's marketing and corporate image-building efforts in the Western Region. She also has served as company spokesperson to local, national, and international business and trade press. She was the editor/writer for the company's weekly newsletter and coordinated press activities at trade shows, business conferences and community events.

Ms. Martin is a native San Franciscan and she holds a Bachelor of Arts degree in Radio & Television Broadcast Communications from San Francisco State University.

A good, stubborn Irishman

By Dick Meister

Publisher's Note:

Joe O'Sullivan I knew as the Business Agent for Local 22 and I would always let him know that, as a cousin, he should allow me pass out my leaflet about the lack of Blacks in the Building Trades. I would then reiterate how I became a "smoked Irishman". The story goes that when I was in the Navy and at the staging area to be sent overseas the night before being shipped out was St. Patrick's Day. I went to the USO in Lido Beach, Long Island to "celebrate". To my surprise it was full of Irish men and "Colleens". As I entered the lady taking tickets said, "Sorry, sailor, this is a private St. Patrick's Day party. As I turned away I heard an Irish accented voice say, "Hey, you let that smoked Irishman in!" Joe always wanted me to tell that story, mainly to show that Irish did not discriminate.

He was one of the last of the old-line labor leaders who once had great influence in many cities. He was Irish-Catholic, of course, a resident of the city's principal working class district, and from one of the blue-collar trades.

His name was Joseph Michael O'Sullivan. He had been president of the San Francisco Building and Construction Trades Council and for four decades head of its main carpenters union local.

Those who would truly understand the history of San Francisco and in particular the key role organized labor has played in the city's development, as in that of so many other cities, must pay attention to the memory of Joe O'Sullivan.

He was a very good man. He also was a very stubborn man. I remember, for instance, that time in 1976 when he insisted on going to jail.

O'Sullivan and three other construction union officials had been sentenced to jail for having led a strike by municipal craftsmen -- who, as public



employees, supposedly did not have the legal right to strike. O'Sullivan -- then aged 74 and ailing -- didn't have to go to jail, since union lawyers were certain they could overturn the sentences, as they ultimately did.

The other union officials were content to have the lawyers handle the matter through court appeals, but O'Sullivan refused to be "a damned labor bureaucrat." He preferred to be a labor activist, and so turned himself over to the San Francisco County sheriff for a five-day stay behind bars.

O'Sullivan thought that was a small price to pay for the badly needed opportunity it would give the city's unions to bounce back from the severe beating they had suffered in the craftsmen's strike. Surely, he thought, the unions would mount a major campaign to protest the jailing of one of their best known and most respected leaders over one of the most fundamental of labor rights.

That would draw maximum attention to the injustice of a court ruling which had denied that fundamental right to thousands of working

people. It would show that the unions still were capable of the militancy that had earned San Francisco a reputation as one of the country's premier "union towns."

And it would be an ideal way for the unions to seek the support essential to restoring their former influence -- the support of public employees and others in the heavily non-union white collar occupations that had come to dominate the city's economy and that of so many other cities as unionized blue collar occupations once did.

But the unions allowed Joe O'Sullivan to enter jail, and to leave jail, quietly and alone. There were no protest rallies, no demonstrations, no marches, no angry speeches, no picketing, no sympathy strikes, none of the militant actions that had marked labor's rise to economic, political and social prominence. There was only grumbling, among most of the city's other labor leaders, that O'Sullivan was "grandstanding" in trying to get them top rely on more than just largely unpublicized courtroom arguments.

But the arguments won the unions very little. About all they got was a narrow court ruling that, although indeed overturning the decision which had ordered the strike leaders to jail, did so on purely technical grounds. The ruling did not upset the previous finding that city employees could not legally strike.

Union strategists argue to this day whether activist tactics would have countered that anti-unionism of the 1970s, as they argue whether such tactics would be the best way to counter the anti-unionism that has plagued the labor movement of San Francisco and other cities ever since.

Such questions rarely even occurred to O'Sullivan. Activism was virtually the only tactic he knew. He learned it very early in life, as an 11-year-old telegraph messenger working with the Irish Republican Army in 1913, against the British forces occupying his native village of Tralle, County Kerry.

Young O'Sullivan, entrusted by the British authorities to deliver messages to the occupying British troops, showed the messages first to local IRA leaders -- despite the leaders' warnings "that if I was caught, it would be the finish for me."

So why did he do it? "The messages were very important, they wanted them, and I felt that whatever I could do for Ireland ... well, I would do it."

O'Sullivan left the messenger's job to work with his father, a master carpenter and secretary of the carpenters union in Tralle, but continued his IRA activities.

"Whenever they were going to ambush a British lorry," he recalled, "the IRA had to know when it was leaving to come out in the country. So I would put out a gas lamp, then another boy a mile away would see that and he would put out another one. That would be the signal. The IRA would dig a trench in the road and the lorry would fall into it. Our guys would call on them to surrender. We'd take the rifles and ammunition, and their shoes, and then make them walk back into town. . .

■ Continued on page 16

The Port of San Francisco: Diversity abounds

■ Continued from page 8

to hire 20 percent of the labor from (local businesses). My commission might set a higher threshold on that project. That would be a place where they might have influence. The city also has a Human Rights Commission and that's where a lot of policies about opportunities for disadvantaged populations come forward."

How a business owner learns about contracting opportunities depends largely on the service or product they want to provide. If they're a purveyor of goods, they would go through the city purchaser's office and would need to get on their distribution list. And if they happen to be a minority firm that has an office in San Francisco and they meet a certain income threshold, they can be considered a Local Business Enterprise. If, on the other hand, they are a provider of construction services -- whether it be electrical, mechanical, engineering, design, etc. -- they would go through the Port's Construction Group.

"Construction opportunities are listed on our web site, along with all of our bidding opportunities. But again, it is very important to get on our distribution list. The other thing that's very important in San Francisco is that the practice is to

hold a Bidder's Conference in advance of taking the bids. And it is very important to participate in that. The project manager goes over the details of the project; and someone from the Human Rights Commission will go over what, if any, preference points are going to be awarded based on Local Hire or Local Business Enterprises, and so forth," says Moyer, who also offers a word of advice about avoiding a common mistake.

"I think the number one mistake that bidders make is that they provide a bid that isn't what we were looking for. That happens the most on professional services contracts. Also, those types of contracts are not awarded on a low-bid basis; they're based on qualifications. And in those cases, we tend to find that many people don't really answer the questions posed of them. And in San Francisco we have a very rigid system for awarding contracts," she says. "Where people get in trouble is they tell us what they think we should know that we didn't ask for. And by the way, businesses don't always have to be certified. We do business with companies that are out of town, and if they partner with a Local Business Enterprise then they can get preference points without being certified, but in many cases, certification would be necessary."

Contracting opportunities for minorities aside, it's important to note that the Port has no barriers to entry, meaning there are no fences around the property. In fact, people come to the Port all the time and don't know they're at the Port. They might go to the Giants ball park and not realize they're on Port property, for example. Or they might visit Fisherman's Wharf and not really think about being on Port property. That's something that's really unique to ports.

"So what we try to do is try to uniquely blend our edge with whatever neighborhood we're adjacent to as the Port runs through several neighborhoods. We want to make sure that whatever we're doing is blending with the city, and therefore, diversity is an important attribute," says Moyer. "Our customers are very diverse; we get a lot of international visitors as well as international companies that will relocate to San Francisco and do business at the Port. So while diversity is not our number one concern, it's always a factor in everything we do because having those differences in backgrounds, ethnicities, race, and different perspectives from everyone, etc., make for a better product. Otherwise we would just stay in-house."

Moyer summarizes Port diversity like this: "We're 150 years old which, for the west coast, is very old. So we've had 150 years of interracial people working side-by-side, which is long before diversity was something people really felt they needed to focus on or work on. Our facility is listed on the National Register of Historic Districts, as well. So maintaining a spirit of diversity and entrepreneurialism, in addition to history is really important to us. We work in a very complex environment that's highly regulated, so stewardship is extremely important. And we just find that the more people with different backgrounds and perspectives that come to the table, allows us to provide a much better product. We get a lot of foreign officials trying to figure out how we made our port what it is today and I think one of the answers is that there have been a lot of diverse perspectives that have always come together and co-existed. And we have long been putting visitor uses side by side with maritime uses and it's in a way that you don't see at other ports. We try to intermingle in whatever we do and that's just what our culture is."

[Cheryl Hentz, Contributing Writer]

Happy Birthday Greenlining, Happy Birthday!

21 years ago, the Greenlining Coalition, one of the oldest and longest standing multi-ethnic coalitions in the nation, established the Greenlining Institute to both continue and magnify its advocacy.

Half Moon Bay Brewing Co. In honor of our 21st birthday, Half Moon Bay Brewing Company has offered to match up to \$5,000 in donations to Greenlining between now and April 4th. For our birthday, please consider making a donation to Greenlining for equity and justice advocacy – your donation will go twice as far!

If Greenlining the organization was a human being, it would have more rights and power than it did before being 21; it'd be a full-fledged adult. As an organization, there are some similarities: we've gotten through adolescence, embarked on some great learning, and experienced some big and meaningful wins, and we're excited for the lifetime ahead!

We have until April 4th to raise \$5,000 in donations – which will instantly become \$10,000 with the support of Half Moon Bay Brewing Company! We hope you'll take this opportunity to double your money, and help us continue to deliver effective, smart, and committed racial justice advocacy – by and for our communities.

The Greenlining Coalition

Greenlining remains connected to the grassroots via the Greenlining Coalition, a diverse group of community-based organizations that have banded together around a common vision of social justice. It was this coalition that gave birth to The Greenlining Institute, and it still plays a key role in our work. Instead of different groups fighting for slices of a too-small pie, our coalition works together to increase the size of the pie for everyone.

The Greenlining Coalition is perhaps America's oldest and most diverse coalition of Asian/Pacific Islander, African American, and Latino community leaders organized around a common purpose and a struggle. Beyond ethnic diversity, the coalition represents diverse constituencies and includes faith-based organizations, minority business associations, community development corporations, health advocates, traditional civil rights organizations, and ethnic media outlets.

Our coalition partners lend important grassroots voices to our advocacy efforts. Just as important, they keep us grounded in the real-world experiences of their members and clients.

The principles of the Greenlining Coalition are simple: Our communities are mutually dependent. If we stand together, learn together, and educate each other, we will prosper together.

NOTE: The full profile of each member can be viewed here:

<http://greenlining.org/about-greenlining/our-team/>

“Greenlining often says what other nonprofits only think.”

–The Nonprofit Quarterly,
September 23, 2011.



Orson Aguilar | Executive Director



Orson Aguilar is the Executive Director of the Greenlining Institute, one of the nation's largest and most successful multi-ethnic, public policy nonprofits. Greenlining works to bring the American Dream within reach of all communities, regardless of race or income. Because people of color will be the majority of our nation's population by 2040, Greenlining believes that America will prosper only if communities of color prosper.

Founded in 1993, Greenlining conducts research, advocates for better public policies, and trains young leaders. Greenlining has expertise on a variety of major policy issues, including the economy, environment, energy, telecommunications, health, and electoral issues. Greenlining runs one of the nation's most successful leadership programs targeting tomorrow's leaders.

Orson's leadership has been featured in major media such as The New York Times, The Wall Street Journal, Univision, Telemundo, La Opinion, NPR, Politico, The Huffington Post and many others news outlets. He meets regularly with major Fortune 100 CEOs and with many of our nation's political leaders.

Orson has been recognized by the New Leaders Council, Latino Leaders Magazine, La Opinion, The Congressional Hispanic Caucus Institute, and Silicon Valley Latino.

Orson's passion is fueled on his experiences growing up in the immigrant and working class neighborhood of Boyle Heights in Los Angeles. He attended U.C. Santa Cruz and received a Master's Degree in Public Affairs at the University of Texas at Austin. Orson is a product of Greenlining's leadership academy. He is also a former PPIA Fellow and Congressional Hispanic Caucus Institute Fellow. Orson lives in Oakland, CA with his wife Claudia, and their three children, Emilio, Nayeli, and Danilo.

Samuel Kang | General Counsel



Sam Kang became Greenlining's second General Counsel in 2010. As the organization's chief attorney, he provides Greenlining's strategic direction when engaging powerful adversaries.

In 2011, Sam led a successful national campaign to block the biggest telecom merger in U.S. history. He's also written and passed legislation impacting small businesses, the green economy and education. Every spring, Sam authors one of Greenlining's most heralded reports, the annual Supplier Diversity Report Card, which grades the supplier diversity efforts of California's largest utilities. Sam has been quoted in hundreds of media outlets

for his work. He also serves on the California Insurance Diversity Task Force and the BART Civil Rights and Environmental Justice Committee.

Prior to Greenlining, Sam was a Coro Fellow in New York City and worked on humanitarian assistance at the United Nations. A proud son of Korean immigrant entrepreneurs, Sam credits his parents for starting his legal career by forcing him to write letters for their family-owned business when he was in elementary school.

When Sam isn't working, he loves watching the “torture” of Giants baseball and running (away from his problems) along the Bay Trail.



Preeti Vissa | Chief Operating Officer

Preeti Vissa is The Greenlining Institute's Chief Operating Officer, responsible for enhancing the internal organization processes and infrastructure that will allow Greenlining to continue to grow and fulfill its mission.

Preeti graduated from the University of California, Los Angeles and has a Master's in Social Work from Columbia University. She loves cooking and thinks that hot sauce should be considered one of the major food groups.



Stephanie Chen | Energy & Telecommunications Policy Director

Stephanie Chen directs Greenlining's advocacy in energy and telecommunications policy. She oversees Greenlining's legal counsel at the California Public Utilities Commission and the Federal Communications Commission, who advocate on a wide range of issues impacting underserved consumers and small businesses. Stephanie has litigated several high-profile cases impacting billions of dollars in utility rates, winning broad statewide protections for communities of color, low income ratepayers and small business owners.

Public Legal Notices



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 2122J (ID No. FCE14065) TARAVAL STREETSCAPE IMPROVEMENTS

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on March 26, 2014**, after which they will be publicly opened and read. Digital files of Bid Documents, Plan Holders Lists, and Addenda may be downloaded at no cost from the Department of Public Works (DPW) Electronic Bid Documents Download site at www.sfdpw.org/biddocs, or purchased on a CD format from 1155 Market Street, 4th Floor, San Francisco, California 94103, telephone 415-554-6229, for a non-refundable \$15.00 fee paid by cash or check to "Department of Public Works". Please visit the DPW's Contracts, Bid Opportunities and Payments webpage at www.sfdpw.org for more information. Notices regarding Addenda and other bid changes will be distributed by email to Plan Holders.

The Work is located along Taraval Avenue from 46th Avenue to the Great Highway and consists of pavement renovation, curb ramp construction, landscape and street light improvements, traffic routing, and all related and incidental work. The time allowed for completion is 180 consecutive calendar days. The Engineer's estimate is in excess of \$850,000. For more information, contact the Project Manager, Meghan Tiernan at 415-558-4541.

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

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

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

Bid discounts may be applied as per SFAC Chapter 14B. Subcontracting goal is **25% LBE**. Call Selormey Dzikunu at (415) 558-4059 for details. In accordance with SFAC Chapter 14B requirements, all bidders, except

those who meet the exception noted below, shall submit documented good faith efforts with their bids and must achieve 80 out of 100 points to be deemed responsive. Bidders will receive 15 points for attending the pre-bid conference. Refer to CMD Form 2B for more details. Exception: Bidders who demonstrate that their total LBE participation exceeds the above subcontracting goal by 35% will not be required to meet the good faith efforts requirements.

A pre-bid conference will be held on **March 12, 2014; 11:00 a.m.**, at 30 Van Ness Avenue, 5th Floor.

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

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

Class "A" license required to bid.

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

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

This Project is subject to the requirements of the San Francisco Local Hiring Policy for Construction ("Policy") as set forth in Section 6.22(G) of the SFAC. Bidders are hereby advised that the requirements of the Policy will be incorporated as a material term of any contract awarded for the Project. Refer to Section 00 73 30 of the Project Manual for more information.

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

3/13/14
CNS-2596464#
SMALL BUSINESS EXCHANGE



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 2130J (ID No. FCE14095) 9-1-1 EMERGENCY COMMUNICATIONS CENTER CLEAN AGENT SYSTEM AND ELECTRICAL UPGRADES

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on April 2, 2014**, after which they will be publicly opened and read. Digital files of Bid Documents, Plan Holders Lists, and Addenda may be downloaded at no cost from the Department of Public Works (DPW) Electronic Bid Documents Download site at www.sfdpw.org/biddocs, or purchased on a CD format from 1155 Market St., 4th Fl, S.F., CA 94103, tel: 415-554-6229, for a non-refundable \$15.00 fee paid by cash or check to "Department of Public Works". Please visit the DPW's Contracts, Bid Opportunities and Payments webpage at www.sfdpw.org for more information. Notices regarding Addenda and other bid changes will be distributed by email to Plan Holders.

The work to be done under this contract is located at the existing 9-1-1 Emergency Communications Center at 1011 Turk St., S.F., CA, and consists of mechanical work, fire system work, electrical and instrumentation work, and all other incidental work involved with the design-build and installation of the clean agent fire suppression system; replacement of ductwork and installation of dampers and thermostats; replacement of an Automatic Transfer Switch (ATS No.1) and the digital master control system; replacement of breakers; lighting upgrades. The time allowed for completion is 180 consecutive calendar days. The Engineer's estimate is in excess of \$500,000. For more information, contact the Project Manager, Eugene Ling at 415-558-4581.

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

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

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

Bid discounts may be applied as per SFAC Chapter 14B. Subcontracting goal is **12% LBE**. Call Selormey Dzikunu at 415-558-4059 for details. In accordance with SFAC Chapter 14B requirements, all bidders, except those who meet the exception noted below, shall submit documented good faith efforts with their bids and must achieve 80 out of 100 points to be deemed responsive. Bidders will receive 15 points for attending the pre-bid conference. Refer to CMD Form 2B for more details. Exception: Bidders who demonstrate that their total LBE participation exceeds the above subcontracting goal by 35% will not be required to meet the good faith efforts requirements.

A pre-bid conference will be held on **March 19, 2014 at 1:30 p.m.** at 1011 Turk St., S.F., CA 94109.

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

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

Class "C-10" license required to bid.

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

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

This Project is subject to the requirements of the S.F. Local Hiring Policy for Construction ("Policy") as set forth in Sec. 6.22(G) of the SFAC. Bidders are hereby advised that the requirements of the Policy will be incorporated as a material term of any contract awarded for the Project. Refer to Sec. 00 73 30 of the Project Manual for more information.

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

3/13/14
CNS-2598103#
SMALL BUSINESS EXCHANGE

UNIVERSITY OF CALIFORNIA SANTA CRUZ

ADVERTISEMENT FOR CONTRACTOR PREQUALIFICATION

Subject to conditions prescribed by the University of California, Santa Cruz, responses to the University's prequalification documents for a Lump Sum contract are sought from bidders for the following project:

GRAD STUDENT HOUSING – SHOWER REPLACEMENT Project Number: 5900-016 UNIVERSITY OF CALIFORNIA, SANTA CRUZ

Prequalification of Prospective Bidders

The University has determined that bidders who submit bids on this project must be prequalified.

Prequalified bidders will be required to have the following California contractor's license:

General Building Contractor, B

General Description of Work: **This project involves repairs to the bathrooms and showers in four graduate student apartments on the UCSC campus. Work includes demolition and replacement of solid surface shower panels and countertops, new casework and plumbing. New vinyl flooring and rubber base, new shower and vanity fixtures and associated work. Estimate: \$85,000**

On: **Monday, March 10, 2014** a single set of prequalification documents will be issued to intending bidders at:

CONTRACTS OFFICE
PHYSICAL PLANNING AND CONSTRUCTION
UNIVERSITY OF CALIFORNIA, SANTA CRUZ
1156 HIGH STREET
SANTA CRUZ, CALIFORNIA 94064
831-459-2366

On **Monday, March 24, 2014** completed prequalification documents will be received at:

PHYSICAL PLANNING AND CONSTRUCTION
UNIVERSITY OF CALIFORNIA, SANTA CRUZ
1156 HIGH STREET
SANTA CRUZ, CALIFORNIA 94064
831-459-2366

No prequalification documents will be accepted after **3:00 PM**.

PLEASE VISIT OUR WEBSITE:
<http://ppc.ucsc.edu> for full text of the advertisement and information on how to request documents.

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA
University of California, Santa Cruz
February 14, 2014

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Public Legal Notices



UCLA

ADVERTISEMENT FOR BIDS

The following is a summary of a full Advertisement for Bids posted on the UCLA Capital Programs Website (<http://www.capitalprograms.ucla.edu/Contracts/ProjectsCurrentlyBidding>). **All interested parties must go to the Website for complete information.**

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

Project Name: SAXON SUITES RENOVATION

Project Number: 948532.02

Description of Work: The Project shall renovate the 96 unit Saxon Suite residential complex and construct a new 6,300 gsf commons building. Refer to website for complete description.

Bidding Documents Available at:

ARC
2435 Military Ave.

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

Bid Submittal Location:

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

Dates:

Bidding Document Availability:
March 13, 2014

Mandatory Pre-Bid Conference/Job Walk:

March 17, 2014
Beginning promptly at 10:00 a.m.

Bid Submittal Deadline:

2:00 p.m., April 10, 2014

License Requirement: B License (General Building)

Prequalification: University has prequalified general contractor bidders for this Project and posted a list of said firms on the website address listed at the beginning of this Advertisement.

THE REGENTS OF THE UNIVERSITY
OF CALIFORNIA

OAKLAND UNIFIED SCHOOL DISTRICT

**DOCUMENT 00 11 16
(FORMERLY DOCUMENT 00100)**

INVITATION TO BID

1. Notice is hereby given that the governing board ("Board") of the Oakland Unified School District ("District" or "Owner") will receive sealed bids for the following project:

**Madison Middle School
Interim Housing
Project No. 13121
400 Capistrano Drive
Oakland, CA 94603**

2. Sealed Bids will be received until 2:00 PM on Tuesday, April 22, 2014, at the District Office, located at 900 High Street, Oakland, CA 94601 @ the Receptionist's desk, at or after which time the bids will be opened and publicly read aloud. Any claim by a bidder of error in its bid must be made in compliance with section 5100 et seq. of the Public Contract Code. Any bid that is submitted after this time shall be non-responsive and returned to the bidder.

3. The Project consists of:

Connection of utilities to three modular classroom buildings – including but not necessarily limited to: chain link fencing, carpentry, painting, plumbing, fire alarm, intrusion alarm, asphaltic ramps.

4. **Engineer's Estimate: \$240,000.00.**

5. **The Project Manager for this project is Eric Scheuermann, he can be reached at (510) 908-3303.**

6. All bids shall be on the form provided by the District. Each bid must conform and be responsive to all pertinent Contract Documents, including, but not limited to, the Instructions to Bidders.

7. To bid on this Project, the Bidder is required to possess one or more of the following State of California Contractor Licenses:

Class B – General Building Contractor

The Bidder's license(s) must be active and in good standing at the time of the bid opening and must remain so throughout the term of the Contract.

8. A bid bond by an admitted surety insurer on the form provided by the District, cash, or a cashier's check or a certified check, drawn to the order of the **Oakland Unified School District**, in the amount of ten percent (10%) of the total bid price, shall accompany the Bid Form, as a guarantee that the Bidder will, within seven (7) calendar days after the date of the Notice of Award, enter into a contract with the District for the performance of the services as stipulated in the bid.

9. The successful Bidder shall be required to furnish a 100 % Performance Bond and a 100% Payment Bond if it is awarded the contract for the Work.

10. The successful Bidder may substitute securities for any monies withheld by the District to ensure performance under the Contract, in accordance with the provisions of section 22300 of the Public Contract Code.

11. A mandatory **Pre-bid** conference and site visit will be conducted at **10:00 AM on Tuesday, April 1, 2014**, as follows:

FRONT ENTRANCE

**Madison Middle School
Interim Housing
Project No. 13121**

400 Capistrano Drive, Oakland, CA 94603

12. The District's designee and/or the California Department of Industrial Relations will be operating a

labor compliance program on this Project pursuant to Labor Code section 1771, et seq.

13. Contracts documents are available on, **Thursday, March 27, 2014, for review at East Bay Blueprint, located at 1745 14th Avenue, Oakland, CA 94606.** All requests should be addressed Attention: Sandy. Plans can be ordered by:

i. Phone: (510) 261-2990

ii. Fax: (510) 261-6077

iii. Email: ebbp@eastbayblueprint.com, Attn: Sandy

iv. Online using the Plan Command system at www.eastbayblueprint.com. or plans can be delivered to a place of business, at requester's own expense. Payment for plan sets must be made with East Bay Blueprint and are **NON-REFUNDABLE**.

14. In addition, Contract Documents are available for bidders' review at the following builders' exchanges:

Builder's Exchange of Alameda County McGraw Hill Construction Data
San Francisco Builder's Exchange
Reed Construction Market Data
Contra Costa Builder's Exchange
Marin Builder's Exchange

15. The Oakland Unified School District ("District") has adopted a Contractor Pre-Qualification Program pursuant to California Public Contract Code 20111.5 for all Public Works contracts with a value estimated at \$15,000 or more.

Pre-Qualification Process:

• **Submit a complete and signed Contractor Qualification Questionnaire for all projects.**

• **Bidders must be pre-qualified at least five business days prior to the bid opening date.**

Pre-Qualification packages are available at the Buildings and Grounds offices located at 955 High Street, Oakland, CA 94601. You can also obtain a Pre-Qualification package from the Districts Website at: www.ousdk12.ca.us. Go to: Departments/Facilities Planning & Management/Bids & Request for Proposals/Bidding Information / Pre Qualification Short Form. Please contact Juanita White at (510) 535-7044 with any questions regarding the Contractors Pre-Qualification Program.

PLEASE NOTE THAT BIDS WILL ONLY BE ACCEPTED FROM PRE-QUALIFIED BIDDERS

BIDS SUBMITTED BY NON PRE-QUALIFIED FIRMS WILL BE REJECTED AS INVALID.

16. The District's Board has found and determined that the following item(s) shall be used on this Project based on the purpose(s) indicated. (Public Contract Code section 3400(c)): A particular material, product, thing, or service is designated by specific brand or trade name for the following purpose(s):

Section 8700 inclusive Door Hardware, Section 9860 Carpeting, Section 10800 Toilet Accessories, Section 15400 inclusive Plumbing Systems, Section 16700 inclusive Intercom/Paging/Clock/Signal Control, Fire Alarm Systems, Intrusion Alarm Systems, Telephone Systems, and Data Communications Systems.

17. **Project Labor Agreement:** The District has entered into a Project Labor Agreement with Building and Construction Trade Council of Alameda County, AFL-CIO.

END OF DOCUMENT

SUB-BID REQUEST AD

DeSilva Gates-Flatiron West, a Joint Venture of DeSilva Gates Construction, L.P. and Flatiron West, Inc., is soliciting for DBEs for the following project:

**CONSTRUCTION ON STATE HIGHWAY IN
SAN MATEO COUNTY IN BURLINGAME FROM 0.3 MILE NORTH OF ANZA BOULEVARD
TO 0.9 MILE SOUTH OF MILLBRAE AVENUE OVERCROSSING - ROUTE 101,
Contract No. 04-235844**

Federal Aid Project ACNHP-Q101(237)E

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

BID DATE: APRIL 15, 2014 @ 2:00 P.M.

We hereby encourage responsible participation of local Disadvantaged Business Enterprises, and solicit their subcontractor or material quotation for the following types of work including but not limited to:

DESILVA GATES CONSTRUCTION –

Estimator: Victor Le – Phone No. 925-829-9220 Fax No: 925-803-4263;

ADL BURIAL LOCATION REPORT, AERIALY DEPOSITED LEAD (TYPE Z-3), CLEARING AND GRUBBING/DEMOLITION, COLD PLANE, CONCRETE BARRIER, EMULSION SUPPLIER, JOINT PLAIN CONCRETE PAVEMENT, LEAD COMPLIANCE PLAN, LEAD CONCRETE BASE, LIME STABILIZATION, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, MISC. IRON AND STEEL, PREPAVING GRINDING, SLURRY SEAL, STRIPING, UNDERGROUND, VEGETATION CONTROL, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, CLASS 4 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL, HOT MIX ASPHALT (OPEN GRADED) MATERIAL, RUBBERIZED HMA (GAP GRADE) MATERIAL.

FLATIRON WEST –

Estimator: Jeff Wells – Phone No. 707-742-6018 Fax No: 707-746-1603;

CONSTRUCTION AREA SIGNS/ROADWAY SIGNS, BRIDGE DEMO, EROSION CONTROL, LANDSCAPING/IRRIGATION, CIDH, JOINT SEAL ASSEMBLY, PRESTRESSING, REBAR, OVERHEAD SIGNS, PAINTING/CONCRETE STAIN, FENCING, METAL RAILING, MBGR, BRIDGE CONCRETE BARRIER, ELECTRICAL, CELLULAR CONCRETE, FURNISH/ERECT PRECAST GIRDERS, DSM WALLS SOIL CEMENT, STRUCTURE BACKFILL PERMEABLE MATERIAL, READY MIX, CONCRETE PUMPING, CONCRETE PILING, 24" STEEL PIPE PILE, WELDED STEEL PIPE, MISC. METALS, SWPPP PLAN (ENVIRONMENTAL COMPLIANCE), SWPPP MATERIALS, GEOTEXTILE MATERIALS, BRIDGE BEARINGS, FORMLINER, STREET SWEEPING, NOISE MONITORING.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by DeSilva Gates-Flatiron West, a Joint Venture. DeSilva Gates-Flatiron West, a Joint Venture will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates-Flatiron West's requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

DeSilva Gates-Flatiron West, a Joint Venture

11555 Dublin Boulevard
P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Website: www.desilvagates.com

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Fictitious Business Name • Abandonment

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356300-00

Fictitious Business Name(s):
Corner Stone Real Estate Services
Address
324A Yerba Buena Rd.,
San Francisco, CA 94130
Full Name of Registrant #1
Daniel I. Stone
Address of Registrant #1
324A Yerba Buena Rd.,
San Francisco, CA 94130

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **2/3/2014**

Signed: **Dan Stone**

This statement was filed with the County Clerk of San Francisco County on **2/3/2014**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Morgan Jaldon**
Deputy County Clerk
2/3/2014

2/27/14 + 3/06/14 + 3/13/14 + 3/20/14

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356892-00

Fictitious Business Name(s):
Muttricolation Dog Training LLC
Address
1753 Noe Street, San Francisco, CA 94131
Full Name of Registrant #1
Muttricolation Dog Training LLC (CA)
Address of Registrant #1
1753 Noe Street, San Francisco, CA 94131

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 **1/2/2014**

Signed: **Fiona Parker-Givens**

This statement was filed with the County Clerk of San Francisco County on **2/28/2014**

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: **Jennifer Wong**
Deputy County Clerk
2/28/2014

3/6/14 + 3/13/14 + 3/20/14 + 3/20/14

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356999-00

Fictitious Business Name(s):
Palas Parking Garage
Address
150 Turk Street
San Francisco, CA 94102
Full Name of Registrant #1
Allan Santos
Address of Registrant #1
455 Eddy Street, Apt 1009
San Francisco, CA 94102

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

Signed: **Allan Santos**

This statement was filed with the County Clerk of San Francisco County on **3/6/2014**.

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: **Jeanette Yu**
Deputy County Clerk
3/6/2014

3/13/14 + 3/20/14 + 3/27/11 + 4/3/11

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356410-00

Fictitious Business Name(s):
Skin and Body Method
Address
490 Post Street Suite 450
San Francisco, CA 94102
Full Name of Registrant #1
Jamilla Johnson
Address of Registrant #1
490 Post Street Suite 450
San Francisco, CA 94102

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **2/6/2014**

Signed: **Jamilla Johnson**

This statement was filed with the County Clerk of San Francisco County on **2/6/2014**.

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: **Guillermo Sandoval**
Deputy County Clerk
2/6/2014

2/27/14 + 3/06/14 + 3/13/14 + 3/20/14

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356607-00

Fictitious Business Name(s):
1.) Top (Import & Export)
2.) Time Gems & Jewelry Co.
Address
539 Head Street,
San Francisco, CA 94132
Full Name of Registrant #1
Chan, Khen Wong
Address of Registrant #1
539 Head Street,
San Francisco, CA 94132

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **2/14/2014**

Signed: **Chan, Khen Wong**

This statement was filed with the County Clerk of San Francisco County on **2/14/2014**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Morgan Jaldon**
Deputy County Clerk
2/14/2014

2/20/14 + 2/27/14 + 3/06/14 + 3/13/14

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356830-00

Fictitious Business Name(s):
Vina Cab
Address
2575 Marin Street,
San Francisco, CA 94124
Full Name of Registrant #1
Vina Cab LLC (CA)
Address of Registrant #1
2575 Marin Street,
San Francisco, CA 94124

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 **3/12014**

Signed: **Tim Dinh Nguyen**

This statement was filed with the County Clerk of San Francisco County on **2/26/2014**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Morgan Jaldon**
Deputy County Clerk
2/26/2014

2/27/14 + 3/06/14 + 3/13/14 + 3/20/14

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0356427-00

Fictitious Business Name(s):
Shido Restaurant
Address
1655 Market Street
San Francisco, CA 94103
Full Name of Registrant #1
Calvir Group LLC (CA)
Address of Registrant #1
1655 Market Street
San Francisco, CA 94103

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 **N/A**

Signed: **Karina Ma**

This statement was filed with the County Clerk of San Francisco County on **2/7/2014**.

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: **Melissa Ortiz**
Deputy County Clerk
2/7/2014

2/13/14 + 2/20/14 + 2/27/14 + 3/6/14

ABANDONMENT OF FICTITIOUS BUSINESS

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME
File No. 2013-0350308

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

1.) Alma Holistic
Located at **2040 Union Street, Top Floor, San Francisco, CA 94123**

This fictitious business name was filed in the County of San Francisco on **4/11/2013** under file # **2013 0350308**.

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

Full Name of Registrant #1
Camilo Mejia
1831 Union Street, Apt #A, San Francisco, CA 94123

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

Signed: **Camilo Mejia**

This statement was filed with the County Clerk of San Francisco County on **3/3/2014**

Filed: **Jennifer Wong**
Deputy County Clerk
3/3/2014

3/06/14 + 3/13/14 + 3/20/14 + 3/27/14

CHANGE OF NAME

CHANGE OF NAME

CHANGE OF NAME

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
CASE NO. CNC 14-550139

PETITIONER OR ATTORNEY
Sylvia Vera Buettner
165 Seal Rock Drive
San Francisco, CA 94121

TO ALL INTERESTED PERSONS:
1. Petitioner **Sylvia Vera Buettner** for a decree changing names as follows:
Sylvia Vera Buettner changed to **Sylvia Vera Vientulis**

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

NOTICE OF HEARING
Date: **April 29, 2014** Time: **9:00 AM**
Dept.: **514** Room: **514**

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

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

DEBORAH STAPPE, Clerk
DATED - FEBRUARY 21, 2014

2/27/14 + 3/06/14 + 3/13/14 + 3/20/14

ORDER TO SHOW CAUSE FOR CHANGE OF NAME
CASE NO. CNC 14-550111

PETITIONER OR ATTORNEY
Ryan Shakori
2651 Baker Street, Suite A
San Francisco, CA 94123

TO ALL INTERESTED PERSONS:
1. Petitioner **Ryan Shakori** for a decree changing names as follows:
Ryan Shakori changed to **Reza Shakoori**

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

NOTICE OF HEARING
Date: **April 15, 2014** Time: **9:00 AM**
Room: **514**

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

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

DENNIS TOYAMA, Clerk
DATED - FEBRUARY 10, 2014

2/13/14 + 2/20/14 + 2/27/14 + 3/6/14

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SMALL & MINORITY BUSINESS

The Challenge of Credit Card Debt for the African American Middle Class

by: Catherine Ruetschlin, Démos
Dedrick Asante-Muhammad, NAACP

Introduction

Millions of Americans are still struggling with unemployment, lower incomes, and the loss of wealth as a consequence of the Great Recession. But the fallout of the financial crisis and the burst of the housing bubble hit people of color especially hard, exposing the relative vulnerability that persisted among African Americans in the years since the Civil Rights Movement. **Over the 5 years since the financial crisis African Americans experienced the greatest economic losses of any group in the country, including the highest unemployment rates and the biggest drops in annual income.**

In tough economic times like these, many families have to find a way to supplement their earnings just to maintain a decent standard of living. When the car breaks down or the furnace leaks, households straining to meet a tight budget may drain their savings accounts or borrow to make ends meet. But African Americans have fewer assets to fall back on than other households, owning just \$1 in wealth for every \$20 owned by whites. And unlike white households, more than half of that wealth is held in housing, making it less accessible in times of emergency. Home equity was also subject to the massive devaluation associated with the housing bubble's collapse, resulting in a disproportionate loss of wealth among African Americans when the bubble burst. **In this report, we look at how moderate-income African Americans are using credit cards in the aftermath of the Great Recession.** We find that under difficult economic conditions, millions of African American families rely on credit cards to make ends meet—despite paying high interest rates and suffering more negative consequences of debt than other groups.

Credit cards gained importance for household finances over the past generation as incomes stagnated and many families saw their buying power decline. In the 30 years from 1980 to 2010, while the size of the US economy more than doubled, the median American household saw income rise by just 10 percent.³ Even in this post-Civil Rights era, the advance of racial economic equity was similarly stagnant. African American families saw almost no gains in income relative to whites over the period, barely climbing from earnings at 58 percent of white family incomes in 1980, to 61 percent in 2010.⁴ At the same time, the wealth divide actually worsened: according to the Institute for Assets and Social Policy, between 1984 and 2009 the racial wealth gap nearly tripled.⁵

Over the same period, employment security began to wither as new trade rules increased competition for jobs and employers decreasingly offered benefits like health insurance and traditional pension coverage that used to be an essential part of hiring agreements. Offshoring in particular proved a severe blow to the African American middle class, who were disproportionately employed in manufacturing. The debilitation of organized labor, beginning with the policies of Ronald Reagan, further diminished the number of good jobs available to African American workers.⁶ From 1980 to 2010, unemployment for African Americans consistently

hovered around twice that of white workers.

In the years since 1980, as economic security for the middle class began to disappear, the social safety net became increasingly inadequate to cover the new burdens placed on household budgets. **For many people, credit cards became a “plastic safety net” to replace dwindling income growth, private assets, and social investments, and to help families stretch their resources when paychecks and savings were not enough.**

The Great Recession intensified both the need for social protections and their paucity as unemployment soared, incomes declined, and poverty hit record levels. Critical programs designed to cover workers when the economy fails could not compensate for the gap left by decades of policies weakening the middle class. **Unemployment insurance, for example, provided coverage for just 24 percent of unemployed African Americans and 33 percent of unemployed whites in 2010.** The average insurance payment in 2010, 2011, and 2012 was just \$300 per week. Our survey found that in many cases, the hardship of unemployment pushed families to take on debt just to get by.

In early 2012, Démos conducted a nationally representative survey of Americans carrying credit card debt in order to better understand what the trends in borrowing mean for moderate-income households and for people of color today. The 2012 National Survey on Credit Card Debt of Low- and Middle-Income Households follows two previous Démos surveys, conducted in 2005 and 2008. Our results show that African American households have paid down their credit card balances since the beginning of the recession, yet still experience financial pressures that compel them to put critical expenses—like medical bills or the cost of education—on their credit cards. At the same time, these households were significantly more likely than other groups to see their credit tighten following the financial crisis. And the consequences of carrying debt fell harder on African Americans, too; **our study reveals that African Americans are far more likely to be called by bill collectors than white households, and far less likely to report a good credit score.**

The *National Survey on Credit Card Debt of Low- and Middle-Income Households* is a nationally representative survey of 997 currently indebted households who have carried a balance on their credit card for at least three months. This paper is part of a series of reports presenting our findings from the survey. African Americans make up 15 percent of the sample, yielding a margin of error of 11.3 percentage points.

We identified low- and middle-income households based on their relationship to the county-level median income for each respondent, with those earning between 50 and 120 percent of the local median included in the survey. The median income for African American households included in the indebted sample was \$51,450—that is about 2 percent higher than the median household income of \$50,045 for the US population overall in 2011. Relative to the total US population, the typical African American family in our survey is squarely middle class. In all, eighty percent of the African American households surveyed earned between \$20,000 and \$100,000 per year, placing them within the middle three quintiles of income



distribution for 2011. But due to a significant wage gap, high unemployment, and institutional barriers in the labor market, African Americans in general face the lowest incomes of all racial and ethnic groups in the country, with a median income of just \$32,229, or less than two-thirds of the median for the total population. The majority of African Americans in our sample are high earners relative to the African American population as a whole.

According to the most recent Federal Reserve data, **79 percent of African American households with a credit card carry credit card debt.** With a typical credit card debt burden of \$5,784, the average African American household in our survey owes credit card companies as much as 13 percent of their annual income. This study tells their stories, examining the reasons why African Americans turn to credit cards and the repercussions for their household finances.

The African American middle class is paying down debt but still relies on credit cards to make ends meet.

- African Americans carrying credit card debt owe less than they did in 2008, carrying an average balance of \$5,784 today compared to \$6,671 in our 2008 survey.
- Similar to white and Latino Americans, 42 percent of African Americans report using their credit cards for basic living expenses like rent,

mortgage payments, groceries, utilities, or insurance because they do not have enough money in their checking or savings accounts.

The African American middle class reports worse credit scores and different causes of poor credit.

- When asked to identify their credit score within a range, just 66% of African American households report having a credit score of 620 or above, compared to 85 percent of white households.
- When asked to describe their credit score, only 42 percent of African American households reported having “good” or “excellent” credit, compared to 74 percent of white households.
- Among households reporting poor credit, African American households were more likely to report that late student loan payments or errors on their credit report contributed to their poor credit scores. White households were more likely to report that late mortgage payments and the use of nearly all existing lines of credit contributed to their poor credit scores.

Full report can be downloaded here:
www.naacp.org/pages/the-challenge-of-credit-card-debt-for-the-african-american-middle-class

Source: NAACP

Access to Capital

SMALL & MINORITY BUSINESS

Bank of the West Supports the City of Los Angeles During 2013 Tax Season



Bank of the West was one of several organizations that supported the Los Angeles Community Development Department during the February launch to bring greater awareness to Volunteer Income Tax As-

sistance (VITA) sites that offer free tax prep and help qualified low- and moderate-income families claim their earned income tax credit (EITC).

The city-wide Saturday launch engaged 21 Family Support Centers that, along with free tax preparations, also offer financial education and counseling resources. During the one-day event on Feb. 9, the Centers processed almost 400 tax returns, helping individuals and families claim close to \$625,000 in tax refunds. The free tax preparation services continue at Family Support Center sites through April 15. Last year, the city of Los Angeles and its nonprofit and corporate partners helped more than 40,000 residents in the greater metropolitan area claim over \$45 million in total refunds.

"Bank of the West is pleased to support Los Angeles' community development efforts in reaching out to those who benefit from VITA sites and claiming the EITC," said Dian Quinn, community affairs officer for Bank of the West. "The tax season is a significant opportunity to assist tax-

payers who may be missing out on funds that they could otherwise be using to pay down debt or put toward personal savings. Through nonprofit-supported VITA sites, we also encourage individuals and families to get the financial information they need so they can work toward a secure future."

According to the IRS, EITC is one of the nation's largest anti-poverty programs, annually lifting 6.6 million people out of poverty. Last year in the U.S., over 27 million workers received nearly \$62 billion in earned income tax credit. The average credit was over \$2,200, but can be as much as \$5,891 this year depending on worker's income, marital status and whether they have children.

Bank of the West's support of the VITA and EITC programs, along with its ongoing financial education campaign in schools and with community organizations, reflects the bank's commitment to important programs and partnerships that build the social and economic health of the communities in which it operates.

"We are always appreciative of the support we receive from organizations like Bank of the West that work with the Community Development Department to further the goal of creating jobs and strengthening families," said Gregg Irish, interim general manager for the Los Angeles Community Development Department. "In this case we see families applying for and receiving the Earned Income Tax Credit, which means more money coming into their homes and community. This has a domino effect of increased purchasing power, further educational opportunities and a stronger base for families."

Bank of the West is a financially strong, well-capitalized and prudently managed FDIC-insured bank that customers have entrusted with their money for over 135 years. Through holding company BancWest Corporation, the bank is a subsidiary of BNP Paribas, one of the six highest rated banks in the world.

Source: Bank of the West

SFAACC Boycott

Continued from page 2

on new facilities or expansion of old facilities. San Francisco should enforce its own ordinance which could result in hundreds of jobs for the African American community today.

- Need to know the track record of African American hires sustainability and how many are in management positions.

ACHIEVEMENT

TO BE ACHIEVED

Development of training by the Work Force Development Department in the Hospitality Industry, similar the Health Industry Training that has, reportedly, been positive.

Development of an outreach targeting African Americans for positions in the Summer Jobs Program which last year had 6,800 paid positions.

ITEM #6 HOSPITALITY TRAINING

- Training Goal - All hospitality Programs to have a minimum of 20% African American participation in attendance.

ACHIEVEMENT

TO BE ACHIEVED

Development of the Hospitality Training program and measurement disclosing the number of African American participation in the training program

ITEM #7 HOTEL TAX MONIES

- Hotel Assessment Monies - We are asking for sharing of a percentage to be deployed to the Chamber to promote African American conferences/meetings. These monies should fully engage contracts with non-profits and other African American businesses with goals.

ACHIEVEMENT

TO BE ACHIEVED

Deployment of Hotel Assessment Monies to the Chamber to promote African American conferences/meetings with full engagement of non-profits and other African American businesses

ITEM #8 HOSPITALITY MANAGEMENT PROGRAMS

- Hospitality Management program - Recruitment, selection and financial support for 10 African American males as being discussed at the University of San Francisco. Other programs are at San Francisco State University, Golden Gate University, California Culinary University, etc.
- Professor David Jones, Director of Hospitality Management at the University of San Francisco made a presentation to encourage all Hotel Management programs, including City College of SF, to develop programs for the inclusion of African Americans. He discussed Kelly Armstrong of the Bay View Area Culinary Program and an organization at USF known as the National Society of Minorities in Hospitality.

ACHIEVEMENT

TO BE ACHIEVED

Pursue the recommendations of Professor David Jones to develop programs at, but not limited to, the institutions listed in #8 for inclusion of African Americans in all Hotel Management programs

ITEM #9 PUBLIC HEARING WITH BOARD OF SUPERVISORS

- Public Hearing with Board of Supervisors into the discriminatory practices and lack of representation of African Americans in the hospitality industry.

ACHIEVEMENT

TO BE ACHIEVED

Setting of a Public Hearing with the Board of Supervisors relative to #9

ITEM #10 ECONOMIC OF SPECIAL TOURISM DISTRICTS OF FILLMORE AND BAYVIEW

- Special exposure for the Fillmore District and Bay View Hunter's Point.

ACHIEVEMENT

TO BE ACHIEVED

Designation and exposure of the Bay View Hunters Point area

ITEM #11 REVISED VIDEOS AND ADS

- Revised Videos and Ads - Regarding SF Travel's Welcome to San Francisco video, which needs to show real diversity of San Francisco by featuring African Americans, Hispanics, Asians and Native Americans. Revision of video should be done by an African American either an in house employee or a contracted videographer.

ACHIEVEMENT

TO BE ACHIEVED

Additional ads for events and restaurants have been included on SF Travel's website, but there is a need for a broader and more prominent "live" display as described in #11

ITEM #12 BETTER COMMUNITY OUTREACH

- Better Community Outreach on Opportunities - Post on SF Travel and City website the private and public tourism business leads. "Hidden" opportunities need to be brought to light so we can participate in the "good ole boy" network.



ACHIEVEMENT

TO BE ACHIEVED

Website postings are critical to the growth of local businesses and prevent further "outmigration" due to lack of business opportunities

ITEM #13 HOTEL DESIGN AND CONSTRUCTION OPPORTUNITIES

- Hotel Design and Construction Opportunities - Many private hotels and restaurants are being renovated. Give SFAACC members the opportunity to compete for these heretofore private "who-you-know" hidden contracts.

ACHIEVEMENT

TO BE ACHIEVED

Postings and disseminating upcoming contract opportunities are critical to the health and growth of local businesses per #12 and #2

Following the request of SFAACC President, Fred Jordan, the City Ordinance will be researched and presented to the City Administrator for requiring of an engineering CADD trainee for each million dollars of a consultant contract.

A good, stubborn Irishman

Continued from page 9

"We never went to kill them -- though people were killed, that was for sure . . . But there was more caskets going back to England than were being lowered in the ground in Ireland."

O'Sullivan's IRA activities ended abruptly one night when two British soldiers burst into the cottage where he lived and dragged him away at gun point after O'Sullivan's mother, certain he was to be killed, "started throwing holy water on me." Once outside the cottage, O'Sullivan knocked away the rifle of one of the soldiers and ran. Although wounded by the other soldier, he escaped, eventually making his way to the United States.

O'Sullivan arrived in San Francisco in 1925, seeking work through the carpenters union local he eventually would head. At the time, the local was leading a major strike aimed at forcing contractors to bargain with construction unions on pay and working conditions. Contractors had brought in more than 1,000 non-union strike-breakers from Southern California to replace the strikers, and they became the striking union's main targets.

"We formed 'wrecking crews' -- 'thugs,' they used to call us in the newspapers -- and got \$1.50 a day from the union to get into a job, roust the scabs, break their tools," O'Sullivan remembered. "When we shut a job down, nobody worked --

they got out fast. We just used our hands, but we worked the scabs over good Maybe it was the right thing to do, maybe it was wrong -- but that's the way it got done."

At one point, O'Sullivan and the six other members of his "wrecking crew" were arrested for the murder of a strikebreaker. They were held three weeks, until two other men confessed to the killing.

The construction unions lost the strike after a year of fierce struggle and O'Sullivan, blacklisted by employers, had to move to the city of Vallejo across San Francisco Bay to find work. But he later returned to San Francisco and, in 1935, was elected to head Carpenters Local No. 22. O'Sullivan held that job until 1977, helping lead carpenters and other building tradesmen in the struggles that finally won them the right to effective union representation.

The relatively high pay and benefits and decent working conditions of the tradesmen today are taken for granted. But the workers wouldn't have them if it wasn't for their unions, which had to fight hard to get employers to grant even the simplest amenities. O'Sullivan's nephew James vividly recalled his uncle's great pride in getting "fresh water and toilets on the job for the carpenters and a pension plan to take care of them when they grew old."

O'Sullivan was stubborn to the end. He left union office only because of the adoption, over the strong objections of O'Sullivan and many of his

local's members, of an amendment to the carpenters' national constitution that prohibited anyone over 70 -- O'Sullivan included -- from seeking union office.

But he was no grim advocate, despite his stubbornness, dedication and determination. I recall watching him turn on his considerable Gaelic charm in Israel, where he had gone with a delegation of touring labor leaders in 1973. The most important day of the tour was March 17, when the leaders were to confer with David Ben-Gurion.

As the senior member of the delegation, O'Sullivan greeted the legendary former prime minister, who stood before the visitors with an air of immense and almost forbidding dignity. Joseph Michael O'Sullivan, looking and sounding only as someone who had been baptized in Ireland with such a name could look and sound, quickly broke the ice.

"Mr. Ben-Gurion," he said, "let me be the first to wish you a happy St. Patrick's Day."

Dick Meister, formerly labor editor of the SF Chronicle and KQED-TV Newsroom, has covered labor and politics for a half-century. Contact him through his website, www.dickmeister.com, which includes more than 250 of his recent columns.

Website: www.sfbg.com/bruce/2010/03/29/good-stubborn-irishman

Source: San Francisco Bay Guardian

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SUB-BID REQUEST AD

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Balfour Beatty Infrastructure, Inc. (BBII) is bidding as a Prime contractor and encourages all qualified Subcontractors and Suppliers to submit quotations for the following project. BBII is a Union Contractor and Subcontractors must abide by the terms and conditions of the applicable AGC Master Labor agreements, as well as the Owner's Project Stabilization Agreement. This project has a SB, MBE and WBE goal and prospective bidders must be certified by bid opening.

Project Description: Construction of East Contra Costa Bart Extension Project Trackwork, Systems, And Facility Finishes

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Owner: San Francisco Bay Area Rapid Transit District

Contract No.: 04SF-130

Bid Date: April 1, 2014 until 2:00 PM

SUBCONTRACTOR BIDS ARE SOUGHT FOR THE FOLLOWING TRADE(S)

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PLANS & SPECIFICATIONS: Project Bid Documents may be obtained from the Project Owner or you may view them at BBII's office at the address listed above by appointment. For your convenience, you may also view and download plans by following this link maintained by BBII: <https://secure.smartbidnet.com/External/PublicPlanRoom.aspx?Id=113326&i=1>

Subcontractors and Suppliers are responsible for reading and acknowledging all Specifications and Addendums.

BONDING & INSURANCE: Subcontractors are required to furnish performance and payment bonds in the full amount of their subcontract, by an admitted surety subject to approval by BBII with the exception that subcontract values under \$500,000 will be exempt from bonding. Subcontractors should expect to sign the standard BBII subcontract agreement and provide a waiver of subrogation. Please contact Erica Lapacka with BBII at 707-427-8900, for bonding, insurance and other types of assistance. You may also contact the San Francisco Minority Business Development Center for assistance at 415-704-7415.

QUESTIONS: For questions regarding the bid, please contact Pat Traverso by phone: 707-427-8900, fax: 707-427-8901, email: estimating.wr@bbiis.com, or in writing to: 5050 Business Center Drive, Suite 250 Fairfield, CA 94534.

Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Subcontractor scope (including any conditions or exceptions) is required 48 hours prior to bid deadline, to allow proper evaluation. To assist DBE Subcontractors and Suppliers, we may be able to divide total scopes into smaller tasks or quantities.

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