



Presidential Proclamation 50th Anniversary of the Civil Rights Act

By The President Of The United States
Of America

Few achievements have defined our national identity as distinctly or as powerfully as the passage of the Civil Rights Act. It transformed our understanding of justice, equality, and democracy and advanced our long journey toward a more perfect Union. It helped bring an end to the Jim Crow era, banning discrimination in public places; prohibiting employment discrimination on the basis of race, color, religion, sex, or national origin; and providing a long-awaited enforcement mechanism for the integration of schools. A half-century later, we celebrate this landmark achievement and renew our commitment to building a freer, fairer, greater society.

Through the lens of history, the progress of the past five decades may seem inevitable. We may wish to remember our triumphs while erasing the pain and doubt that came before. Yet to do so would be a disservice to the giants who led us to the mountaintop, to unsung heroes who left footprints on our National Mall, to every American who bled and died on the battlefield of justice. In the face of bigotry, fear, and unyielding opposition from entrenched interests, their courage stirred our Nation's conscience. And their struggle helped

convince a Texas Democrat who had previously voted against civil rights legislation to become its new champion. With skillful charm and ceaseless grit, President Lyndon B. Johnson shepherded the Civil Rights Act through the Congress -- and on July 2, 1964, he signed it into law.

While laws alone cannot right every wrong, they possess an unmatched power to anchor lasting change. The Civil Rights Act threw open the door for legislation that strengthened voting rights and established fair housing standards for all Americans. Fifty years later, we know our country works best when we accept our obligations to one another, embrace the belief that our destiny is shared, and draw strength from the bonds that hold together the most diverse Nation on Earth.

As we reflect on the Civil Rights Act and the burst of progress that followed, we also acknowledge that our journey is not complete. Today, let us resolve to restore the promise of opportunity, defend our fellow Americans' sacred right to vote, seek equality in our schools and workplaces, and fight injustice wherever it exists. Let us remember that victory never comes easily, but with iron wills and common purpose, those who love their country can change it.

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President Lyndon B. Johnson signing the Civil Rights Act, July 2, 1964



Leslie Katz, SF Port Commission

Leslie Katz, president of SF Port Commission

By Cheryl Hentz

Leslie Katz cares deeply about the environment, technology, economic development, human rights and labor; and she has spent the better part of her professional career as an attorney and local elected/appointed government representative working for those causes. That includes striving for equity in the awarding of public contracts. That has always

been something of a challenge, but became more so, it seems, with the passage of Proposition 209 in November 1996.

Prop 209 (also known as the California Civil Rights Initiative or CCRI) is a California ballot proposition that amended the state constitution to prohibit state governmental institutions from considering race, sex, or ethnicity, specifically in the areas of public employment, public contracting, and public education. Katz serves as the presi-

dent of the San Francisco Port Commission these days, but was on the Board of Supervisors when the initiative passed. She describes herself as being "very disheartened" by the change and was one of many who fought, though unsuccessfully, to get the legislation reversed.

"I think things are somewhat different now since Prop 209 passed but, on the other hand, I would like

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Community Outreach

Communities of color cut out of SF's arts spending

By Tim Redmond

It's not a secret, and hardly news, that straight White people are a minority in San Francisco. Although the African American population is declining, the number of Asian and Latino residents continues to rise, and as of the 2010 census, 58 percent of the city was a member of one of those three ethnic groups.

And while it's tricky to get actual estimates on the LGBT population, some studies suggest that at least 15 percent of the city – that's more than 90,000 people – identifies as LGBT.

Yet the city's program that gives public funding to the arts seems more of a creature of the 1950s than today.

That's what an audit by the city's budget analyst, Harvey Rose, recently found, and it confirms the suspicions and fears of many small arts groups that serve ethnic or queer populations.

The study shows that 76 percent of all funding from the city's Grants For the Arts Program, which hands out some \$11 million a year, goes to organizations dominated by White leadership and predominately serving White audiences.

That's essentially unchanged in the past 20 years, while the percentage of non-Whites in San Francisco has risen.

In [Fiscal Year] 2010-11," the report states, "less than one quarter of GFTA funding was allocated to arts organizations classified as people of color, although people of color made up 58 percent of San Francisco's population in 2010. Asian and Hispanic/Latino organizations received the lowest percentage of funding."

In fact, since 1990, the study shows, the only significant change in funding patterns is that groups that serve people of color and the LGBT community do worse in tight economic times; all groups are cut when tax money drops, but non-White arts groups get cut more.

"Over the 25-year period," the report states, "organizations representing people of color received on average 23 percent of GFTA funds, with 19 percent being the minimum received during that period ... Beginning in [Fiscal Year] 2006-07, the percentage of funding to people of color organizations has trended downward."

Part of the problem, small arts groups say, is the amount of money that goes to a handful of



The SF Opera has a stable place to operate, big donors, a wealthy clientele – and still gets a lot of city money while smaller arts groups suffer

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The Meaning of July Fourth for the Negro

by Frederick Douglass

Mr. President, Friends and Fellow Citizens:

He who could address this audience without a quailing sensation, has stronger nerves than I have. I do not remember ever to have appeared as a speaker before any assembly more shrinkingly, nor with greater distrust of my ability, than I do this day. A feeling has crept over me quite unfavorable to the exercise of my limited powers of speech. The

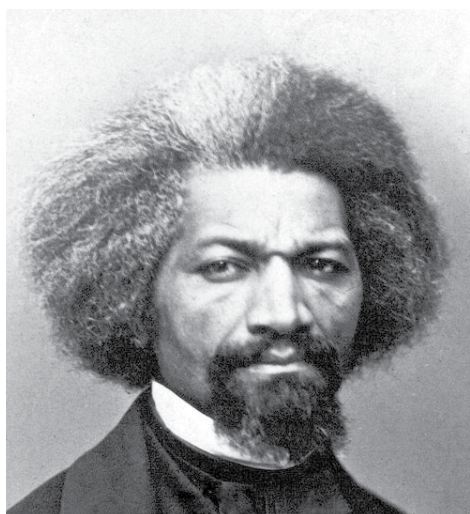
task before me is one which requires much previous thought and study for its proper performance. I know that apologies of this sort are generally considered flat and unmeaning. I trust, however, that mine will not be so considered. Should I seem at ease, my appearance would much misrepresent me. The little experience I have had in addressing public meetings, in country school houses, avails me nothing on the present occasion.

The papers and placards say that I am to deliver a Fourth of July Oration. This certainly sounds

large, and out of the common way, for me. It is true that I have often had the privilege to speak in this beautiful Hall, and to address many who now honor me with their presence. But neither their familiar faces, nor the perfect gage I think I have of Corinthian Hall seems to free me from embarrassment.

The fact is, ladies and gentlemen, the distance between this platform and the slave plantation, from which I escaped, is considerable-and the dif-

■ Continued on page 6



Editorial Staff

Publisher:

Gerald W. Johnson [gwy@sbeinc.com]

Outreach & Managing Editor:

Valerie Voorhies [vvv@sbeinc.com]

General Manager:

Kevin Grant [kgrant@sbeinc.com]

Production Staff

Sales & Production Manager:

Nabil Vo [nvo@sbeinc.com]

Sales

Willie Sims [wsims@sbeinc.com]

Graphics Design:

Tyler Chen [tchen1129@gmail.com]

Webmaster:

Umer Farooq [umer@octadyne.com]

Writer:

Cheryl Hentz [cheryl.hentz@gmail.com]

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.

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Mayor's Advisory Board,
Outstanding Achievement as a Vendor/Supplier

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• 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

CALIFORNIA CERTIFICATIONS



• CPUC Clearing House

• San Francisco Human Rights Commission

MEMBERSHIP



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California Sub-Bid Request Ads



Is requesting quotes from qualified DBE Subcontractors, Suppliers, and Service Providers for the following (but not limited to) work:


Survey, Traffic Control, SWPPP, Trucking, Soil Testing, Masonry, Fencing, Minor Structural Concrete, Landscaping, Electrical, Paving

Fletcher Recharge Basin Project
City of Orange, CA
Orange County Water District
Contract No. FB-2014-1
BID DATE July 29, 2014 @ 2:00 p.m.
Sub & Vendor Bids Due Prior
Sukut Construction, LLC
4010 W. Chandler Avenue, Santa Ana, CA 92704
Contact: Mike Greenlee
Phone: (714) 540-5351 • Fax: (714) 545-2003 • Email: estimating@sukut.com

Plans/specs are available for viewing at our office by appointment, or may be obtained from Owner. Subcontractors must be prepared to furnish 100% performance and payment bonds and possess current insurance and workers' comp coverage. Sukut Construction will assist Qualified Subcontractors in obtaining bonds, insurance, and/or lines of credit. Please contact Sukut Construction for assistance in responding to this solicitation. Subcontractors/Vendors will be required to sign Sukut's Standard Subcontract/Purchase Order. Copies are available for examination.

Sukut Construction's listing of a Subcontractor in its bid to the agency is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with Subcontractor's price quotes. Quotations must be valid for the same duration as specified by Owner for contract award.

Sukut Construction, LLC
An Equal Opportunity Employer



San Francisco International Airport - T1 Project Management Support Services

ACJV (a joint venture between AECOM and Cooper Pugeda Management) will be submitting a proposal for Project Management Support Services for New Boarding Area B Reconstruction Project (Contract 10010.41) and Terminal 1 Center Renovation Project (Contract 1011.41). ACJV is searching for qualified individuals to fill the following positions. Firms with candidates that meet the requirements are encouraged to email firm qualifications and candidate resumes to SFO-Terminal1@aecom.com on or before **July 18, 2014**.

Position	CMD Classification
MEP Coordinator	AE006 Electrical Engineer, AE012 Mechanical Engineer
Document Control	PS058 Construction Management
Office Engineer	PS058 Construction Management
Tenant/Concession Coordinator	AE019 Architectural
QA/Code Compliance/Safety Coordinator	PS058 Construction Management
Estimator	PS058 Construction Management
Scheduler	PS058 Construction Management

AECOM and Cooper Pugeda Management
a joint venture
300 California Street, Suite 600, San Francisco, California 94104
Phone: 415.796.8100 Fax: 415.796.8200

REQUESTING SUB-QUOTES FROM QUALIFIED SBE SUBCONTRACTORS/ SUPPLIERS FOR:

Granite Pavers at Downtown San Jose BRT Station Contract – Contract C832 (C14100)
Owner: Santa Clara Valley Transportation Authority
Engineers' Estimate: \$150,000.
BID DATE: July 16, 2013 @ 1:30 PM

Items of work include but are not limited to: Granite Paver Supplier, Granite Paver Installer, SWP Plan, Traffic Control, QC / QA Sub, Misc. Iron & Steel Supplier and Brick Pavers.

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

Granite Rock Company
120 Granite Rock Way, San Jose, CA 95136
Phone (408) 574-1400 Fax (408) 365-9548
Contact: Paul Brizzolara
Email: estimating@graniterock.com
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Bid Requests from Certified SBE Subcontractors and Suppliers for **ALL TRADES** except for Earth Shoring

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

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

Hunter's Point Shipyard Phase I, Block 56&57
Coleman Street at Innes Court
San Francisco, CA 94124
Bid Date: 7/11/14 @ 2 PM


Voluntary Pre-bid Meeting on 6/26/14 at 1:00 PM at Hunters Point Shipyard Auditorium Building 101, 101 Horne Ave, San Francisco, CA 94124.

Drawings will be reissued on June 19.
CAHILL CONTRACTORS, INC.
Contact: Julie Park
estimating@cahill-sf.com, (415) 986-0600

Invitation to bid
JCHS Student Life Center Construction Project

Plant Construction Company invites subcontractors to bid on the **Jewish Community High School Student Life Center Project**. The Office of Community Investment and Infrastructure (OCII)/Successor Agency to the SFRA certified MBE/WBE/SBE/LBE subcontractors are strongly encouraged to bid. Project has a 50% SBE goal and Work Force goal is 50% S.F. Residents with first consideration for resident of the Western Addition. A Pre-Bid Meeting will be held on Thursday, July 2nd at 10:00am at Plant Construction Company, 300 Newhall Street in SF. Bids are due on July 21st, 2014 at 11:00am. Plans and Specs are available for viewing at Plant Construction 300 Newhall Street in SF. Send Bids to Jeremy Littman of Plant Construction at (415)550-1357 fax or by e-mail: jeremyl@plantco.com.

Government Contracting and Certification – What It All Really Mean?



“Government contracting.” “Small business certification.” You’ve heard the phrases before, but what do they really mean? And does it really matter for your small business? Maybe – and maybe not. Let’s cut through all the noise and define these phrases in a meaningful way for your entrepreneurial endeavors.

What is government contracting?

Government contracting is the process that lets you sell your goods or services to the government and its various agencies. The government has a contract, or agreement, with you whereby it purchases what you do or make. And U.S. government agencies buy a lot from small businesses – nearly \$100 billion worth of goods and services each year! From market research to janitorial services, if you want to make the government your customer, there’s a good chance there’s a need for what you offer.

So, what does it mean to be certified as a “small business”?

Being certified as a “small business” is only significant if you’re interested in government contracting. Why? Because there are certain set-asides that the government must adhere to when they’re looking to buy goods or services – there’s a percentage of business set aside for different kinds of companies, including small businesses. (Others

include women-owned, veteran-owned, etc.) So if you want to be a contender in the federal marketplace, your small business has to meet official criteria to be eligible for government contracts.

How do I certify my business as small?

First, make sure you do, in fact, have a small business. For most industries, SBA defines a “small business” either in terms of the average number of employees over the past 12 months, or average annual receipts over the past three years.

Then, when you know you adhere to the size standards, you register for government contracting. This process also serves the purpose of “certifying” your business as small.

■ Continued on page 5



California Sub-Bid Request Ads

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


Soda Bay Rd. at Cole Creek
Lake County, BRLS-5914(025), Bid Date: July 17, 2014 at 3:00 pm

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (8% Goal), and solicit their subcontractor or material quotation for the following types of work. This is a highway project with the typical items of work associated, but not limited to: Temporary Fence, Construction Site Management, Prepare Water Pollution Control Plan, Water Pollution Control, Construction Area Signs, Traffic Control System, Biologist, Remove Fence, Remove Painted Traffic Stripe, Remove Culvert, Remove Sewer Pipe, Remove Delineator, Cold Plane Asphalt Concrete Pavement, Clear & Grub, Remove Tree, Roadway Excavation, Ditch Excavation, Imported Borrow, Hydromulch, Class Aggregate Base, Hot Mix Asphalt, Minor Concrete, Roadside Sign, Corrugated Steel Pipe, Welded Steel Pipe, Fence, Vegetation Control, MBGR Transition Railing, MBGR Terminal System, Painted Traffic Stripe, Pavement Markers, Species Protection Wire Netting, Archaeological Data Recovery Plan, Bridge Removal, Structure Excavation, Structure Backfill, Furnish Steel Piling, Drive Steel Piling, Structural Concrete (Bridge Footing), Structural Concrete (Bridge), Furnish Precast Prestressed Concrete Slab, Erect Precast Prestressed Concrete Deck Units, Joint Seal, Rebar, Misc. Metal, Tubular Handrailing, Concrete Barrier, Construction/Equipment Rentals, Trucking, etc.

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 C.C. Myers, Inc.'s Sharepoint site, please contact us for log in information.

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


School Way Bridge Rd. 236 - Ukiah
County of Mendocino, Office of the Department of Transportation #130078, Bid Date: July 17, 2014 at 2:30 pm

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (2% Goal), and solicit their subcontractor or material quotation for the following types of work. This is a highway project with the typical items of work associated, but not limited to: Hydroacoustic Monitoring, Landscape, Erosion Control, Temporary Erosion Control, River Diversion System, Temporary Fence, Prepare Storm Water Pollution Prevention Plan, Rain Action Event Plan, Storm Water Analysis, Construction Area Signs, Traffic Control System, Stripe and Markers, Channelizers, K-Rail, Biologist, Metal Beam Guard Rail, Cold Plane Asphalt, Bridge Removal, Clear and Grub, Roadway Excavation, Lead Compliance Plan, Structure Excavation (Bridge and Retaining Wall), Ditch Excavation, Imported Borrow, Erosion Control, Class 2 Agg Base, Hot Mix Asphalt, Steel Piling, Prestressing Cast-in-Place Concrete, Structural Concrete, Minor Concrete, Architectural Treatment, Joint Seal, Rebar, Single Sheet Aluminum Sign, Roadside Sign, Prep and Stain Concrete, Railroad Signal Work, Reinforced Concrete Pipe, Rock Slope Protection, Misc. Metal, Tubular Bicycle Railing, Concrete Barrier, Water Line Installation, Electrical, Construction/Equipment Rentals, Trucking, etc.

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 C.C. Myers, Inc.'s Sharepoint site, please contact us for log in information.

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


Halloran Wash Bridge Rehab near Baker
San Bernardino County, Caltrans Project #08-0J9304, Bid Date: July 17, 2014 at 2:00 pm

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (8% Goal), and solicit their subcontractor or material quotation for the following types of work. This is a highway project with the typical items of work associated, but not limited to: Lead Compliance Plan, Construction Area Signs, Traffic Control System, Flashing Beacon, Portable Changeable Message Sign, Job Site Management, Prepare Water Pollution Control Program, Temporary Soil Binder, Temporary Construction Roadway, Biologist, Cold Plane Asphalt Concrete Pavement, Clear & Grub, Roadway Excavation, Structure Excavation, Structure Backfill, Minor Hot Mix Asphalt, Shoulder Rumble Strip, Structural Concrete (Bridge Footing, Bridge), Drill and Bond Dowel, Rebar, Temporary Fence, Thermoplastic Traffic Stripe, Construction/Equipment Rentals, Trucking, etc.

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.

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

Foothill Blvd. Bridge Widening over San Dimas Wash
Los Angeles County, BHLS-5367(013), EA 07-933018 Bid Date: July 15, 2014 at 10:00 am

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (10.40% Goal), and solicit their subcontractor or material quotation for the following types of work. This is a highway project with the typical items of work associated, but not limited to: Traffic Control, Stormwater Pollution Prevention, Remove Existing Highway, Roadway Excavation, Cold Milling, Disintegrated Granite, Imported Borrow, Pavement Striping, Markings and Markers, Traffic Sign & Post, Crushed Aggregate Base, Hot Mix Asphalt, Curb and Gutter, Cobblestone Paving, Chain Link Fence, Fence, Remove Drainage Facilities, Catch Basin, RCP, Concrete Collar, Irrigation System, Irrigation Crossover, Landscape Service, Street Lighting, Concrete Barrier, Structure Excavation, Structure Backfill, Structural Concrete, CIDH Piles, Pile Isolation Casing, Bridge Removal, Pressure Grout, Remove Fire Hydrant and Water Main, Furnish and Install Pipe and Isolation Valves, Expansion Joint, Construction/Equipment Rentals, Trucking, etc.

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 C.C. Myers, Inc.'s Sharepoint site, please contact us for log in information.

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Metro Approves \$200M Train Station to Connect Rail to LAX



The Theme Building and control tower in Los Angeles International Airport, also called LAX, situated in the city of Los Angeles.

Los Angeles County transportation officials Thursday approved a new train station intended to provide a rail connection to Los Angeles International Airport , capping decades of discussion and complaints over one of Southern California's most infamous planning problems.

In a unanimous vote, the county's Metropolitan Transportation Authority board of directors agreed to proceed with further study of a proposed \$200-million light-rail station a mile and a half east of LAX's central terminal area. The station would connect Metro's Crenshaw Line, now being built, to a proposed aerial, monorail-like system that will carry passengers to their terminals.

The added station, at 96th Street and Aviation Boulevard , would be less than a half-mile north of another planned Crenshaw Line stop at Century and Aviation boulevards. Officials say the new station will serve as a link to a people-mover system expected to connect a consolidated car-rental facility, a planned ground transportation hub and the LAX terminal area.

The board, on a motion proposed by Mayor Eric Garcetti , Los Angeles Council member

California Sub-Bid Request Ads

Pacific States Environmental Contractors, Inc. is soliciting for ALL business enterprises (including, but not limited to minority and women—owned business enterprise) and solicits them as a SUB-CONSULTANT or subcontractor or materials and/or suppliers and trucking quotations.

Summit Reservoir and Shasta / Woods Pumping Plant, Berkeley, Ca
Owner: EAST BAY MUNICIPAL UTILITY DISTRICT
375 11th St, Oakland, CA 94607
BID DATE: July 16, 2014 TIME: 1:30 P.M.

We hereby encourage responsible participation of ALL business enterprises (not limited to minority and women—owned business enterprise) and solicit their subcontractor or material quotation for the following types of work including but not limited to:

DEMOLITION, CONCRETE TANK, CONCRETE STRUCTURAL, ELECTRICAL, MECHANICAL, PIPELINE CONSTRUCTION, DRY UTILITY CONSTRUCTION – CONDUITS, GRADING AND EXCAVATION, PAVING, LANDSCAPING, TRUCKING, SHORING, HVAC, PLUMBING, SURVEYING, SWPPP, FENCING, SPECIALTIES – FIRE PROTECTION, SIGNAGE

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety Company will have to be approved by Pacific States Environmental Contractors, Inc. Pacific States Environmental Contractors, Inc. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting Pacific States Environmental Contractors, 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 on <ftp://ftp%25pacificstates.net:f7pa55wd1@pub.pacificstates.net> or call 510-287-1040 ask for a free hard copy set of Specification 2070

Pacific States Environmental Contractors, Inc.
CAL LIC. NO. 723241
 11555 Dublin Boulevard • Dublin, CA 94568-2909
 Phone: (925) 803-4333 • FAX: (925) 803-4334
ESTIMATOR: KEITH DONAHUE
EMAIL: kdonahue@pacificstates.net

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Pacific States Environmental Contractors, Inc. is soliciting for all Certified City of Richmond Business, Certified City of Richmond Small Business and Certified City of Richmond Non-Profit and solicits them as a SUB-CONSULTANT or subcontractor or materials and/or suppliers and trucking quotations.

Site 3 Remediation – Former Naval Fuel Depot Point Molate
Owner: City of Richmond 450 Civic Center Plaza, Richmond, Ca 94804
BID DATE: July 8, 2014 - TIME: 3:00 P.M.

We hereby encourage responsible participation of Certified City of Richmond Business, Certified City of Richmond Small Business and Certified City of Richmond Non-Profit and solicit their subcontractor or material quotation for the following types of work including but not limited to:

Demolition, Trucking, Building Supplies, Import Fill, Abatement, Electrical

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety Company will have to be approved by Pacific States Environmental Contractors, Inc. Pacific States Environmental Contractors, Inc. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting Pacific States Environmental Contractors, 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 and on file in the office of said City

Pacific States Environmental Contractors, Inc.
CAL LIC. NO. 723241
 11555 Dublin Boulevard • Dublin, CA 94568-2909
 Phone: (925) 803-4333 • FAX: (925) 803-4334
ESTIMATOR: KEITH DONAHUE
EMAIL: kdonahue@pacificstates.net

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- Your advertisement in the SBE is sent to the contractors, professional and business service businesses you want to reach.
- SBE daily and weekly circulation reaches over 30,000 construction, commodity, professional and business service businesses.
- SBE's B2B database has the largest central circulation database of certified DBE/SBE/WBE/DVBES

Visit SBE Website
www.sbeinc.com

Gallagher and Burk, Inc. is soliciting for DBEs for the following project:
2014 PAVEMENT MAINTENANCE PROJECT, ONE BAY AREA GRANT LOCAL STREET AND ROADS PRESERVATION, Federal-Aid Project No. STPL-5303(015), Contract No. PW-528
OWNER: CITY OF SAN PABLO
 13831 San Pablo Avenue, San Pablo, CA
BID DATE: JULY 8, 2014 @ 2:00 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:

CONCRETE, COLD PLANE, CRACK SEAL, MICROSURFACING, STRIPING, DETECTOR LOOPS, ADJUST IRON, WATER POLLUTION CONTROL, TRUCKING, WATER TRUCKS.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by Gallagher and Burk, Inc. Gallagher and Burk, Inc. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting Gallagher and 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
 An Equal Opportunity Employer

Gallagher and Burk, Inc. is soliciting for DBEs for the following project:
2013/2014 ANNUAL PAVEMENT MAINTENANCE PROJECT
Contract No. PW-595
OWNER: CITY OF SAN PABLO
 13831 San Pablo Avenue, San Pablo, CA
BID DATE: JULY 9, 2014 @ 2:00 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:

CONCRETE, COLD PLANE, CRACK SEAL, MICROSURFACING, STRIPING, DETECTOR LOOPS, ADJUST IRON, WATER POLLUTION CONTROL, TRUCKING, WATER TRUCKS, SLURRY SEAL.

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by Gallagher and Burk, Inc. Gallagher and Burk, Inc. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting Gallagher and 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: Victor Le
 Website: www.desilvagates.com
 An Equal Opportunity Employer

Metro Approves...

■ Continued from page 4

Mike Bonin and Los Angeles County Supervisors Don Knabe and Mark Ridley-Thomas, directed Metro staff to develop plans for the station.

Officials said the station will speed up airport access for travelers and should include check-in counters, flight information boards, vendors and currency exchange locations. The board also asked transit officials to review baggage check facilities at similar airport transportation centers in other cities and determine whether that service could be added.

ters in other cities and determine whether that service could be added.

"This is a historic day for our city, because we're finally on the way to bringing rail to LAX," said Garcetti, who is the vice-chair of the Metro board. "We'll be able to fix a historic mistake of our past."

The 96th Street station will need to go through design, environmental review and cost analysis before its construction can begin.

Los Angeles World Airports, the agency that governs LAX, expects to finalize and approve de-

■ Continued on page 11

Government Contracting

■ Continued from page 3

Where can I get some help?

Starting out in government contracting can be overwhelming, but SBA has resources to help:

- The Government Contracting Classroom: Online, self-paced training courses to fill you in on the government contracting landscape – from starting out to special programs
- Procurement Technical Assistance Centers: PTACs offer local, in-person counseling and training services to businesses that want to sell products and services to federal, state and/or local governments.
- Selling to the Government – Get Started With These 5 Steps: A five-step plan that summarizes the process of entering the federal marketplace, plus links to additional resources.

Source: The Minority Business Development Agency (MBDA)



Metro's four different modes of service.

The Meaning of July Fourth for the Negro

Continued from page 2



faculties to he overcome in getting from the latter to the former are by no means slight. That I am here to-day is, to me, a matter of astonishment as well as of gratitude. You will not, therefore, be surprised, if in what I have to say I evince no elaborate preparation, nor grace my speech with any high sounding exordium. With little experience and with less learning, I have been able to throw my thoughts hastily and imperfectly together; and trusting to your patient and generous indulgence I will proceed to lay them before you.

This, for the purpose of this celebration, is the Fourth of July. It is the birth day of your National Independence, and of your political freedom. This, to you, as what the Passover was to the emancipated people of God. It carries your minds back to the day, and to the act of your great deliverance; and to the signs, and to the wonders, associated with that act, and that day. This celebration also marks the beginning of another year of your national life; and reminds you that the Republic of America is now 76 years old. I am glad, fellow-citizens, that your nation is so young. Seventy-six years, though a good old age for a man, is but a mere speck in the life of a nation. Three score years and ten is the allotted time for individual men; but nations number their years by thousands. According to this fact, you are, even now, only in the beginning of your national career, still lingering in the period of childhood. I repeat, I am glad this is so. There is hope in the thought, and hope is much needed, under the dark clouds which lower above the horizon. The eye of the reformer is met with angry flashes, portending disastrous times; but his heart may well beat lighter at the thought that America is young, and that she is still in the impressible stage of her existence. May he not hope that high lessons of wisdom, of justice and of truth, will yet give direction to her destiny? Were the nation older, the patriot's heart might be sadder, and the reformer's brow heavier. Its future might be shrouded in gloom, and the hope of its prophets go out in sorrow. There is consolation in the thought that America is young.-Great streams are not easily turned from channels, worn deep in the course of ages. They may sometimes rise

in quiet and stately majesty, and inundate the land, refreshing and fertilizing the earth with their mysterious properties. They may also rise in wrath and fury, and bear away, on their angry waves, the accumulated wealth of years of toil and hardship. They, however, gradually flow back to the same old channel, and flow on as serenely as ever. But, while the river may not be turned aside, it may dry up, and leave nothing behind but the withered branch, and the unsightly rock, to howl in the abyss-sweeping wind, the sad tale of departed glory. As with rivers so with nations.

Fellow-citizens, I shall not presume to dwell at length on the associations that cluster about this day. The simple story of it is, that, 76 years ago, the people of this country were British subjects. The style and title of your "sovereign people" (in which you now glory) was not then born. You were under the British Crown. Your fathers esteemed the English Government as the home government; and England as the fatherland. This home government, you know, although a considerable distance from your home, did, in the exercise of its parental prerogatives, impose upon

its colonial children, such restraints, burdens and limitations, as, in its mature judgment, it deemed wise, right and proper.

But your fathers, who had not adopted the fashionable idea of this day, of the infallibility of government, and the absolute character of its acts, presumed to differ from the home government in respect to the wisdom and the justice of some of those burdens and restraints. They went so far in their excitement as to pronounce the measures of government unjust, unreasonable, and oppressive, and altogether such as ought not to be quietly submitted to. I scarcely need say, fellow-citizens, that my opinion of those measures fully accords with that of your fathers. Such a declaration of agreement on my part would not be worth much to anybody. It would certainly prove nothing as to what part I might have taken had I lived during the great controversy of 1776. To say now that America was right, and England wrong, is exceedingly easy. Everybody can say it; the dastard, not less than the noble brave, can flippantly discant on the tyranny of England towards the American Colonies. It is fashionable to do so; but there was a time when, to pronounce against England, and in favor of the cause of the colonies, tried men's souls. They who did so were accounted in their day plotters of mischief, agitators and rebels, dangerous men. To side with the right against the wrong, with the weak against the strong, and with the oppressed against the oppressor! here lies the merit, and the one which, of all others, seems unfashionable in our day. The cause of liberty may be stabbed by the men who glory in the deeds of your fathers. But, to proceed.

Feeling themselves harshly and unjustly treated, by the home government, your fathers, like men of honesty, and men of spirit, earnestly sought redress. They petitioned and remonstrated; they did so in a decorous, respectful, and loyal manner. Their conduct was wholly unexceptionable. This, however, did not answer the purpose. They saw themselves treated with sovereign indifference, coldness and scorn. Yet they persevered. They were not the men to look back.

As the sheet anchor takes a firmer hold, when the ship is tossed by the storm, so did the cause of your fathers grow stronger as it breasted the chilling blasts of kingly displeasure. The greatest and best of British statesmen admitted its justice, and the loftiest eloquence of the British Senate came to its support. But, with that blindness which seems to be the unvarying characteristic of tyrants, since Pharaoh and his hosts were drowned in the Red Sea, the British Government persisted in the exactions complained of.

The madness of this course, we believe, is admitted now, even by England; but we fear the lesson is wholly lost on our present rulers.

Oppression makes a wise man mad. Your fathers were wise men, and if they did not go mad, they became restive under this treatment. They felt themselves the victims of grievous wrongs, wholly incurable in their colonial capacity. With brave men there is always a remedy for oppression. Just here, the idea of a total separation of the colonies from the crown was born! It was a startling idea, much more so than we, at this distance of time, regard it. The timid and the prudent (as has been intimated) of that day were, of course, shocked and alarmed by it.

Such people lived then, had lived before, and will, probably, ever have a place on this planet; and their course, in respect to any great change (no matter how great the good to be attained, or the wrong to be redressed by it), may be calculated with as much precision as can be the course of the stars. They hate all changes, but silver, gold and copper change! Of this sort of change they are always strongly in favor.

These people were called Tories in the days of your fathers; and the appellation, probably, conveyed the same idea that is meant by a more modern, though a somewhat less euphonious term, which we often find in our papers, applied to some of our old politicians.

Their opposition to the then dangerous thought was earnest and powerful; but, amid all their terror and affrighted vociferations against it, the alarming and revolutionary idea moved on, and the country with it.

On the 2nd of July, 1776, the old Continental Congress, to the dismay of the lovers of ease, and the worshipers of property, clothed that dreadful idea with all the authority of national sanction. They did so in the form of a resolution; and as we seldom hit upon resolutions, drawn up in our day, whose transparency is at all equal to this, it may refresh your minds and help my story if I read it.

"Resolved, That these united colonies are, and of right, ought to be free and Independent States; that they are absolved from all allegiance to the British Crown; and that all political connection between them and the State of Great Britain is, and ought to be, dissolved."

Citizens, your fathers made good that resolution. They succeeded; and to-day you reap the fruits of their success. The freedom gained is yours; and you, there fore, may properly celebrate this anniversary. The 4th of July is the first great fact in your nation's history-the very ringbolt in the chain of your yet undeveloped destiny.

Pride and patriotism, not less than gratitude, prompt you to celebrate and to hold it in perpetual remembrance. I have said that the Declaration of Independence is the ringbolt to the chain of your nation's destiny; so, indeed, I regard it. The principles contained in that instrument are saving principles. Stand by those principles, be true to them on all occasions, in all places, against all foes, and at whatever cost.

From the round top of your ship of state, dark and threatening clouds may be seen. Heavy billows, like mountains in the distance, disclose to the leeward huge forms of flinty rocks! That bolt drawn, that chain broken, and all is lost. Cling to this day-cling to it, and to its principles, with the grasp of a storm-tossed mariner to a spar at midnight.

The coming into being of a nation, in any circumstances, is an interesting event. But, besides general considerations, there were peculiar circumstances which make the advent of this republic an event of special attractiveness. The whole scene, as I look back to it, was simple, dignified and sublime. The population of the country, at the time, stood at the insignificant number of three millions. The country was poor in the munitions of war. The population was weak and scattered, and the country a wilderness unsubdued. There were then no means of concert and combination, such as exist now. Neither steam nor lightning had then been reduced to order and discipline. From the Potomac to the Delaware was a journey of many days. Under these, and innumerable other disadvantages, your fathers declared for liberty and independence and triumphed.

Fellow Citizens, I am not wanting in respect for the fathers of this republic. The signers of the Declaration of Independence were brave men. They were great men, too-great enough to give frame to a great age. It does not often happen to a nation to raise, at one time, such a number of truly great men. The point from which I am compelled to view them is not, certainly, the most favorable; and yet I cannot contemplate their great deeds with less than admiration. They were statesmen, patriots and heroes, and for the good they did, and the principles they contended for, I will unite with you to honor their memory.

They loved their country better than their own private interests; and, though this is not the highest form of human excellence, all will concede that it is a rare virtue, and that when it is exhibited it ought to command respect. He who will, intelligently, lay down his life for his country is a man whom it is not in human nature to despise. Your fathers staked their lives, their fortunes, and their sacred honor, on the cause of their country. In their admiration of liberty, they lost sight of all other interests.

You can read the full article here:

www.sbeinc.com/resources/cms.cfm?fuseaction=news.detail&articleID=7408&pageID=25

Presidential Proclamation

Continued from page 1

NOW, THEREFORE, I, BARACK OBAMA, President of the United States of America, by virtue of the authority vested in me by the Constitution and the laws of the United States, do hereby proclaim July 2, 2014, as the 50th Anniversary of the Civil Rights Act. I call upon all Americans to observe this day with programs, ceremonies, and activities that celebrate this accomplishment and advance civil rights in our time.

IN WITNESS WHEREOF, I have hereunto set my hand this thirtieth day of June, in the year of our Lord two thousand fourteen, and of the Independence of the United States of America the two hundred and thirty-eighth.

BARACK OBAMA

Source: The White House

Leslie Katz, president of SF Port Commission



Port of San Francisco

Continued from page 1

to think that as a city San Francisco has grown and remains a city that embraces the different communities, which really are what makes San Francisco so special and unique. I think there's a lot of support for being creative and natural alliances have been formed since then and there've been efforts to reach out," she says. "That being said, we're nowhere near where I think we should be (with getting small and minority businesses involved in contracting opportunities). The LBE program is certainly good, but it's not as far-reaching as I would like to see it. The commission is very focused on using our individual positions to create opportunities for improved contracting for LBEs."

LBE stands for Local Business Enterprise, a program by which San Francisco-based businesses can participate in public contracting opportunities. Businesses must meet certain criteria in order to qualify or be certified as an LBE. Specific information on certification criteria can be found at <http://sfgsa.org/index.aspx?page=5364>. According to Katz, many contracts are written requiring prime contractors to hire a certain percent of sub-contractors to work on those particular projects.

"We've added a requirement for all of our contractors on larger projects to make sure that they include LBE participation. So far we've done very well with that and most projects have exceeded their goals," Katz says. "But what we are still finding is that some of the contractors have their own set LBEs that they like to work with, and we want to figure out ways that we can expand those opportunities – both for sub-contractors and even businesses that come in as Port tenants."

There's many things she would like to see happen to get more people involved in the process, but much of it is controlled by regulations, etc. That limits, to a certain degree, what they can do.

"When you look at the size of the companies that fall into the LBE umbrella, it's a difference between

bringing on LBE sub-contractors, or having large minority contractors being given more of a leg up, as they were under the prior system," Katz says. "But what we're thinking about, too, is seeing if there's a new process that we can use to expand training capabilities and opportunities."

"The biggest area where the most jobs are created is in different development projects. So we can put in some requirements with the developers that are selected, but I'd like to think that the developers that come in with the strongest bids are those that also do reflect better outreach to the community. And that would certainly be a component of their bids that they would work with putting teams together that are local businesses," she continues. "In fact, the ones who have been most successful in winning the bids have indeed done that. That being said, part of what we can do is at least start facilitating more connections as we did previously with bringing the various business groups together. As we often see, people select from their own communities, those who look like themselves. So if we can come up with ways and continue working toward fostering those relationships and connections, I think that will go a long way to moving in a better direction in terms of expanding the opportunities."

Katz says they're trying to find a way that they can work on a program where they can use the Port's status and opportunities to expand a program that would link contractors and businesses with individuals in the community who they can employ and bring in, or even smaller businesses that connect to them.

"It wouldn't necessarily be a requirement, but we could perhaps give some bonus points to those who do utilize the process," she says. "And that in turn, provides the larger businesses with a great benefit because they get trained employees and qualified people that they can work with on projects."

They've done a couple of things recently that Katz thinks are really novel. Port property often requires a great deal of tenant improvements, which is, more often than not, prohibitive for small businesses. But they recently had a portion of the pier become avail-

able for businesses to come in that really wouldn't be able to come in without some tenant improvement.

"So we constructed an RFP where we're taking in bids from local businesses for some of the space inside that building. We think we can probably accommodate three businesses with the space that's available. But one of the requirements is that the business have a track record of at least a couple years so we're not just sticking any business in there," Katz says. "There is another requirement that they are either participating or have some kind of connection or relationship with some of the NPOs or non-profits that are focused on providing services and training to help local businesses expand and grow, so they have that added support, be it getting a little extra help with accounting, or business structure, or legal work, whatever it might be. We're hoping that by doing this we're going to provide an opportunity for businesses that normally wouldn't have that, and they get to come to the Port, which is a prime location. We assume that in that location they'll thrive and do well, once they're given that added piece to get in on the game, so to speak."

The commission is also looking to see if they can expand that opportunity or effort in the contracting arena and possibly partner with some other non-profits that also provide that intermediate relationship between employees and the contractors.

"So they would assist or fill in on the open jobs on projects, but also give those type of job skills and work with individuals to make sure they have the appropriate understanding and training," Katz says. "So essentially the contractor might be able to contract with the intermediary, if you will, that will then support the extra support and services and they will then provide the local employees so we can expand on the training opportunities for people who normally wouldn't have that opportunity, and then get in on some of these projects. Hopefully they can then get some management skills and eventually start running their own businesses."

Image credit: tobyharriman.com

"We recognize that the Port's in a very unique position. We do a lot of contracting and procurement on a variety of levels do we're looking to figure out ways that we can be even better," she continues. "We've already expanded the metrics and requirements that we have, but we want to do even more. We are close to our local community and we view this as sort of a seamless part of all of San Francisco. And we have a responsibility to make sure that we're working with everyone in the city."

One of the other things they have done that other departments in the city have also now looked at is that they recently had a meeting where they invited a number of minority business groups, including the various Chambers of Commerce, as well as the local Chamber of Commerce, larger business groups and some of the local publications. They had a very relaxed, free-flowing discussion amongst the various attendees and city contracting officers where they talked about the entire contracting process, how you register and all the other pieces involved in getting work either as a subcontractor to the contractor for the Port, or as contractors themselves.

"We also brought in several of the developers that had been selected on major projects so they could further establish relationships with the different business organizations," she says. "That way when different opportunities come up they can disseminate information to their members."

The discussion went on for about three hours, which was then followed by an informal reception and networking session. They have since received very positive feedback across the board and several of the people in different city departments believe this approach needs to be replicated all across the city for every department.

"It was a tremendous success in our effort to go that extra step in trying to make a difference. It's not about just paying lip service, but instead everyone is trying to find a way to work together to improve contracting processes," Katz explains.

Continued on page 11

Public Legal Notices



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 7210A (ID No. FCA14094) SAN FRANCISCO GENERAL HOSPITAL BUILDING 5 ACCESSIBILITY COMPLIANCE IMPROVEMENTS

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on July 30, 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/biddoc, or purchased on a CD format from 1155 Market St., 4th Fl, S.F., California 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 San Francisco General Hospital & Trauma Center (SFGH), Building 5, 1001 Potrero Ave., S.F. which includes restroom renovation and new construction of approximately 20 toilet rooms, for ADA Upgrade/Compliance and includes hazardous materials abatement, barrier protection per hospital standards, electrical, mechanical and plumbing work; and extensive interior work at restroom and adjacent areas and other related work. The time allowed for completion is 600 consecutive calendar days. The Architect's estimate is approximately \$2,380,000. For more information, contact the Project Manager, Marilyn Thompson at 415-557-4681.

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 **30% LBE**. Call Romulus Asenloo at 415-558-4080 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 mandatory pre-bid conference and site visit will be held at 10:30 a.m. on Wednesday, July 16, 2014 at the entrance to the Plant Services Building, 22nd St., S.F., CA (Behind Bldg 80/90), followed by a mandatory site visit.

Bidders must obtain mandatory clearance from the S.F. Sheriff's Dept. (SFSD), for all persons **who plan to enter the 7th Floor of the project area** as follows: "No less than five calendar days prior to the scheduled site visit, the bidders shall submit a list of persons that will attend the site visit to Dan Santizo, Acting SFSD Facilities Maintenance Manager, via email: dan.santizo@sfgov.org. Please contact Dan Santizo at (415) 522-8123 with any questions. The list shall include the person's name, company and title. All persons attending the site visit must bring personal identification to be admitted inside the jail property."

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 "B" license required to bid.

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

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

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.

7/3/14

CNS-2639908#

SMALL BUSINESS EXCHANGE

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 or C-10" license required at time of award.

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 Executive Director of Municipal Transportation Agency recommends the contract for 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 and the Federal General Prevailing Wage Determinations of the Secretary of Labor under the Copeland Act. Minimum wage rates other than applicable to General Prevailing Wage must comply with SFAC Chapter 12P, Minimum Compensation Ordinance.

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

7/3/14

CNS-2640067#

SMALL BUSINESS EXCHANGE

CALIFORNIA STATE UNIVERSITY (CSU) OFFICE OF THE CHANCELLOR

NOTICE INVITING BIDS

**Job Order Contract:
Bid No. IR-JOC-3-2014
Project Name: Immediate Response
Job Order Contract
California State University (CSU),
Office of the Chancellor**

Project Description: The CSU is seeking qualified contractors with a Contractors License B for the furnishing of all labor, materials, and equipment to implement and administer a Job Order Contract (JOC) for immediate response mitigation and reconstruction work to be used by campuses within the CSU system.

Bid due date/time: July 31, 2014 at 2:00 P.M. (via electronic bid only at the following website: <http://www.planet-bids.com/portal/portal.cfm?CompanyID=15331>)

No paper bids will be accepted. See Table of Contents for list of required documents to be submitted electronically with the Bid Documents, and documents are to be submitted within 24 hours of bid closing.

Pre-bid Conference:

Date: July 8, 2014 (Tuesday) at 11:00 A.M.

Location: CSU, Office of the Chancellor, 401 Golden Shore Long Beach, CA 90802, Coronado Conference Room

Primary Contact: Mr. Jay Jefferson, Construction Manager

CSU, Office of the Chancellor, CPDC-Construction Management

Phone: 562-951-4115 or Email: cocm@calstate.edu

Contractor is strongly encouraged to attend the one pre-bid meeting which will cover both Northern and Southern California, the meeting is not mandatory. Sample bid documents are available at the website below. Interested parties must register with PlanetBids to download bid documents, receive addendums, and update notices, and submit their ebids. There is no cost to register. CD specifications will be available at the pre-bid meeting at no cost and they will also be available online at the PlanetBids website (documents are also available at <http://www.bidsync.com/bid-notifications>).

The site to register for planet bids is: <http://www.planetbids.com/portal/portal.cfm?CompanyID=15331>

The Trustees require 3% Disabled Veteran Business Enterprise participation (no good faith effort will be accepted). This requirement applies to the construction component of this bid, and not for immediate response work. Please contact the Trustees' DVBE Program Advocate Mr. Darryl Dearborn, at 562-951-4581 for additional information. This project is a public works contract and is subject to prevailing wage rate laws (see Contract General Conditions, Article 4.02-c).

All contractors must be prequalified prior to submitting a bid. Note the Bid documents for further details.

6/26, 7/3/14

CNS-2637856#

SMALL BUSINESS EXCHANGE



CITY & COUNTY OF SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

Contract No. 2211J (ID No. FCE14029) MASONIC AVENUE TRAFFIC SIGNAL UPGRADE FEDERAL AID PROJECT NO. HSIPL-6328(048)

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on July 30, 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 at the intersection of Masonic Ave and Fulton St and consists of new pedestrian countdown signal, traffic signal

modifications, curb ramp construction, drainage work, traffic routing and all related and incidental work. The time allowed for completion is 150 consecutive calendar days. The Engineer's estimate is approximately \$650,000. For more information, contact the Project Manager, Steven Lee at 415-558-5226.

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.

Bidders are advised that this is a federal-aid project subject to equal employment opportunity provisions and Caltrans Race-Conscious Disadvantaged Business Enterprise (DBE) program. CMD Bid Discount is not applicable to this Contract. The DBE participation goal is **20%**. Only Caltrans certifications can be used to calculate the DBE participation. Call Finbarr Jewell at 415-554-8360 for details.

A pre-bid conference will be held on **July 16, 2014; 2:00 p.m.**, at 30 Van Ness Avenue, 5th Floor.

Contractor shall perform not less than 30 percent of the original contract work with the Contractor's own organization.

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SMALL & MINORITY BUSINESS

ICBA Announces Top Community Bank Leaders in Social Media

Second-annual list highlights 50 community banks excelling in social media

The Independent Community Bankers of America® (ICBA) today released the Top 50 Community Bank Leaders in Social Media and the Top 25 Community Banker Influencers on Twitter. This is the second year that ICBA has compiled these two lists, which highlight the community bank social media trailblazers among the financial industry.

“Consumers are expecting their financial institutions to have strong brand identity online. These top community banks and bankers understand that building a brand goes beyond just a physical presence—they consistently introduce fresh content and interact with their customers,” said ICBA Executive Vice President/Chief Marketing Officer Chris Lorence. “ICBA is proud to highlight these community banks and bankers who are making social media an integral part of their brand and communications strategy. We congratulate them on their success.”

Nearly 6,500 community banks throughout the nation were eligible to be part of ICBA's list. Community banks were chosen based on their engagement with fans and followers, the content distributed on their social media platforms, the number of fans and/or followers they have, and the frequency of posting new content. Several of the community banks featured on ICBA's Top 50 Community Bank Leaders in Social Media will be profiled in September's issue of ICBA Independent Banker.

There are nearly 2,500 banks that have a Facebook and Twitter presence, including more than 1,700 on Facebook alone. Of all the banks that have Facebook

pages, more than half are banks that have between \$100 million and \$500 million in assets.

To view the entire 50 community banks and 25 community bankers featured on these lists, visit www.icba.org/smladers. For additional information about ICBA, visit www.icba.org.

About ICBA

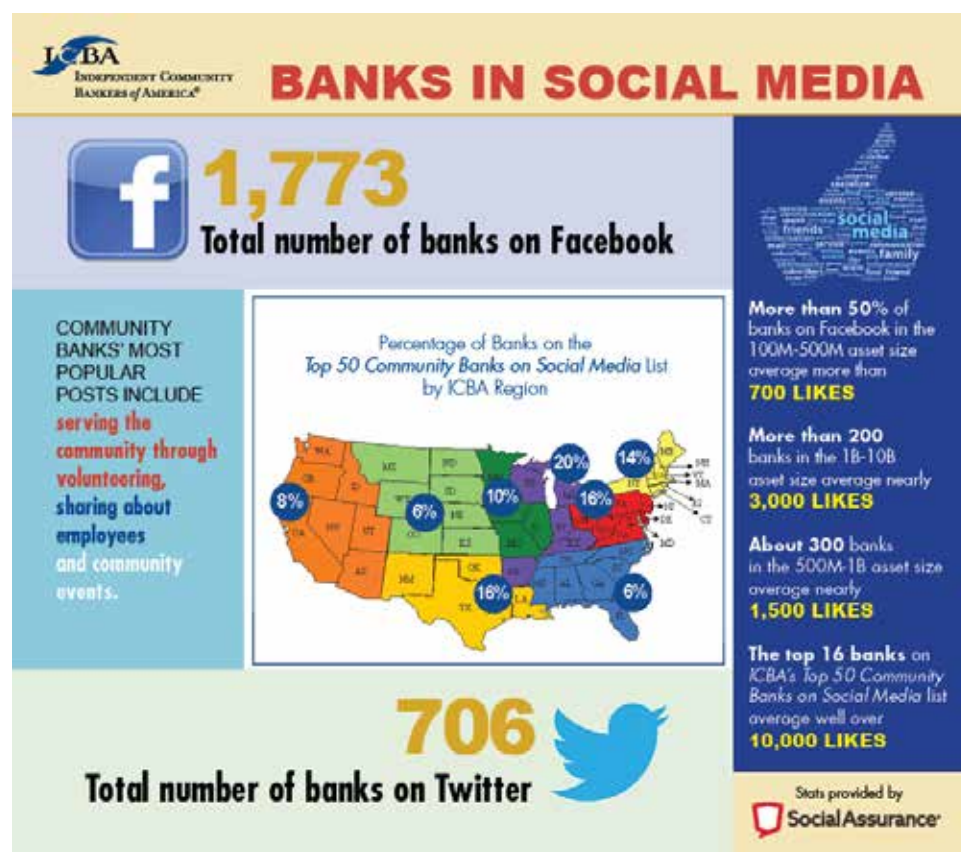
The Independent Community Bankers of America®, the nation's voice for more than 6,500 community banks of all sizes and charter types, is dedicated exclusively to representing the interests of the community banking industry and its membership through effective advocacy, best-in-class education and high-quality products and services.

Bank Name	City, State
Umpqua Bank	Portland, OR
FirstBank	Denver, CO
Frost Bank	San Antonio, TX
Bank of Ann Arbor	Ann Arbor, MI
Bank of Hawaii	Honolulu, HI
The Equitable Bank	Wauwatosa, WI
First Security Bank	Searcy, AR
Susquehanna Bank	Lancaster, PA

You can see the full list here:

<http://www.icba.org/smladers/>

Source: Independent Community Bankers of America.



CIT's Thain Looking to Buy Bank With \$10 Billion in Assets

By Antoine Gara



CIT Group (CIT_) could buy a retail bank with about \$10 billion in assets, as the commercial lender looks to diversify its deposit base to include more retail deposits. However, the John Thain-run CIT may face challenges in buying a bank of such a scale without entering into a transaction that could be dilutive to its shareholders.

CEO Thain said on Wednesday CIT Group is looking to acquire a bank of significant size as the firm tries to broaden its funding sources. Traditional bank deposits, in contrast to Internet deposits or brokered CDs, are generally seen as more stable by regulators.

At CIT Group's annual investor meeting, Thain said bank deals that would keep CIT Group with less than \$50 billion in total assets might not

be worth it. At the end of the first quarter, CIT Group had \$48.6 billion in assets.

Thain indicated if CIT Group were to exceed a threshold of \$50 billion in assets, making it a systemically important financial institution in regulators' eyes, the firm would go well over that threshold with an acquisition. Thain also said CIT Group would be more interested in buying a retail bank outright than buying a set of bank branches.

Were CIT Group to announce a bank acquisition, it could be an important move for shareholders to think over. Credit Suisse analyst Moshe Orenbuch said on Thursday that CIT Group would likely look to buy a retail bank with \$10 billion in assets.

Adding retail bank deposits may be a strategic imperative for CIT Group given regulators' focus on improving bank stability and the firm's efforts to grow its aggregate lending. However, CIT Group may not have all the cash it needs to buy a mid-size retail bank without using stock, raising the prospect a retail bank acquisition could prove slightly dilutive to shareholders.

Orenbuch calculates that CIT Group might need \$3 billion in excess cash to acquire a retail bank with \$10 billion in assets. Currently, the firm has \$2 billion in excess cash in its banking subsidiary and \$4 billion in excess cash at its holding company. Were CIT Group to decide to use its stock as an acquisition currency, it could prove slightly dilutive. CIT Group shares trade at about book value where possible retail banking targets are more likely to trade at 1.5 to 2 times book value, according to Orenbuch's calculations.

Beyond the price and composition of a possible retail bank acquisition, CIT Group's acquisitiveness could have a broader bearing on investor expectations about the firm. CIT Group's other way to acquire retail deposits would be to sell the company to a larger commercial banking competitor, something that has been speculated upon for years. Perhaps, CIT Group's apparent interest in a retail bank deal may cool such speculation.

“In the past, we have noted that the largest US banks would likely be precluded from making acquisitions, particularly those which included a bank. CIT in its current configuration is likely too large (or more accurately would have large con-

centrations) that could deter a smaller bank from acquiring it. In our view, management's apparent lack of interest in exploring a transaction with its aircraft business means that it is unlikely to pursue this option,” Orenbuch, the Credit Suisse banking analyst noted in a Thursday client note.

Thain, a longtime Goldman Sachs executive and the CEO of Merrill Lynch when it was sold to Bank of America in 2008, helped CIT Group navigate its exit from bankruptcy during the financial crisis, and has put the firm on a path to increase commercial lending as competitors like AIG (AIG_) and GE Capital (GE_) rationalize their extensive financial services activities.

While many Wall Street watchers have expected Thain to eventually look at selling CIT Group, a regulatory landscape that has constrained the acquisitiveness of large banks may mean he has now turned to a buyer in the banking sector.

CIT spokesperson Curt Ritter declined to comment beyond Thain's remarks Wednesday.

Source: © 2014 TheStreet, Inc.

Fictitious Business Name

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0358731-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0358895-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0358903-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0358745-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0358640-00	FICTITIOUS BUSINESS NAME STATEMENT File No. A-0358575-00
<p>Fictitious Business Name(s): 1.) Ethically Enchanted 2.) Joules 3.) Salon de Joules 4.) Custom Wedding Bands</p> <p>Address 210 Post Street, Suite 914, San Francisco, CA 94108 Full Name of Registrant #1 Dimitria Koumarnetos Address of Registrant #1 145 Meadowcroft Dr., San Anselmo, CA 94960</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 6/1/2014</p> <p>Signed: Dimitria Koumarnetos</p> <p>This statement was filed with the County Clerk of San Francisco County on 6/5/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jennifer Wong Deputy County Clerk 6/5/2014</p> <p>6/12/14 + 6/19/14 + 6/26/14 + 7/03/14</p>	<p>Fictitious Business Name(s): Fifty/Fifty Address 3157 Geary Boulevard, San Francisco, CA 94118 Full Name of Registrant #1 18 Grams, LLC (CA) Address of Registrant #1 3157 Geary Boulevard, San Francisco, CA 94118</p> <p>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 Not Applicable</p> <p>Signed: Van Phan</p> <p>This statement was filed with the County Clerk of San Francisco County on 6/13/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jeanette Yu Deputy County Clerk 6/13/2014</p> <p>6/19/14 + 6/26/14 + 7/3/14 + 7/10/14</p>	<p>Fictitious Business Name(s): Healthy Eating San Francisco Address 876 Treat Avenue #3, San Francisco, CA 94110 Full Name of Registrant #1 Christine Selig Address of Registrant #1 876 Treat Avenue #3, San Francisco, CA 94110</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 6/13/2014</p> <p>Signed: Christine Selig</p> <p>This statement was filed with the County Clerk of San Francisco County on 6/13/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Maribel Jaldon Deputy County Clerk 6/13/2014</p> <p>6/19/14 + 6/26/14 + 7/3/14 + 7/10/14</p>	<p>Fictitious Business Name(s): Hititup Address 28 Minerva Street, San Francisco, CA 94112 Full Name of Registrant #1 Fast N Fresh LLC (CA) Address of Registrant #1 28 Minerva Street, San Francisco, CA 94112</p> <p>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 6/5/2014</p> <p>Signed: Sami Akhavan Rad</p> <p>This statement was filed with the County Clerk of San Francisco County on 6/5/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jeanette Yu Deputy County Clerk 6/5/2014</p> <p>6/12/14 + 6/19/14 + 6/26/14 + 7/03/14</p>	<p>Fictitious Business Name(s): Mind Body Optimization Address 870 Market Street, Suite 859 San Francisco, CA 94102 Full Name of Registrant #1 David Peter Seidman Address of Registrant #1 340 Capp Street, San Francisco, CA 94110</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 5/29/2014</p> <p>Signed: David Seidman</p> <p>This statement was filed with the County Clerk of San Francisco County on 5/30/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Melissa Ortiz Deputy County Clerk 5/30/2014</p> <p>6/12/14 + 6/19/14 + 6/26/14 + 7/03/14</p>	<p>Fictitious Business Name(s): Resource Supply LLC Address 1555 Yosemite Avenue, Suite 36 San Francisco, CA 94124 Full Name of Registrant #1 Resource Supply LLC (CA) Address of Registrant #1 1555 Yosemite Avenue, Suite 36 San Francisco, CA 94124</p> <p>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 3/27/2014</p> <p>Signed: Greg Hulcher</p> <p>This statement was filed with the County Clerk of San Francisco County on 5/28/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Jeanette Yu Deputy County Clerk 5/28/2014</p> <p>6/26/14 + 7/03/14 + 7/10/14 + 7/17/14</p>

FICTITIOUS BUSINESS NAME STATEMENT File No. A-0359045-00
<p>Fictitious Business Name(s): Williams Mobile Auto Repair Address 1850 Sunnydale Ave., San Francisco, CA 94134 Full Name of Registrant #1 Kendrick D. Williams Address of Registrant #1 1850 Sunnydale Ave., San Francisco, CA 94134</p> <p>This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 6/23/2014</p> <p>Signed: Kendrick Williams</p> <p>This statement was filed with the County Clerk of San Francisco County on 6/23/2014.</p> <p>Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law</p> <p>Filed: Sharlene Carter Deputy County Clerk 6/23/2014</p> <p>6/26/14 + 7/03/14 + 7/10/14 + 7/17/14</p>

Metro Approves...

Continued from page 5



signs for the people-mover system in December. The service could start operating as early as 2022, according to agency projections.

Bryan Pennington, Metro’s executive director of engineering and construction, said the added station shouldn’t delay the opening of the Crenshaw Line, scheduled for 2019.

Metro staff have said the new station could cost \$200 million . But additions such as ticketing and concessions would increase that cost. About \$330 million in funding for project is included in Measure R, the half-cent transportation sales tax county voters approved five years ago.

The city’s airport department will pay for the connecting people-mover loop into the terminal area, currently projected to cost about \$1.5 billion.

Today, passengers and airport employees who take rail to the airport exit at the Metro Green Line’s Aviation/LAX station south of the airport and transfer to shuttle buses.

“We’ve made more progress in the last 12 months than probably in the last 25 years,” Metro CEO Art Leahy said during the board’s downtown meeting.

Source: (c)2014 the Los Angeles Times

Leslie Katz...

Continued from page 7

“There are currently about 550 tenants at the Port. We have fantastic space, on the one hand. But on the other, most of it requires sizeable tenant improvement, at least for the bigger spaces and the special properties. That then, unfortunately, results in the wealthier businesses being able to come in and bid on these contracts,” she continues. “What we did with that one space that came up that already had the improvements was – instead of just putting it out to bid like we’d normally have done and the 500 pound gorillas could normally have come in there – was we created a way that it really is giving an opportunity and a leg up to smaller, younger businesses that wouldn’t have been able to get in otherwise by putting the RFPs out only to those who met a certain criteria so they can get into what is really very prime, prime space. And again, the hope is once they get in there they’ll have a strong likelihood of succeeding. But they wouldn’t have had to put up the potentially millions of up-front cost just to rehabilitate and get into these kinds of space.”

She also thinks they’ve worked very hard over the last few years to enhance the vibrancy of the Port. Some of it is because of what they’ve been doing; others, she recognizes, is purely by happenstance, like getting the America’s Cup to come.

“But we’ve been able to augment and enhance areas of the Port. Now that we’ve created a lot more vibrancy at the Port, it in turn creates a lot more opportunity, and more people want to come down there. In the past, it was a little bit cheaper but definitely much harder to operate a business at the Port. And it hadn’t always been considered a prime area,” she concedes. “Now, with all the changes that have been taking place within the city and along our waterfront, it’s becoming much more desirable to locate along different parts of the Port and for other businesses to come in. One challenge though is that our priority is still maritime. So, to the extent that there are maritime opportunities, too, that must come first and foremost because we are a port. People often forget that.”

“I think we have one of the most diverse port commissions around, both in terms of our demographic make-up and our individual perspectives. We have two African Americans, an Asian American, a lesbian, and a token straight white Irish guy,” she says kiddingly. “And we have a female Port director, which is a bit of an anomaly. At one point in time before our two male members joined us, we had an all-female commission and a female executive director. I believe the make-up of the Commission has always been very purposeful, and I think we’re all very conscious of the fact that we’re all better because of our diversity, and we’ll be that much stronger as leaders who reflect our communities and the diversity of our communities and ensure that everyone has those opportunities.”

If granted one wish for the best case scenario for minority participation at the Port, Katz says they would continue doing what they’re doing, but do it even better. That’s why they’re looking at new ways of expanding those opportunities, and not just in requiring certain percentages of LBEs to be included as sub-contractors, but also looking at other ways where they can have minority and local business participation in opportunities at the Port.

“Ideally, what I would like to see it look like is exactly what we’re working towards. We’ve already hit all the required metrics that have been put into legislation in terms of LBE participation and we actually well exceed that level of participation. But we’d still like to do better. So we’re always looking at ways to continue improving on that and to work with our tenants, developers and contractors on the different projects to see how we can better do that,” Katz says. “By putting together the training or mentoring program that I spoke of earlier, it will only benefit everybody because it will better foster those relationships and the opportunities to get increased minority and local individuals participation, not just as sub-contractors, but in the hiring process and other areas as well when opportunities arise.

Continued on page 12

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- US Department of Commerce MBDA Minority Business Development Agency

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A: 703 Market Street, Suite 1000, San Francisco, CA 94103

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SUB-BID REQUEST AD

RGW Construction Inc. is seeking all qualified Minority Business Enterprises (MBE's) and Women Owned Business Enterprise (WBE's) for the following project:

Runnymede Storm Drain Phase II and O'Connor Pump Station Outfall Project
City of East Palo Alto
MBE/WBE Outreach
90 Calendar Days
Bids: July 22nd, 2014 @ 2:00pm

Requesting Sub-quotes for (including but not limited to): Traffic Control, Clear & Grub, Landscaping, Erosion Control, Signs, Concrete Curb & Sidewalk Misc., Fencing, Surveyor, SWPPP, Water Truck, Sweeper, Hazardous Substance Removal, Trucker, Pond Dredging, Pipe Suppliers.

Scope of Work: Re-grade existing drainage channel, dredge accumulated sediments, new earthen berm with access trail, construct new concrete headwall at box culvert outfall, tie in to existing drainage systems, new access ramp & repair to outfall slab structure.

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

Plans and Specs are available to view and copy at our office or the office of the City Manager, 2415 University Avenue, East Palo Alto, CA 650-853-3166. Contact John Pitsch 925-606-2400 johnp@rgwconstruction.com for any questions, including bonding, lines of credit, insurance, scheduling, equipment or material suppliers. Subcontractors should be prepared to submit payment and performance bonds equal to 100% of their quotation.

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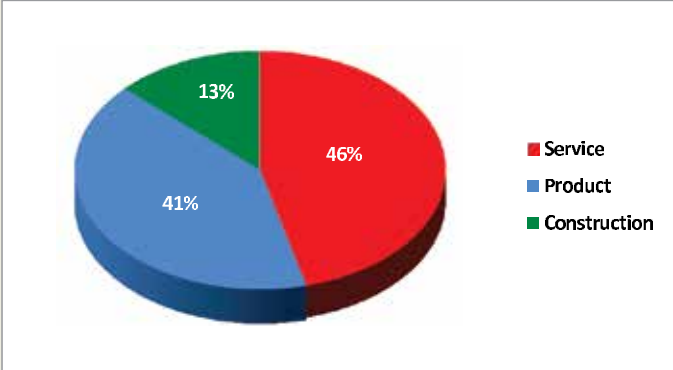
Readers per Copy	4
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Readership Profile

S/D/M/W/DVBES	96%
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Organizations/Associations	1%
Universities/Colleges	1%

Readership Profile by Industry

Service	46%
Product	41%
Construction	13%



Leslie Katz...

■ Continued from page 11

About Leslie Katz:

Commissioner Leslie Katz was appointed to the San Francisco Port Commission by Mayor Edwin M. Lee and confirmed by the Board of Supervisors in March 2011. She is the current President of the Port Commission. On June 2 she was re-appointed for another four year term which goes through 2018. (She originally was appointed to fill an unexpired term of a previous commissioner, having served 3 years of a 4-year term, so this will be her first full term.)

She currently has her own consulting firm focusing on strategy and external affairs. Throughout her professional career, Ms. Katz has served as an elected official, attorney, executive, advocate, and non-profit and advisory board member with success in designing strategies, policies, and legislation to meet corporate and community needs. She has a proven track record in law, government and public affairs, communication, business development, fundraising, strategy, management, marketing, regulatory and legal issues with Fortune 500 firms, government and entrepreneurial businesses.

Ms. Katz served on the San Francisco Board of Supervisors from 1996 to 2001. She represented the citizens of San Francisco in the legislative branch of the City's government, serving as Chair and/or Vice Chair of numerous committees including Transportation / Land

Use; Audit and Government Efficiency; Health, Family and Environment; and Economic Development, Transportation and Technology; Chair, Transportation Authority, Finance Committee, and Member, Health Services Board.

As a member of the Board of Supervisors she has drafted and passed information technology legislation including the cable internet access ordinance, information technology zoning ordinance, and San Francisco's technology procurement policy. Ms. Katz convened Health, Multimedia and New Technology Summits, and successfully introduced groundbreaking legislation in areas of technology, environment, economic development, human rights and labor, including the Equal Benefits Ordinance, the Integrated Pest Management Program, the Bicycle Transit Enhancement Plan, the Environmentally Preferred Purchasing Program, protection of street trees, and removal of the Central Freeway.

Ms. Katz serves on the boards of numerous community and non-profit organizations including the Victory Campaign Board, Equality California Institute, and New Leaders Council. She is a graduate of Leadership America and Leadership California.

Ms. Katz holds a Juris Doctor degree from Hastings College of the Law, University of California and a Bachelor of Arts Degree in Psychology from the University of California, Berkeley.