

California Clears Path for Funding To Get High-Speed Rail Back on Track

By Nicholas Zeman

The money is already starting to move to firms like AECOM and Tutor Perini following a California budget resolution earlier this summer that cleared the way for a continuous, year-over-year, funding stream for the state’s ambitious high-speed rail project. Top engineering and construction firms—likely to be called upon to build, and also finance the project—have been waiting for long-term public funding commitments before risking their own capital and labor, says Stephen Polechronis, senior vice president of AECOM, which provided some of the earliest design and planning services for the rail line.

Industrial polluters will be imposed upon by AB 32, the California Global Warming Solutions Act of 2006, to fund construction over the next 20 years—\$250 million in fiscal 2014 and 25% of the revenues of the market-based emissions cap-and-trade program annually. “We and other teams are at work today moving forward on the state and federal environmental studies necessary to get the construction permits,” Polechronis says.

AECOM also has been able to increase the pace of its design and engineering work on the central base of operations near Fresno, since the cap-and-trade funding mechanism was included in the state budget and ratified in June. A Tutor Perini-led team has started physical work on the project’s first design-build contract, worth nearly \$1 billion, in the Salinas Valley.

Hotly contested legal challenges to the project’s pathway and finances remain. Dubbed the “Train to Nowhere” by opponents, the 521-mile, \$68-billion project has been controversial from its earliest stages of development. Just a week

after the budget resolution was approved, giving the California Air Resources Board the power to direct revenues from its carbon emissions cap-and-trade program to high speed rail, a lawsuit was filed to stop it. The Transportation Solutions and Education Fund, which filed the suit in Fresno District Court, says the train will not help California meet its greenhouse-gas emissions reduction targets included in AB 32, and therefore should not receive funding from GHG tax revenues.

Other funds are tied up with legal challenges too. Voters approved \$8.6 billion in bond sales to finance the project in 2008, but those funds have languished as yet another court challenge in Sacramento prevented the sale and distribution of the bonds. “Proponents only approved that money if funding was secured from other sources, they didn’t want to spend \$10 billion on this project and run out of money half-way through,” Polechronis says. “That’s what’s being worked out in the court ... if the state has a comprehensive funding plan that can complete the project. But that money is there, the voters in the state of California want this project.”

The California High Speed Rail Authority says it’s confident that money will eventually make its way to the project. “We can’t sell bonds until this litigation is behind us,” says Lisa Alley, spokeswoman for HSRA. “We hope the appeals decision frees some of that money up.”

Further, Polechronis is not optimistic about federal funding for the project at to continue. Republicans in Washington have vowed to kill the project, which has become a stage for a political showdown between California Gov. Jerry Brown (D) and new House Majority leader Rep. Kevin McCarthy (R-Calif.), who said in a statement, “As long as I am in Congress, I will do whatever I can to ensure that not one dollar of federal funds is directed to this



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Mayor Lee Sends \$500 Million Transportation Infrastructure Bond To November 2014 Ballot

Mayor Edwin M. Lee signed the \$500 million general obligation bond for transportation infrastructure for the November 2014 ballot that would significantly improve San Francisco’s transportation network without raising property tax rates. Joined by District 4 Supervisor Katy Tang, San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Police Department

(SFPD), Mayor Lee also celebrated the installation of new traffic signals at the intersection of Sunset Boulevard and Yorba Street, and announced that the SFMTA has reduced the speed limit on Sunset Boulevard from 35 MPH to 30 MPH between Martin Luther King Jr. Drive and Lake Merced Boulevard, a 2.5 mile stretch of roadway.

“This November, with my support and the support of every member of the Board of Supervisors, San Francisco voters will have a historic opportunity to invest in the future of transportation in our City without raising property tax rates,” said Mayor Lee. “This \$500 million transportation bond is the first recommendation of our Transportation 2030 Task Force and will be a major step toward

delivering a more reliable, safe, and affordable transportation network today and keep our City moving into the future. This bond invests \$300 million in street safety upgrades that will prevent traffic injuries and fatalities and keep pedestrians safe. The new traffic signals and the reduced speed

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Community Outreach

Ignoring black business slows recovery



When the Joint Economic Committee considered “Increasing Economic Opportunity for African Americans” Tuesday, absent from the discussion was any mention of black entrepreneurship.

Likewise, the Obama Administration arranged an elaborate series of events between Fortune 500 leaders and visiting African heads of state next week, but nothing for black businesses.

The co-founders of the 11th annual National Black Business Month in August say that “black business blind spot” is retarding the recovery and causing the spread of inequality at the community level.

“We are easily losing a point of GDP and enduring several extra points of unemployment by forgetting that no community succeeds without a healthy business sector,” says co-founder John William Templeton, managing director-Silicon Valley of Venturata Group Inc. In his 11th annual State of Black Business report, which rates all 50 states on ten key factors for black business success, he draws a contrast between the \$5 trillion in federal monetary intervention and the unmet \$30 billion yearly credit needs of black businesses.

At a hearing in San Francisco, co-founder Frederick E. Jordan Sr. P.E., president of the San Francisco African American Chamber of Commerce, told a Board of Supervisors hearing that

only half of one percent of city contracts are going to African Americans. Despite the city’s booming economy, its black median income is now lower than in 1970.

Impact Inequity Through Investment: State of Black Business, 11th edition notes that the federal government has been stuck at one percent procurement from black businesses for the last decade.

A policy change like the Affordable Care Act’s decline in Medicare and Medicaid reimbursements is negatively affecting black physicians and causing hospitals ranging from Howard University to Doctors Medical Center in Richmond, CA financial challenges.

“There are a lot of policy changes which would aid the country’s two million black entrepreneurs, 400,000 of which are in some aspect of health care,” said Templeton. The first daily industry focus of the 31Ways31Days on Friday, Aug. 1 is biotechnology and health care.

On the plus side, innovators like the father-son team at Amarantus Bioscience Holdings are going into the observance with a June 31 conference on concussive injuries with speakers ranging from NFL player Sidney Rice to Gen. Pete Chiarelli at the United Nations.

The second daily industry focus on Aug. 2 is beauty where the 67-year-old Bronner Bros. Cosmetic company opens its Happy Hair Experience at the Georgia World Congress Center with 50,000 participants.

Throughout the month, the National Black Business Month website will show each day how much black-owned firms have to offer. A recent University of Texas study found that two-thirds of black owners had college degrees, more than 20 years of experience in their industry while having been in business for ten years. But 70 percent had never gotten a bank loan.

According to Federal Reserve analyses, every business needs an average of \$15,000 yearly in credit, but the State of Black Business series was first to reveal that SBA lending to African-American firms was down 75 percent from 2008.

An objective of National Black Business Month is a monetary policy target of \$30 billion in lending to black-owned firms, using new Dodd-Frank provisions tracking the race of business borrowers for the first time.

“This would double the employment by these firms from a current 900,000,” projects Templeton.

Women Flexing Their Economic Muscle, Starting More Than 1200 New Businesses Per Day, According to New Research

Women are starting 1,288 (net) new businesses per day, which is double the rate from only three years ago, according to the 2014 State of Women-Owned Businesses Report, commissioned by American Express OPEN. The report includes detailed analysis of data from the U.S. Census Bureau and finds that during the past 17 years, the number of women-owned businesses has increased at 1.5 times the national average.

As daily business creation hits a record pace, the number of women-owned firms reached a new milestone in 2014. The fourth annual report estimates that there are more than 9.1 million women-owned businesses in the United States (compared to 8.6 million in 2013). These businesses generate more than \$1.4 trillion in revenues, employ 7.9 million people and account for 30% of all enterprises.

During the past 17 years, women-owned businesses have steadily increased their influence on the U.S. economy. Since 1997 women-owned firms have:

- increased in number by 68%
- grown revenues by 72%, and
- added 11% more jobs.

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With regards to job creation, these businesses have emerged from the recent recession as second only to publicly-traded companies in U.S. with 274,000 net new jobs since 2007.

“The report clearly shows that women are choosing the path of entrepreneurship at record rates,” said Randi Schochet, Vice President, Brand Strategy and Activation, American Express OPEN. “Imagine the economic impact if more of these new ventures were transformed into thriving businesses. This is why American Express OPEN remains so passionately dedicated to helping women entrepreneurs become successful business owners.”

To help women business owners reach their full potential, American Express OPEN launched OPEN for Women: CEO BootCamp, which is designed to immerse women CEOs in the fundamental pillars for success: confidence, competence, and connections. The initiative, now in its second year, works with leading academics, major advocacy organizations, and a who’s who of visionaries to help women entrepreneurs grow their businesses through live events, exclusive content, and online networking communities.

Firms Owned by Women of Color Experience Greatest Growth

From 1997 to 2014, the number of firms owned by women of color skyrocketed 216% from just under one million to an estimated 2,934,500 (compared to 68% for all women-owned firms in the same period). Businesses owned by women of color jumped from one-in-six (17%) of all women-owned firms to one-in-three (32%) in the same time period. Growth in employment (85%) and revenues (168%) of firms owned by women of color topped growth rates of all women-owned firms (10% and 63% respectively) by wide margins.

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Outstanding Entrepreneur

Mayor’s Advisory Board,

Outstanding Achievement as a Vendor/Supplier

COUNTY OF LOS ANGELES

Black Business Association,

Outstanding Entrepreneur

CALIFORNIA CERTIFICATIONS

USBC CERTIFICATION PROGRAM

DGS

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CPUC Clearing House

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California Sub-Bid Request Ads

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:
Hwy 880 Bioswale Drainage, Oakland
Caltrans #04-4A8104
BID DATE: August 5, 2014 @ 2:00 PM
We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, SWPPP, Storm Water Annual Report, Sweeping, Adjust Pull Box, Cold Plane AC, Clearing & Grubbing, Sod, Hydromulch, Hydroseed, Compost, AC Dike, Tack Coat, Object Marker, Vegetation Control (Minor Concrete) and Construction Materials
O.C. Jones & Sons, Inc.
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Contact: Dan Palmer
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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 through the Caltrans Website at www.dot.ca.gov/hq/esc/oe/weekly_ads/index.php.

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:
Hwy 99 Pave, Lodi
Caltrans #10-0W1904
BID DATE: August 13, 2014 @ 2:00 PM
We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, Water Pollution Control Program, Treated Wood Waste, Adjust Utilities, Cold Plane AC, Clearing & Grubbing, Structure Excavation (Retaining Wall), Structure Backfill (Retaining Wall), High Friction Surface Treatment (Polymerresin), Prepaving Inertial Profiler, Rumble Strip, Data Core, AC Dike, Tack Coat, Structural Concrete (Retaining Wall), Minor Concrete, Bar Reinforcing Steel, Roadside Sign, Detectable Warning Surface, Pre/Post Construction Surveys, Misc. Iron & Steel, Misc. Metal, Delineator, Guard Rail Delineator, Object Marker, Midwest Guardrail System, Concrete Barrier, Transition Railing, End Cap, Alt. In-Line Terminal System, Alt. Flared Terminal System, Alt. Crash Cushion System, Striping & Marking, Electrical and Construction Materials
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Contact: Jean Sicard
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REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:
Tracy Municipal Airport Reconstruction of Runway 12-30 and Taxiways B, D, and E and the Runway/Taxiway Intersection Schedule A and Schedule B
City of Tracy
AIP No. 3-06-0259-16
CIP 77037
BID DATE: August 12, 2014 @ 10:00 am
We are soliciting quotes for (including but not limited to): Trucking, SWPPP, Marking, Electrical, Runway Lighting, Signs, Clearing & Grubbing, Runway and Taxiway Painting, Survey Monuments, Survey Mag Spikes, Sawcutting, Cold Plane Grinding, Underground Storm System, Quality Control Program and Construction Materials
O.C. Jones & Sons, Inc.
1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990
Contact: Greg Souder
An Equal Opportunity Employer
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.

Sub Bids Requested From Qualified DBE, UDBE Subcontractors & Suppliers for
City of Sacramento - R Street Improvements (16th Street to 18th Street)
Location: Sacramento, CA
PN: T15068301
Bid Date: August 13, 2014 @ 2:00 PM
McGuire and Hester is seeking qualified subcontractors in the following trades: SWPPP; Clearing & Grubbing; Demolition; Trucking; Railroad Tracks; Minor Concrete; Cement Treat Base; Chain Link Fence; Striping/ Signs; Landscape & Irrigation; and
Electrical (Street Lights).
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: Robert Herrera
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Calif. State Senator Calls for Criminal Probe of Bay Bridge Construction Problems



State Sen. Mark DeSaulnier , D- Concord , is calling for a criminal investigation into construction problems on the new San Francisco-Oakland Bay Bridge , and said the release this week of a Senate investigative report will show how the California Department of Transportation knowingly accepted substandard work at taxpayer expense.

DeSaulnier said the investigation for the Transportation and Housing Committee he chairs will expand on construction and management lapses described in a January draft report, and that these warrant a criminal investigation by the California attorney general or U.S. attorney.

The report also confirms a June investigation by The Sacramento Bee that revealed how Caltrans knowingly accepted flawed, potentially hazardous work by a Chinese firm that welded most of the new suspension span roadway and tower, DeSaulnier said.

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California Sub-Bid Request Ads

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

**Rt. 92 – San Mateo – Hayward Bridge Deck Rehab, San Mateo and Alameda County
Caltrans Project #04-041004, Bid Date: August 5, 2014 at 2:00 pm**

We hereby encourage responsible participation of local Disabled Veteran Business Enterprises, 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, Temporary Fence, Construction Area Signs, Traffic Control System, Portable Changeable Message Signs, Job Site Management, Prepare Water Pollution Control Program, Street Sweeping, Remove Yellow Thermoplastic Traffic Stripe, Work Area Monitoring, Rapid Setting Concrete, Remove Epoxy Asphalt Concrete Overlay, Remove Concrete Deck Surface, Aluminum Railing, Poly Concrete Overlay, Remove Unsound Concrete, Prepare Concrete Bridge Deck, Treat Bridge Deck, Bridge Deck Treatment, Bridge Removal, Structural Concrete, Clean Expansion Joint, Precast Concrete, Joint Seal, Rebar, Misc. Metal, Stripe and Markers, Electrical, Construction/Equipment Rentals, Trucking, etc.

C.C. Myers, Inc. is willing to break down items of work into economically feasible units to encourage DVBE 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. AN EQUAL OPPORTUNITY EMPLOYER

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

**Rt. 101 – Beaudry Ave. Replace PCC Pavt & AC OL
Los Angeles County, Caltrans Project #07-295504, Bid Date: August 14, 2014 at 2:00 pm**

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (9% 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, Prepare WPCP, Temporary Drainage Inlet Protection, Temporary Concrete Washout, Remove Fence, Remove Guardrail, Remove Marker, Remove Roadside Sign, Remove Asphalt Concrete Dike, Remove Concrete Pavement and Base, Cold Plane Asphalt, Concrete Pavement, Clear & Grub, Roadway Excavation, Rock Blanket, Wood Mulch, Check and Test Facilities, Pipe, Lean Concrete Base, Hot Mix Asphalt, Precast Jointed Concrete Pavement, Dowel Bar Retrofit, Spall Repair, Grind Existing Concrete Pavement, Aggregate Base, Structural Concrete, Minor Concrete, Joint Seal, Aluminum Sign, Roadside Sign, Slope Paving, Fence, MBGR, Vegetation Control, Stripe and Markers, 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 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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REQUESTING SUB-BIDS

From All Qualified Disadvantage Business Enterprise (DBE) and Underutilized Disadvantaged Business Enterprises (UDBE) and other Small Businesses (SBE, WBE, MBE, VOSB, DBE, Other)

Subcontractors/Sub-consultants/Suppliers/Vendors registered as a UDBE or small business for:

LOS PEÑASQUITOS LAGOON BRIDGE REPLACEMENTS

Owner: SANDAG

Reyes Construction is requesting bids for: Subcontractors: Demolition, Landscaping/Irrigation, Minor concrete, Rail/Track, Foundation/Drilling, Reinforcing Steel, Metal Railing, Chain Link Fence, Erosion Control, Clear and Grub, Minor Concrete, Survey. Suppliers: Ready-mix concrete, Base/Graded Rock, Pre-cast Concrete, Articulated concrete block (ACB), Misc. metal / steel.

BID DATE: August 13, 2014 @ 2:00PM

Reyes Construction, Inc.

State License Number 507561

1383 South Signal Drive, Pomona, CA 91766

Phone: 909-622-2259 • Fax: 909-622-3053

Contact: Estimating Mon-Fri 8am-5pm

Assistance will be available for obtaining Bonds, Lines of Credit, and/or Insurance, necessary equipment, supplies, materials or related assistance services.

Plans and Specifications can be viewed online at no additional cost at

1.) <http://www.bidmail.com/Sublogin.aspx>

(To request an invite please email estimating@reyesconstruction.com)

2.) Via ShareFile by requesting to estimating@reyesconstruction.com

3.) Via owner's website at www.SANDAG.org under Contracts

Please fax quotes to: 909.622.3053

SKANSKA

**Los Peñasquitos Lagoon Bridge Replacements
The County of San Diego**

SANDAG CIP No.: 1145000 (Contract No. 5007001)

UDBE Goal: 6.42%

Bid Date: August 13, 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 found online from the owner at: www.sandag.org/contracts.

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

Water Pollution Control, Storm Water Pollution Prevention Plan, Street Sweeping, Fencing, Erosion Control, Bridge Removal, Structure Excavation, Structure Backfill, Silt Fence, Fiber Rolls, Corrugated Steel Pipe Conduit, CISS Piling, Driven Pile, Structural Concrete, Bar Reinforcing Steel, Bearing Pads, Rock Slope Protection, Geotextile Fabric, Miscellaneous Steel, Handrail, Landscape, Irrigation, Precast Girders, Precast Concrete, Railroad Track Work, Railroad Track Material Supply, Readymix Concrete, Crushed Aggregate Base, Articulated Concrete Block Lining, Environmental Compliance Officer, Cultural & Paleontological Monitoring, Survey, Testing & Inspection

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, and Carpenters Unions. 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: jerome.dipadova@skanska.com

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Bid Requests from Certified SBE Subcontractors and Suppliers for the following Design-Build Trades: Mechanical, Electrical, Plumbing, Fire Sprinkler, Solar Hot Water Systems, and Exterior Building Maintenance System.

TRANSBAY BLOCK 7 (DESIGN-BUILD TRADES)

This is a OCII project with construction work-force and prevailing wage requirements.

Transbay Block 7

255 Fremont Street

San Francisco, CA 94105

Bid Date: 8/29/14 @ 2 PM

Voluntary Pre-bid Meeting on 8/14/14 at 10:00 AM at Cahill Contractors, 425 California Street, 22nd Floor, San Francisco, CA 94104.

CAHILL CONTRACTORS, INC.

Contact: Julie Park

estimating@cahill-sf.com, (415) 986-0600

Bid Requests from Certified SBE Subcontractors and Suppliers for ALL TRADES except for Structural & Miscellaneous Metals (including design-build and design-assist), Fire Protection (design-build), Solar Thermal Water Heating System (design-build), Infrastructure

HUNTERS VIEW - PHASE 2 BLOCKS 7 & 11

This is a OCII project with construction work-force and prevailing wage requirements.

Hunters View - Phase 2 Blocks 7 & 11

Middle Point Road

(Intersection - West Point Road)

San Francisco, CA 94124

Bid Date: 8/22/14 @ 2 PM

Voluntary Pre-bid Meeting on 8/6/14 at 10:00 AM at Jobsite Trailer located on the east side of Middle Point Rd. in San Francisco, CA 94124.

CAHILL/NIBBI JOINT VENTURE

Contact: Julie Park

estimating@cahill-sf.com, (415) 986-0600

California Sub-Bid Request Ads

Gallagher and Burk, Inc. is soliciting for DBEs for the following project:

CONSTRUCTION ON STATE HIGHWAY IN ALAMEDA COUNTY IN OAKLAND FROM 0.3 MILE SOUTH OF 7TH STREET TO 0.4 MILE SOUTH OF WEST GRAND AVENUE,
Contract No. 04-4A8104,

Federal Aid Project No. ACNHPI-880-1(071)E
OWNER: STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
1727 30th Street, Bidders' Exchange, MS 26, Sacramento, CA 95816

BID DATE: AUGUST 5, 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:

LEAD COMPLIANCE PLAN, CONSTRUCTION AREA SIGNS, TRAFFIC CONTROL, SWPPP, EROSION CONTROL, STREET SWEEPING, COLD PLANE, CLEARING AND GRUBBING, LANDSCAPING, CLASS 2 AGGREGATE BASE, HOT MIX ASPHALT, ASPHALT CONCRETE DIKE, TACK COAT, OBJECT MARKER, MINOR CONCRETE AND TRUCKING.

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 office.

Gallagher & Burk, Inc.

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

An Equal Opportunity Employer

We are requesting proposals/quotes from all qualified & certified Small Business Enterprises (SBE) subcontractors, material suppliers, and truckers for the following project:

**THIRD STREET LIGHT RAIL PROJECT
MISSION BAY LOOP**

SFMTA Contract No. 1236R

Bids: August 12, 2014 @ 3 pm

25% SBE Participation Goal

Demo – Sitework – Earthwork – Traffic Control – Dewatering & Groundwater Control – SWPPP – AC Paving – Aggregate Base – Sanitary Sewer Utilities – HDPE Pipe & Fittings – Ductile Iron Pipe & Fittings – Concrete – Rebar – Metals – Tapered Steel Trolley Poles & Accessories – Rail Welding – Basic Trackwork Materials – Identification Systems & Signs – OCS – Electrical

Proven Management, Inc.

2000 5th Street, Berkeley, CA 94710
Phone: 415-421-9500 • fax: 415-421-9600

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

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

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

CONSTRUCTION ON STATE HIGHWAY IN MERCED, STANISLAUS, AND SAN JOAQUIN COUNTIES NEAR LATHROP FROM GARZAS CREEK BRIDGE TO TOM PAINE SLOUGH BRIDGE,
Contract No. 10-0V6604,

Federal Aid Project ACNHPI-005-5(143)417E

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

BID DATE: AUGUST 6, 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:

AC DIKE, ADJUST IRON, APPROACH SLAB REPLACEMENT, CONCRETE BARRIER (TRANSITION), CONSTRUCTION AREA SIGN, CLEARING & GRUBBING, CRASH CUSHION, ELECTRICAL, DELINEATORS & MARKERS, LEAD COMPLIANCE PLAN, JPCP & LCB, METAL BEAM GUARDRAIL, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, RUMBLE STRIP, STRIPING, PREPARE WATER POLLUTION CONTROL PROGRAM, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, HOT MIX ASPHALT (TYPE A) MATERIAL, RUBBERIZED HMA (GAP GRADE) 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. DeSilva Gates Construction will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates Construction'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: Victor Le
Website: www.desilvagates.com

An Equal Opportunity Employer

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

CONSTRUCTION OF RUNWAY SAFETY AREA IMPROVEMENTS, NORTH FIELD, OAKLAND INTERNATIONAL AIRPORT
AIP 3-06-0170 / PROJECT CONTRACT #2014-03-A1

Bids: August 27, 2014 @ 2pm

DBE Goal – 20.07%

Proven Management, Inc.

2000 5th Street, Berkeley, CA 94710
Phone: 415-421-9500 • fax: 415-421-9600

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

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

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

CONSTRUCTION ON STATE HIGHWAY IN SAN JOAQUIN COUNTY IN AND NEAR LODI FROM HAMMER LANE OVERCROSSING TO SACRAMENTO COUNTY LINE,
Contract No. 10-0W1904,

Federal Aid Project ACNHP-P099(579)E

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

BID DATE: AUGUST 13, 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:

AC DIKE, CLEARING AND GRUBBING/DEMOLITION, CONCRETE BARRIER, CONSTRUCTION AREA SIGN, CRASH CUSHION, ELECTRICAL, GUARDRAIL, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, RETAINING WALL, ROADSIDE SIGNS, RUMBLE STRIP, SLURRY SEAL, STRIPING, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL, RUBBERIZED HMA (GAP GRADE) 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. DeSilva Gates Construction will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates Construction'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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• 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**

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

TRACY MUNICIPAL AIRPORT RECONSTRUCTION OF RUNWAY 12-30 AND TAXIWAYS B, D, AND E AND THE RUNWAY/TAXIWAY INTERSECTION SCHEDULE A AND SCHEDULE B,
AIP NO. 3-06-0259-16, CIP 77037

OWNER: CITY OF TRACY

333 Civic Center Plaza, Tracy, CA 95376

BID DATE: AUGUST 12, 2014 @ 10:00 am

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:

Electrical, Minor Concrete Structure, Striping, Survey/Staking, Underground, Trucking, Water Trucks, Street Sweeping, P-209 Crushed Aggregate Base and P-401 Bituminous Surface Course

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

An Equal Opportunity Employer

Marina Landscape, Inc.

is recruiting qualified SBE Subcontractors and Suppliers for the following work:

**a. Pesticides
b. Herbicides
c. Fertilizer
d. Irrigation Parts
e. Landscape Mulch**

Project Name:

REBID -

Combined Landscape Maintenance Projects

Project Location: San Jose, CA

Owner: Santa Clara Valley

Transportation Authority

Bid Date: August 13th, 2014 @ 2 P.M.

(Please forward all pricing by 5 PM, August 8th, 2014)

Please contact us if you need information or assistance in obtaining bonds, insurance, or lines of credit.

Plans and specs are available for pick-up at Marina Landscape, Inc. office in Anaheim, CA. Please make arrangements prior to stopping by or shipment.

For additional information, please contact:

Adam Alden, Estimator
1900 S Lewis Street, Anaheim, CA 92805
W: (714) 939-6600
F: (714) 935-1199
Email: aalden@marinaco.com

SMALL BUSINESS EXCHANGE

Lean In or Lean Together

How Banning One Question Could Help Ex-Offenders Land A Job

By Pam Fessler

Washington, D.C., is expected to join four states and several cities soon in prohibiting companies from asking job applicants — up front — if they have a criminal record.

It's part of a growing movement called Ban the Box, a reference to that box on a job application form that asks, "Have you ever been convicted of a crime?"

Advocates for the laws say having to check the box prevents many ex-offenders from getting a fair shot at a job.

Chearie Phelps-El says it happened to her. The Washington resident was released from prison about a year ago after serving five years for felony assault for fighting with two other women.

It was her second conviction for assault. But at age 51, Phelps-El says she was determined to get her life in order, and has applied for numerous jobs at local hotels, sports clubs and hair salons.

"But none of 'em called me back," she says. "That's the only thing I can think of is the box."

Phelps-El says that's ironic, because in prison she received lots of training on how to re-enter society and become a productive, law-abiding citizen. She took classes on how to do her resume and apply for jobs, among other things. And now it seems like a waste.

"Just ban the box. Give us a chance to go in, have an interview, sell ourselves, let the person

know who we are," she says, adding that employers are missing out on a lot of good workers.

In Washington, D.C., an estimated 1 in 10 residents has a criminal record. Nationally, about 70 million people in the U.S. have been arrested or convicted of a crime.

Sherman Justice says he also had to struggle when he got out of prison two years ago after serving time for robbery and drug trafficking.

"It was hard for me. I didn't just get a job off top when I first got out," he says. "I almost hung around the wrong people again. And I made a conscious decision, like, this is not what I want to do."

Eventually, the 27-year-old landed a job with a Washington advocacy group, the National Coalition on Black Civic Participation.

But many ex-cons get frustrated when they can't find work and return to a life of crime.

"About 50 percent of returning citizens do re-enter the criminal justice system," says Ari Weisbard, deputy director of the D.C. Employment Justice Center. "Anything that we can do to lower that is going to both be better for overall costs and lowering the costs of imprisoning all of these people, and, of course, better for the victims of those crimes."

And he says employment has been shown to be one of the best ways to reduce recidivism.

Advocates of ban-the-box laws note that sensitive jobs, like child care, are still protected under the laws. And they point out that employers are not prevented from checking an applicant's criminal record. They just have to do it later on in the

hiring process — in some cases after the employer has made a preliminary job offer.

That's too late, says Elizabeth Milito, senior executive counsel with the National Federation of Independent Business. "That's pretty far down the road for a small business owner that might have only five or 10 employees and needs somebody in there now," she says.

Milito argues that small businesses can't afford a long hiring process, especially if they know that someone's criminal record is relevant. She gives the example of a plumber who sends his workers into customers' homes.

"They're very concerned about sending anyone in that may have a conviction, a recent conviction, say for theft, burglary. And certainly physical issues, too," she says.

In the end, Milito predicts, the new laws will discourage some companies from hiring.

Christine Cunneen is the CEO of Hire Image, a background screening company in Rhode Island. She says many of her clients hire ex-offenders, but they want job applicants to be honest about their criminal backgrounds upfront because it's an important factor in the hiring decision.

"It shows certain characteristics of a person. Are they going to be able to listen to authority? Are they going to be able to be trusted? There's a lot of businesses out there that are accepting credit cards, so if someone's had credit card fraud, I mean, somebody should know about that," she says.

Still, banning the box is increasingly popular. Hawaii, Massachusetts, Rhode Island and Min-



Pam Fessler/NPR

Since being released after serving time in prison for a felony assault, Chearie Phelps-El of Washington, D.C., has been determined to get her life in order. She's had trouble getting a job.

nesota have ban-the-box laws for companies, and Illinois Gov. Pat Quinn is expected to sign a similar law for his state soon. Illinois and several other states have already banned the box for public sector job applicants. The Washington, D.C., city council is expected to pass its bill banning the box on Monday.

■ Continued on page 13

The First Significant Legislative Reform of Our Job-Training System in a Number of Years:

By David Hudson

We need to make sure workers in America can find jobs that meet their skills, or get trained with the skills they need for a better job.

That's why, in this year's State of the Union address, President Obama tasked Vice President Biden with leading a review of our country's job-training programs to make sure that they have one mission: training our workers with the skills employers need, and matching them to good jobs that need to be filled right now.

The effort to make our federal training programs more job-driven was also bolstered by the bipartisan passage of the Workforce Innovation and Opportunity Act (WIOA), which President Obama signed into law this afternoon.

Before the signing, the Vice President presented the President with the "roadmap" he asked for in the State of the Union -- on "how to keep a main-tain the highest-skilled workforce in the world." The report highlights successful job-training programs, details executive actions by the federal government, and aims to help more Americans in getting and moving up in high-demand jobs and careers.

After thanking those who helped in the production of the report, the Vice President explained the core questions of the report:

So the core question that we set out to answer -- and I'm sure my colleagues did as well -- was how do you connect? How do you connect these workers who desperately want a job, who will do all they need to do to qualify, how do you connect them with jobs? How do Americans know what skills employers need? It sounds like a silly question, but how do they know? And how do they get these skills once they know what skills are needed for the job? And where, where do they go to get those jobs?

This report is designed to help answer those extremely practical questions. It includes 50 actions that the federal government and our outside partners are taking now to help fill this skills gap. There is this new strategy that we think will lead directly to more middle-class jobs. These actions are going to help promote partnerships between educational institutions and workforce institutions. They're going to increase apprenticeships, which will allow folks to learn -- and earn while they learn. And it will empower job seekers and employers with better data on what jobs are available and what skills are needed to fill those jobs.

"To maintain our place in the world," the Vice President said, "we need to keep the world's most skilled workforce right here in America, and to

give a whole lot more hardworking Americans a chance at a good, middle-class job they can raise a family on."

Following the Vice President's remarks, President Obama talked about the Workforce Innovation and Opportunity Act -- the first significant legislative reform of the nation's job-training system in a number of years.

"The bill I'm about to sign," he said, "will give communities more certainty to invest in job-training programs for the long run." He added that the bill will help bring those training programs into the 21st century by "building on what we know works based on evidence, and based on tracking what actually delivers" for those who enroll in the programs -- more partnerships with employers, tools to measure performance, and flexibilities for states and cities to innovate and run their training programs in ways best suited for their particular demographics and particular industries.

The President noted, however, that there's still more to do, which is why he directed the Cabinet to implement some of the Vice President's recommendations from today's report:

First, we're going to use the funds and programs we already have in a smarter way. Federal agencies will award grants that move away from what our

■ Continued on page 16

Statement by AFL-CIO President Richard Trumka on Employee Empowerment Act

Once again, Representatives Keith Ellison and John L. Lewis are leading in the fight to improve the lives of millions of hardworking Americans. The Employee Empowerment Act represents a crucial step towards ensuring that all workers are able to organize without the threat of retaliation and that workers will have full recourse available to them when employers interfere with their rights.

Eighty years ago, Congress made it the policy of the U.S. government to encourage the practice of collective bargaining -- not just to tolerate it, but to expand it. Our economy was built on workers forming unions and engaging in collective bargaining. Further strengthening these rights is important to economic fairness. We need comprehensive changes to the law to strengthen workers' collective bargaining rights, and the Employee Empowerment Act is an important piece of those reforms. By beefing up the remedies for workers who face discrimination or retaliation by their employers for trying to form or join a union, the bill strengthens worker protections and puts remedies under our labor laws on par with our civil rights laws. This helps better protect workers' rights to organize and, when passed, will benefit workers and our entire economy.

Source: AFL-CIO

Public Legal Notices

UC SAN FRANCISCO MEDICAL CENTER

ADVERTISEMENT FOR BIDS (AFTER PREQUALIFICATION)

Subject to conditions prescribed by the University of California, San Francisco Medical Center, sealed bids for a CM at Risk contract awarded on the basis of Best Value competitive bidding are invited for the following work:

Ambulatory Care Center (ACC) 5th Floor Heart & Vascular Consolidation

**Project Number 13-782 /
Contract Number: CM0007**

UNIVERSITY OF CALIFORNIA, SAN FRANCISCO

Description of Work: Consolidate the UCSF-Parnassus Heart and Vascular services ambulatory programs into one location on the fifth (5th) floor of the Ambulatory Care Center (ACC) building. The project area is approximately 13,000 square feet. Approximately 10,000 square feet will be completely gutted and rebuilt for the Heart & Vascular Program; the remaining square footage will receive upgrades to finishes. The project includes clinical space comprised of exam rooms and cardiovascular testing and procedure rooms; patient waiting and reception area; academic and administrative offices; and staff support areas. The scope of work includes demolition; modifications to mechanical, electrical, plumbing, fire/life safety and environmental control systems; provision of conduit and cabling for communications connectivity and building controls. Tenant improvements include installation of lighting, casework, fixtures, signage and finishes. The estimated construction cost range for the project is \$4,500,000 to \$5,400,000.

Procedures: Bidding documents will be available to Bidders on **Thursday July 31, 2014 at 10:00 AM** and will be issued from:

UCSF Documents, Media & Mail (UCSF-DMM)
1855 Folsom Street, Room 135
San Francisco, CA 94103
Contact Persons: Ben La (415) 476-5030 (9AM – 5PM)
Customer Service Line (415) 476-2054 (before & after working hours)
Fax No. (415) 476-8278

Bidding Documents can be viewed and may be ordered on line at the following website address:

<http://www.ucsfplans.com/>
Click “UCSF Medical Center” link

(The parking lot and facility entrance can be accessed from 15th Street. There is a 15-minute Green Zone free parking available at this location for order pick-ups).

Only prequalified bidders will be allowed to submit a Bid on this project. The following bidders have been prequalified to bid on this project:

CM/Contractors

Dome Construction Corporation
Herrero Builders, Inc.
Level 10 Construction
XL Construction Corporation

Sealed envelopes containing the Bid Form(s) and the Bid Bond for CM at Risk Best Value, will not be accepted after 2:00 p.m., Thursday August 21, 2014.

Bid Form submittals will be opened/reviewed on **Thursday August 21, 2014, at 2:05 pm** for the sole purpose of determining the number and timeliness of bids and to announce the identity of all bids.

The Best Value Evaluation Questionnaire submittal will be received at 2:00 p.m. on **Thursday August 21, 2014**, at Office of Design and Construction, University of California, San Francisco Medical Center, 3333 California Street, Suite 115, San Francisco, CA 94118. Phone: (415) 885-7257. Sealed envelopes/receptacles containing the Best Value Evaluation Questionnaire submittal will not be accepted after 2:00 p.m.

on **Thursday August 21, 2014.**

Bidders will be notified via facsimile at least 24 hours in advance, after the scoring of the Best Value Evaluation Questionnaire has been completed, of the date, time and location of the Bid opening. At that time the University will present Best Value Evaluation Questionnaire score summary and conduct a bid opening to determine the successful bidder.

Prior to the Bid Deadline and after bid opening, the University may establish a new Bid Deadline no earlier than 24 hours from the prior Bid Deadline, if no material changes are made to the bidding documents, and no earlier than 72 hours if material changes are made. In such event the University will, at a minimum, notify all persons or entities known by the University to have received a complete set of Bidding Documents and who has provided a street address and/or facsimile number for receipt of any written pre-bid communications.

MANDATORY PRE-BID/CLARIFICATION MEETING:

A mandatory pre-bid/clarification meeting will be conducted on **Thursday August 7, 2014**, beginning promptly at **8:30 AM**. Only those bidders who participate in the pre-bid/clarification meeting, in its entirety, will be allowed to bid on the project. Participants must arrive at or before **8:30 AM**. Persons arriving later than **8:30 AM** will not be allowed to participate in the pre-bid/clarification meeting. Participants shall meet at **Ambulatory Care Center (ACC), 5th Floor Lobby, 400 Parnassus Ave, San Francisco, CA**. Bidders shall come prepared with questions concerning needed clarifications and shall only send their project manager, superintendent, or other construction professional intended to work on the project to attend this meeting. For further information, contact the University’s Representative, **Carol Shea, at (415) 353-4089**.

Bid Security in the amount of 10% of the Anticipated Contract Amount shall accompany each Bid. The surety issuing the Bid Bond shall be, on the Bid Deadline, an admitted surety insurer (as defined in California Code of Civil Procedure Section 995.120).

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy.

The lowest responsible bidder will be selected on the basis of the best value to the University.

The objective criteria and methodology used to determine Best Value are described in the Bidding Documents. The best value to the University is the selection resulting in the best combination of price and qualifications.

The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage rates at the location of the work. The work described in the contract is a public work subject to section 1771 of the California Labor Code.

The successful Bidder will be required to have the following California current and active contractor’s license at the time of submission of the Bid:

License Classification: GENERAL BUILDING CONTRACTOR

License Code: B

ANTICIPATED CONTRACT VALUE: \$4,500,000

MAXIMUM ANTICIPATED CONTRACT VALUE: \$5,400,000

THE REGENTS OF THE UNIVERSITY
OF CALIFORNIA
University of California,
San Francisco Medical Center
July, 2014

Bay Bridge Construction Problems

■ Continued from page 3

His committee will discuss the report at an Aug. 5 hearing. New witnesses will corroborate earlier testimony about the welding problems and issues with the concrete foundation of the span’s iconic tower, originally reported by The Bee in 2011, DeSaulnier said.

He said some expected testimony is “quite disturbing.”

The hearing will cap years of investigations by The Bee and others into construction lapses and apparent management malfeasance of the \$6.5 billion bridge, which opened last fall.

DeSaulnier also called for a comprehensive review of the new span’s known and possible defects by experts not biased by previous affiliations with the project, and an examination of the adequacy of oversight by the Federal Highway Administration.

The California Highway Patrol is also investigating how Caltrans and its contractors handled weld cracks produced by the Chinese fabricator.

Asked if he foresaw the need for a criminal probe, Caltrans Director Malcolm Dougherty deferred to the CHP, which does not discuss pending investigations.

“I don’t have any indication that (a criminal investigation will be launched). But I would rely on CHP’s input,” Dougherty said.

Dougherty has not been interviewed by the CHP or involved in conversations that Caltrans employees have had with investigators.

He said the span has been the subject of many reviews already and that Caltrans would embrace further oversight. Dougherty said he looks forward to the Senate hearing “as an opportunity to talk about why our confidence is so high” in the safety of the bridge, and to reflect on lessons learned.

Steve Heminger, executive director of the Metropolitan Transportation Commission and chairman of the oversight committee for Bay Bridge construction, recently said that some independent experts have “let perfect be the enemy of the good.” He and Caltrans say that the bridge is solid and will last 150 years. He declined to be interviewed for this story.

After years of delays and \$5 billion in costs beyond the initial estimate, DeSaulnier said, neither he nor the public can passively accept such reassurances.

“We don’t know what we got for that -- how much it will cost to maintain the bridge and what will happen when there’s another (major earthquake),” he said. “That’s three strikes to me. It’s a long way from perfection.”

DeSaulnier said officials have shown “indifference at the best, and at the worst, disdain, for the people who pay for the bridge” via taxes, and tolls that have risen sixfold since 1997.

Controversial history

The Aug. 5 hearing at the Capitol will follow nearly three years of reports by The Bee, and more recent work by the San Francisco Chronicle and the Senate, about managerial and manufacturing breakdowns, and lowered standards on the new eastern span, a lifeline structure regarded as essential to recovery from a large quake.

After a small section of the old eastern span collapsed during the 1989 Loma Prieta earthquake, killing one motorist, officials decided to replace the bridge for an originally estimated \$1.3 billion, rather than use a relatively inexpensive retrofit.

Transportation officials have blamed more than \$400 million of cost overruns on disputes between public officials, which led to years of delay. Gov. Jerry Brown was among the public officials who delayed the process when, as mayor of Oakland, he pressed for an architecturally interesting but costly suspension span.



State Sen. Mark DeSaulnier, D- Concord

“It’s important that we get the best. There is a mediocre mindset in the driver’s seat in the East Bay, and that has to be changed,” Brown said in 1998, according to the doctoral dissertation of UC Berkeley transportation expert Karen T. Frick.

Brown, former San Francisco Mayor Willie Brown and others also dragged out the process by advocating for a passenger rail line on the new span, and for placing it to the south of the old bridge, in part to boost development on Yerba Buena Island and Treasure Island. A northern alignment ultimately was selected.

The Metropolitan Transportation Commission chose a unique, self-anchored suspension design connected to a skyway viaduct. Construction on the complex span finally began in 2002, and its price tag steadily escalated to \$6.5 billion, making it the most costly public works project in state history. The bridge opened to traffic last Labor Day weekend, but it remains a work in progress, currently scheduled for completion at the end of the year.

Its opening did not end revelations about structural defects that have sparked doubts about the span’s seismic safety and overall durability. Numerous independent experts in relevant engineering fields have said the most serious remaining issues include:

- Misaligned and cracked welds in the suspension span roadway that could lead to deck fractures.
- Concrete in the tower foundation that tests showed as “very poor” or “not fully set.”
- Anchor rods of suspect reliability on the suspension span.
- Corrosion of internal tendons that support the skyway.
- Leaks in the suspension span roadway deck that are partly responsible for corrosion of the main cable and its anchor rods -- many of which also are improperly off-center through holes in the wall that secures them to the bridge.

With the possible exception of the anchor rods -- which required a partial retrofit and are the subject of protracted testing -- Caltrans officials say that none of these defects or concerns represents a significant problem.

You can read the full article here:

<http://sbeinc.com/cms.cfm?fuseaction=news.detail&articleID=784&pageId=25>

Source: California Legislature

\$500 Million Transportation Infrastructure Bond

Better Roads



Good road conditions are essential for everyone who travels in San Francisco, whether in a car, on Muni, walking or by bike. Transportation 2030 will provide a long-term, dependable funding source for safer and smoother streets citywide.

Improved Transit



Hundreds of thousands of people use Muni every day, but after years of underinvestment, Muni is often slow, crowded and unreliable. Transportation 2030 will make Muni faster, less crowded and more reliable by adding new vehicles, speeding up transit lines, and more.

Safer Streets



In San Francisco, most of our trips involve walking at some point, and we should all feel safe on foot, on a bicycle, in a wheelchair or with a stroller. Transportation 2030 will make city streets safer for everyone by investing in improvements that better organize and enhance our walkways and roads.

Continued from page 1

limit here on Sunset Boulevard bring us closer to reaching our Vision Zero goal of zero traffic fatalities in San Francisco by 2024.”

“San Francisco streets are showing real improvements, from better street paving to engineering measures that make our streets safer, but more is needed,” said Supervisor Tang. “Our office has advocated for these improvements on Sunset Boulevard after receiving extensive feedback from the community regarding the safety of our streets. Our city needs to continue to support smart investments into our City’s aging transportation infrastructure to ensure safety and keep up with growth.”

Key investments planned for the \$500 million general obligation bond include:

- Muni Forward Rapid Network Capital Projects and other transit improvement projects: \$230 million
- Transit stop accessibility improvements: \$30 million
- Muni maintenance facility upgrades: \$70 million
- Pedestrian safety enhancements: \$68 million
- Traffic signal replacement: \$22 million

- “Complete Streets” projects, including new or enhanced bikeways: \$52 million

The transportation bond will not raise property tax rates, and would include citizen oversight and regular audits to assure accountability and transparency. The bond measure will be on the November 4, 2014 ballot. To pass in November, the general obligation bond requires a 2/3 majority vote by San Francisco voters. To learn more about the November 2014 transportation bond, go to: <http://sftransportation2030.com/>.

The \$500 million general obligation bond is one of several recommendations of the SF 2030 Transportation Task Force, which Mayor Lee convened last year to examine San Francisco’s transportation infrastructure needs and prepare for the City’s future. The Task Force found that to meet current need and future demand the city requires a \$10 billion investment in transportation infrastructure through 2030. The City has identified \$3.7 billion in funding, leaving a \$6.3 billion funding gap over the next 15 years. For the final recommendations of the Mayor’s SF 2030 Transportation Task Force, go to: www.sf-planning.org/index.aspx?page=3427.

The new traffic signals on Sunset Boulevard and Yorba Street replace a push-button activated flashing yellow beacon system that warned drivers when a pedestrian was crossing. The new signals,

which include pedestrian countdown signals, will still work with pedestrian push buttons but will instead show the conventional red, yellow and green signal indications. Work on the signal installation was expedited in February 2014, closely following previous traffic signal and pedestrian countdown signal work completed at other Sunset Boulevard intersections such as Kirkham, Lawton, Pacheco, Rivera, Santiago, Ulloa and Vicente Streets.

Since 2012, the SFMTA has invested approximately \$3.3 million in safety improvements for people walking on Sunset Boulevard. Using a combination of Proposition K local funds administered by the San Francisco County Transportation Authority, as well as federal dollars, the Agency has installed traffic signals at five Sunset Boulevard intersections and implemented pedestrian countdown signals at another six Sunset Boulevard intersections. The Department of Public Works provided design and construction engineering services for this series of improvements.

People walking are among the most vulnerable road users, accounting for half of all San Francisco traffic fatalities. On average, 100 people are severely injured or killed in traffic collisions every year in San Francisco.

In addition to ongoing efforts to improve safety by implementing traffic control devices such as traffic signals, the SFMTA has also been focused

on lowering speed limits on streets that experience speeding. Today, Sunset Boulevard joins a list of 10 other city streets where the speed limit has been reduced since 2012 and in 2011, San Francisco lowered the speed limit to 15 miles per hour on one-lane streets near all San Francisco schools.

Other streets that have seen recent speed reductions include Howard Street between the Embarcadero and South Van Ness, John Muir Drive between Lake Merced Boulevard and Skyline Boulevard and the Broadway Tunnel. The SFMTA regularly reviews existing speed limits and makes adjustments if warranted. These efforts follow-up a major SFMTA initiative in 2012 where the agency implemented new 15 MPH speed zones around 181 public and private schools in San Francisco, installing 803 new speed limit signs citywide.

High traffic speeds are the strongest predictor of whether people are seriously injured or killed when hit by a car; seniors are also more vulnerable to more serious injury. On average, if hit by a vehicle travelling at 40 MPH, 50 percent of people will die compared to only 10 percent at 25 MPH.

The new traffic signals and speed reduction on Sunset Boulevard is also among the SFMTA’s

Continued on page 9

California Clears Path for Funding To Get High-Speed Rail Back on Track

Continued from page 1

project.” McCarthy said the project will strain the budget, disrupt local communities and hurt taxpayers.

AECOM acknowledged Congress’ unwillingness to provide additional funding on the project since California high-speed rail development received grants from the American Recovery and Reinvestment Act of 2008. “It slowed things down,” Polechronis says.

With political, legal and financial risks looming, contractors nevertheless consider the continuous stream of cap-and-trade funding very good insurance against risking their own capital to help build the high speed line. “It underscores the attractiveness of a public works project not subject to annual funding appropriation requirements,” Polechronis says. “Going from government to government frightens us away. When there is a 20-year agreement, then you feel that there is a real partnership from the public sector.”

Partnership is key as major contracts awarded on this project will surely be structured as P3 contracts, Polechronis says. Many designers, engineers and contractors will assume partnering roles through a series of manageable contracts, he adds, which may represent a delicate task as interface risks are introduced. “Delivery, operation, integration, resource and stakeholder management will be major risks,” Polechronis says. “From a technical standpoint, the next project to be bid is a big dirt job.”

Ultimately, contractors’ recent expression of commitment not only to build but also to invest proves high-speed rail is viable in California, Alley says. “The long-term revenue stream really revitalized interest from the public sector and more contractors have been coming forward in support of the project, contractors with experience in high speed rail. ... We know it can be done,” she says. “This is the first high-speed rail corridor in the United States, but it’s not the first in the world.”

Source: <http://enr.construction.com>

Women Flexing Their Economic Muscle

Continued from page 2

Geographic Trends

The states with the fastest growth in the number of women-owned firms between 1997 and 2014 are:

- 1. Georgia (118%)
- 2. Texas (98%)
- 3. North Carolina (91%)
- 4. Nevada (91%)
- 5. Mississippi (81%)

The states with the lowest growth in the number of women-owned businesses between 1997 and 2014 are:

- 47. Vermont (30%)
- 48. Kansas (30%)
- 49. Iowa (23%)
- 50. West Virginia (23%)
- 51. Alaska (11%)

The states with the highest combined economic clout for women-owned firms – a measurement averaging the rankings in growth in number, revenues and employment of women-owned businesses from 1997-2014 are:

- 1. North Dakota
- 2. District of Columbia
- 3. Nevada
- 4. Arizona (tied for fourth)
- 5. Georgia (tied for fourth)

The states with the lowest combined economic clout for women-owned firms – a measurement averaging the rankings in growth in number, revenues and employment of women-owned businesses from 1997-2014 are:

- 46. Kentucky (tied for forty-sixth)
- 46. Wisconsin (tied for forty-sixth)
- 48. Ohio
- 49. Rhode Island
- 50. Vermont
- 51. Iowa

Of the 25 most populous metropolitan areas, the cities with the highest combined economic clout for women-owned firms – a measurement averaging the rankings in growth in number, revenues and employment of women-owned businesses from 2002-2014 are:

- 1. San Antonio, TX
- 2. Atlanta, GA
- 3. Baltimore, MD
- 4. Houston, TX
- 5. Portland, OR

Of the 25 most populous metropolitan areas, the cities with the lowest combined economic clout for women-owned firms – a measurement averaging rankings in growth in number, revenues and employment of women-owned businesses from 2002-2014 are:

- 21. Miami, FL
- 22. Boston, MA

- 23. Pittsburgh, PA
- 25. San Francisco, CA (tied for twenty-fifth)
- 25. St. Louis, MO (tied for twenty-fifth)

Study Methodology

The State of Women-Owned Business Report, commissioned by American Express OPEN, is based on data from the United States Census Bureau, specifically their business census, the Survey of Business Owners (SBO), which is conducted every five years in years ending in 2 and 7. Data from the past three censuses – 1997, 2002 and 2007 – were collated, analyzed and projected forward to 2014 factoring in relative changes in Gross Domestic Product (GDP) not only nationally but also at industry and state levels. State-level GDP changes over the period of analysis are applied to our estimates of change at the metropolitan level. Please note the metropolitan area trends can only be analyzed back as far as the 2002 Economic Census because the boundaries of metropolitan areas were changed after Census 2000.

This report was prepared for American Express OPEN by Womenable, a research, program and policy development consultancy whose mission is to improve the environment for women-owned businesses worldwide. Womenable pursues this mission by working with the stewards of women's entrepreneurship around the world – policy makers, multilateral organizations, corporate decision makers, entrepreneurial support organizations and the women's business community – to evaluate, implement and improve policies and programs to support women's enterprise development. Learn more at www.womenable.com.

Source: © 2014 American Express Company

\$500 Million Transportation

Continued from page 8

24 Vision Zero projects which will be implemented by January 2016. Since April 2014, the SFMTA has completed four Vision Zero projects, including bicycle safety improvements at the intersection of Market St., Duboce Ave. and Buchanan St., signal timing improvements on Fulton Street from Laguna to Steiner streets, and pedestrian safety improvements at 6th and Howard streets.

“Sunset Boulevard is among the six percent of streets that account for more than 60 percent of the City's severe and fatal traffic injuries. We have been working hard to change that statistic by increasing safety for people who walk on this street,” said SFMTA Director of Transportation Ed Reiskin. “Everyone walks at some point. These new signals and lower speed limit, coupled with all the other recent improvements made on this corridor, will make Sunset Boulevard a better, safer walking environment for the Sunset District's communities.”

Total project cost for the new signals at Sunset and Yorba was \$266,000, including contract cost, design, construction and coordination. Total cost for the speed limit reduction was \$5,000 for engineering work, procurement and installation. The SFMTA is also continuing work to install traffic signals at the Sunset Boulevard intersections of Moraga and Wawona by the end of 2015.

Source: City and County of San Francisco

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Public Legal Notices

UNIVERSITY OF CALIFORNIA
SAN DIEGO

ADVERTISEMENT FOR
PREQUALIFICATION OF CONTRACTOR
(NO SUBCONTRACTOR BIDS REQUESTED
AT THIS TIME)

Subject to conditions prescribed by the undersigned, Prequalification Questionnaires from Contractors licensed as follows:

C10 ELECTRICAL CONTRACTOR

are invited for the following work:

3EPDB DISTRIBUTION BOARD
REPLACEMENT
UCSD MEDICAL CENTER - HILLCREST
UNIVERSITY OF CALIFORNIA, SAN DIEGO
Project No. 4821/A4S-019/966195
Estimated Construction Cost: \$350,000

PROJECT DESCRIPTION:

Replace and relocate Emergency Distribution Board 3EPDB; replace motor starter for Exhaust Fan SF-8; and install new Panelboard 3EPB. Estimated project duration is 90 calendar days.

The University seeks Contractors with demonstrated experience in electrical renovations to Hospitals and Medical Centers. Specific experience requirements include but are not limited to: work within a hospital with limited staging area; work within an operational facility; renovations/upgrades to existing outdated spaces; replacement of distribution board; replacement of electrical equipment for OSHPD project.

The Contractor shall have demonstrated annual business revenue of at least \$3,000,000 for each and every one of the last five (5) consecutive years. The Contractor must have demonstrated experience on a minimum of three (3) and a maximum of (5) comparable projects with the Contractor providing services as Prime and Electrical Contractor within the last ten (10) years. Projects should have possessed the following construction challenges: urban site work with limited construction and staging areas; repair of buildings requiring proactive and innovative solutions due to noise, dust, and pedestrian traffic while building is occupied and research is ongoing; renovations/expansions requiring proactive and innovative solutions due to unknown and/or unforeseen field conditions; project complexity requiring tracking of multiple functions and phases; project complexity requiring critical path construction scheduling to complete on time; complex phasing plan development and execution (to accomplish 24/7 operations of a hospital; coordination with other ongoing projects

To view and download Prequalification Questionnaires go to www.fdc.ucsd.edu. Click on Contracting Opportunities and Work Available for Bid. Open this project and download all prequalification files attached.

Prequalification Questionnaires will be received only at the following address:

FACILITIES DESIGN & CONSTRUCTION
UNIVERSITY OF CALIFORNIA, SAN DIEGO
10280 N. Torrey Pines Road, Ste. 465
Contracts Department (MC 0916)
La Jolla, CA 92037
Attention: Carrie Robb

No Prequalification Questionnaires will be received after 4:00 P.M., TUESDAY, AUGUST 5, 2014.

Confidentiality of the information provided will be respected to the extent permitted by law.

Response to the Prequalification Questionnaire must be submitted on the forms contained within the Prequalification Questionnaire available at the address above.

All information requested in these forms must be provided in order to be considered “responsive” to the requirements of the prequalification. The University contacts: Rosalie Pham, Project Manager, Facilities Design & Construction (858) 534-5343 or Rhonda Mitchell, Contracts Manager, Facilities Design & Construction (858) 822-3126.

A mandatory Prequalification Conference will be conducted on WEDNESDAY, JULY 23, 2014, at 11:00 A.M. at Facilities Design and Construction, 10280 N. Torrey Pines Rd., Ste 466, Large Conference Room, La Jolla, CA 92037. Campus maps can be found at <http://maps.ucsd.edu>.

Attendance at the Prequalification Conference is mandatory for Contractors attempting to become prequalified to bid on this specific project.

Metered parking spaces are available (for up to 2 hours) in the service yard/shuttle stop parking lot and underground parking area of Torrey Pines Center South. Please allow ample time to secure parking. Contractors must be present for the entire conference.

UC San Diego encourages the participation of Small, Disadvantaged, Minority-owned, Women-owned and Service/Disabled Veteran-owned Business Enterprises (S/D/M/W/DVBE’s) and is committed to promote a diverse pool of firms for our building programs. Potential bidders will be required to submit their small business outreach plan to the University as part of the prequalification process.

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy.

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA
July 2014

UNIVERSITY OF CALIFORNIA
SAN DIEGO

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, San Diego, sealed bids for a lump-sum contract are invited for the following work:

SCRIPPS INSTITUTION OF
OCEANOGRAPHY SEAWALL REPAIR
Project No.: P4S-804/1000172340
UNIVERSITY OF CALIFORNIA, SAN DIEGO
DESCRIPTION OF WORK:

Restoration and repair of reinforced and non-reinforced concrete seawall at Scripps Institution of Oceanography. Approximately 1576 linear feet starting at the north end of the wall below Hubbs Hall to the south end at the beach access stairs at Parking Lot P002.

Procedures: Bidding documents will be available after 1:00 p.m. Thursday, July 31, 2014. To order plans and specifications or for a list of planholders go to: <http://mayerplans.mayer.com/ucsd.php>

For additional information go to: www.fdc.ucsd.edu.

Bids will be received only at:

University of California, San Diego
Facilities Design & Construction
10280 N. Torrey Pines Road, Suite 465
La Jolla, CA 92037
Contact: Carrie Robb

Bid Deadline: Sealed bids must be received on or before 2:00 P.M., THURSDAY, AUGUST 14, 2014. The bids will be opened at approximately 2:10 P.M.

MANDATORY PRE-BID CONFERENCE

A MANDATORY Pre-Bid Conference/Job Walk will be conducted on WEDNESDAY, AUGUST 6, 2014, beginning promptly at 8:30 A.M. Only bidders who participate in the Pre-Bid Conference/Job Walk in its entirety will be allowed to bid on the Project as prime contractors.

Participants shall meet at Scripps Institution of Oceanography Admin. Office 8622. A limited number of reserved parking spaces will be available in

UNIVERSITY OF CALIFORNIA
SAN FRANCISCO

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, San Francisco, sealed bids for a lump sum contract are invited for the following Work:

MISSION BAY 17C - 2ND & 3RD FLOOR LAB
LIGHTING REPLACEMENT
Project No.: M2676 / Contract No.: S00448

DESCRIPTION OF WORK:

Lighting and controls replacement in laboratories on the 2nd and 3rd floors of the Helen Diller Building at the UCSF Mission Bay Campus.

BIDDER QUALIFICATIONS: To be eligible for consideration of award, bidders must have the minimum experience set forth in the Supplementary Instructions To Bidders. Bidders must submit qualification documents as via the online Supplier Registration and Sourcing (SRS) system with the Bid Form.

PROCEDURES:

Bidding Documents will be available beginning August 1, 2014 at 10:00AM by requesting via e-mail to RFx@ucsf.edu with the following information: Company name, address, phone and fax nos. Please reference Project No. M2676 in the subject line. You will be sent an email with a link to register with the UC Supplier Registration and Sourcing (SRS) system in order to obtain the bidding document. If already registered in SRS, search by project M2676 to obtain bidding documents.

Bidders must attend a mandatory pre-bid conference at 9:00 AM, August 7, 2014. For details, see <http://www.cpfm.ucsf.edu/contracts/index.htm>

parking lot P002. Prospective bidders are encouraged to carpool as parking is difficult and permits are enforced. There is some on-street parking on La Jolla Shores Dr. and El Paseo Grande. For directions to the Pre-Bid Conference/Job Walk contact Steve Wilson, Senior Project Manager, 858.822.2805. UC San Diego maps can be found at <http://maps.ucsd.edu>.

Bid Security in the amount of ten percent (10%) of the Lump Sum Base Bid, excluding alternates, shall accompany each Bid. The Surety issuing the Bid Bond shall be, on the Bid Deadline, listed in the latest published State of California, Department of Insurance, list of Insurers Admitted to Transact Surety Insurance in This State.

The successful Bidder will be required to have the following California current and active contractor’s license at the time of submission of the Bid: General Engineering Contractor, A.

UC San Diego encourages the participation of Small, Disadvantaged, Minority-owned, Women-owned and Service/Disabled Veteran-owned Business Enterprises (S/D/M/W/DVBE’s) and is committed to promote a diverse pool of firms for our building programs.

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

Estimated construction cost: \$350,000

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA
University of California, San Diego
July 2014

(Use the same website above to view complete Advertisement for Bids - Project Bidding Information).

Sealed bids must be received on or before 3:00 PM, August 22, 2014 using the UC SRS system accessible through <https://suppliers.scquest.com/UCOP/>. Bids will be opened at 3:05 PM at Minnesota St. Finance Service Center, University of California, Can Francisco, 654 Minnesota Street, 2nd Floor, San Francisco, CA 94107. Phone: (415) 476-5343.

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

The successful Bidder will be required to have the following California current and active contractor’s license at the time of submission of the Bid:

LICENSE CLASSIFICATION:
Electrical Contractor

LICENSE CODE: C10

ESTIMATED CONSTRUCTION COST:
\$200,000 - \$225,000

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA
University of California, San Francisco
August, 2014

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- Metropolitan Water District of Southern California
- Oakland USD
- Palos Verdes Peninsula USD
- San Jose State University
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- Santa Clara Valley Water District
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- Southern California Regional Rail Authority
- Tri Delta Transit
- UC Santa Cruz
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- UC Davis Medical Center
- UC Irvine Design & Const Services
- UC San Francisco CPM
- UC San Francisco Medical Center
- UCLA
- ...and many more!

Public Legal Notices



CITY & COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

Contract No. 0227F
(ID No. OCF14125)
LANDSCAPING AND
TREE MAINTENANCE VARIOUS
LOCATIONS CONTRACT - 1

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on August 13, 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, 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 to be done under this contract is for landscaping and tree maintenance work and will be issued by work orders for various locations in San Francisco. The Work is to furnish and install trees; provide a 3-year long term plant establishment period for all newly planted trees; tree maintenance and pruning of existing trees; tree removal; stump grinding; emergency tree services; and related tree maintenance work. The City will issue separate Work Orders which is to be the subject of work under this Contract. The time allowed for completion is 1,825 consecutive calendar days. The Project estimate is approximately \$700,000. For more information, contact the Project Manager, **Carla Short** at (415) 554-5349.

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 basis. Progressive payments will be made.

Bid discounts may be applied as per SFAC Chapter 14B. Subcontracting goal is **15% LBE**.

Call Romulus Asenloo at (415) 581-2320 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 July 31, 2014 at 10:00 a.m., Main Conference Room, 5th fl, 30 Van Ness Ave., S.F.,CA.

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 or C-27” 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 Section 00 73 30 of the Project Manual for more information.

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

7/31/14
CNS-2647963#
SMALL BUSINESS EXCHANGE



CITY & COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

Contract No. 7371A
(ID No. FCA14116)
BAYVIEW OPERA HOUSE RENOVATION

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on August 20, 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 4705 Third St., S.F. and consists of hardscape and landscape improvements, ADA walkways and curb ramps, enhancement of site lighting, replacement of existing outdoor stage and seating, accessible upgrades of the main entrance, two restrooms and the stage, mechanical ventilation upgrade and all other related work in accordance with the specifications and drawings. The time allowed for completion is 180 consecutive calendar days. The Architect’s estimate is approximately \$1,900,000. For more information, contact the Project Manager, Oscar Gee at 415-558-4582.

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 **25% LBE**. Call Selormey Dzikunu at 415-558-4059 for details. In accordance with SFAC Chapter 14B re-

quirements, 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 **August 7, 2014 at 3:30 p.m.** in the Community Room at Bayview Library, 5075 3rd St., S.F.

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.

7/31/14
CNS-2647975#
SMALL BUSINESS EXCHANGE



CITY & COUNTY OF SAN FRANCISCO
DEPARTMENT OF PUBLIC WORKS

Contract No. 3216V
(ID No. FCP14136)
NORTH BEACH/JOE DIMAGGIO
PLAYGROUND RENOVATION

Sealed bids will be received at 1155 Market Street, 4th Floor, San Francisco, California 94103 until **2:30 p.m. on 08/27/2014**, 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 Joe Di Maggio Playground, Lombard and Mason in S.F. and consists of site improvements with demolition, hazmat abatement, grading; drainage; soil improvement; utility work; structural concrete work; paving; new hard surface courts; new playground: chain link fencing; planting and irrigation. The time allowed for completion is 300 consecutive calendar days. The Architect’s estimate is approximately \$4,000,000. For more information, contact the Project Manager, Cara Ruppert at 415-581-2547.

This Project shall incorporate the required partnering elements for Partnering Level 1. Refer to Sec. 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 **22% LBE**. Call Finbarr Jewell at 415-554-8360 for details. In accordance with SFAC Chapter 14B requirements, all bidders, except those who meet the exception noted below, shall submit document-

ed 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 August 14, 2014 at 9:30 a.m in the Main Conference Room, 30 Van Ness Ave., 5th Floor, S.F.

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 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 General Manager of the Recreation and Park Dept. recommends the contract for award, and the

Recreation and Park Commission then adopts a resolution awarding the Contract. 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 Section 00 73 30 of the Project Manual for more information.

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

7/31/14
CNS-2650852#
SMALL BUSINESS EXCHANGE

Public Legal Notices

UNIVERSITY OF CALIFORNIA SANTA CRUZ

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, Santa Cruz, sealed bids for a lump-sum contract are invited for the following work:

**Project Name: 2300 Delaware Elevators
No. 72 and 73 Modernization
Project Number: 10635.**

Description of Work: Elevator modifications required to modernize both the passenger and freight elevators at 2300 Delaware Ave.

This work includes, but is not limited to, the following:

1. Selective demolition of existing elevators but not including existing shaft rails and cab frames.
2. New elevator controls and machinery
3. Modifications to existing electrical power & fire alarm systems as required by or to accommodate the elevator remodeling work

4. Doorway modifications at freight elevator machine room.

Scope of work does not include:

1. Path of travel upgrades
2. General building electrical power & fire alarm system alterations
3. Exterior landscape work.

Procedures: Bidding documents will be available at 1:00, Wednesday, August 20, 2014, at ucscplanroom.com for review and free download.

Bidders must attend a **mandatory** pre-bid conference at **Thursday, August 21, 2014 at 2:00 PM** in the PP&C Conference Room.

Bids will be received only at: PHYSICAL PLANNING AND CONSTRUCTION, CONTRACTS OFFICE, UNIVERSITY OF CALIFORNIA, SANTA CRUZ, 1156 HIGH STREET, SANTA CRUZ, CA 95064, Bid Deadline: **Sealed bids must be received on or before 3:00 PM, TUESDAY, SEPTEMBER 9, 2014.**

The successful Bidder will be required to have the following California current and active contractor's license at the time of submission of the Bid: **GENERAL BUILDING CONTRACTOR - B,**

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

Estimated construction cost: \$300,000.

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



CALIFORNIA LOTTERY Invitation for Bid (IFB) #50021 Security Guard Service

The California Lottery (Lottery) is releasing Invitation for Bid (IFB) #50021 to invite qualified firms to provide continuous, unarmed uniformed security guard services at Lottery facilities and on an as-needed basis at special events at various locations throughout California.

The IFB is available to download exclusively on the Lottery website at www.calottery.com under "Vendor Opportunities". The Lottery will not distribute paper copies of the IFB.

GONZALES ARCHITECTS

**Williams Building
Office and Dorm Interior Tenant
and Access Improvements
Edgewood Center, 1801 Vicente Street,
San Francisco, CA 94116**

Edgewood will accept sealed bids for a construction contract to furnish all labor, materials and related costs for interior alterations and exterior site improvements at 1801 Vicente Street, San Francisco to an existing first floor children's restroom, the addition of a new first floor accessible client restroom, and minor alterations to improve accessibility at the existing front entry and legalize existing ground floor partitions, doors and spaces. Work shall include minor demolition, plumbing, fire sprinkler and electrical work. Bid packages may be reviewed online as noted herein, or upon email request for a PDF set.

Bids are due at 1801 Vicente Street, San Francisco, CA 94116 at or before 2:00 P.M. on August 12, 2014. Bidder's attention is called to requirements relating Federal Labor Standards, and federal Affirmative Action/Equal Employment Opportunity. Rights are reserved to reject any or all bids.

Job-walk

A mandatory job walk is scheduled for 2:00 – 3:30 PM, Tuesday, July 29, 2014, at Edgewood Center, 1801 Vicente Street, San Francisco, CA. An additional walk-through may be scheduled prior to the bid due date for interested bidders that could not attend.

Construction Documents and Specifications prepared and assembled by Gonzales Architects, Architect of Record, will be available for viewing at the job walk. This is an opportunity to review the conditions, and ask any questions that you have regarding the scope. These documents can also be downloaded at this Dropbox link: TBD.

Questions concerning the work can be directed to:

Gonzales Architects—
Irving Gonzales AIA | CGBP, Principal;
(415) 776-8065 Ext. 1#, or

Jennifer Wichtowski LEED AP,
Project Manager; (415) 776-8065 Ext. 2#
67A Water Street, San Francisco, CA 94113

Emails: irving@gonzalesarchitects.com,
jennifer@gonzalesarchitects.com

Questions during Bid

The cut-off for submittal of written questions via email during bid is **Noon, Tuesday, August 05, 2014**. Written responses to all registered bidders will be provided within 48 hours thereafter.

Please send your questions in writing to the architect via email. The architect will respond to all questions and copy all contractors with an Addendum Letter. Make note of receipt on the Bid Form of any Addendum Letters issued by the Architect.

Schedule

All work is to be completed within 90 calendar days from the Notice-to-Proceed. The work is to be performed uninterrupted until completed; there is no phasing of the work.

General

The contractor is responsible for all labor, materials, connections, transportation, equipment, training, and any other items to complete the work. The contractor is responsible for all measurements and quantities of materials to accomplish this work.

Toilet facilities; the contractor is to make arrangements for toilet facilities.

Prevailing wage is required for this work.

1. Edgewood requires certified copies of the payroll from the contractors and all subcontractors.

2. Please sign the Prevailing Wage Disclosure attached to the Bid Form.

3. All subcontractors are to sign the Prevailing Wage Disclosure and attach to the Bid Form

Permit

The Owner shall obtain the general building permit. The Contractor shall obtain all other required permits for this work; the EDGEWOOD will reimburse the contractor for the cost of such permit(s).

Insurance

The contractor will be required to provide a **Certificate of Insurance** listing the "Edgewood Center for Children and Families: as additional insured. General Property and liability coverage for \$1 million for each occurrence, \$1 million general aggregate.

The contractor will be required to provide a **Certificate of Insurance** for Workers Compensation Insurance. Coverage for \$1 million each accident; \$1 million for death -each employee.

MSDS Sheets

Prior to beginning the work, the contractor will provide the owner the **Material Safety Data Sheets** (MSDS) for all products used on this project.

Application for Payment

Use the AIA G703 format or similar Application for Payment form utilizing the Schedule of Values included in the Bid Form.

Application for progress payment, attach the following to each Application for Payment

- Conditional Waiver and Release with the Application for Payment. For final payment: include the Unconditional Waiver and Release with the application for payment.

- Attached certified payroll for all contractors and subcontractors to the Application for Payment.

- Attach schedule of values, indicating the percent completion for each line item.

Retention

There is a 10% retention held with each application for payment. EDGEWOOD will pay the retention within 45 days following the acceptance of the work as complete following the filing of the Final Notice of Completion with the County of San Francisco.

Bid Form

Please use the Bid Form that will be included with the documents to be handed out at the job walk.

On the Bid Form, stipulate the warranty period for workmanship, 1 year or more if applicable. Please stipulate the warranty period for the materials.

Material Providers and Subcontractors

List all material providers, contractors and subcontractors that will be providing materials or providing services. These shall not change without prior notice to the Owner and Architect.

Prevailing Wage Disclosure for all contractors and subcontractors

4. Sign the Prevailing Wage Disclosure attached to the Bid Form.

5. All contractors and all subcontractors are to sign the Prevailing Wage Disclosure and attach the signed Prevailing Wage Disclosures to the Bid Form.

Schedule of Values

Attach your Schedule of Values to the Bid Form; follow the format and listing shown on the Bid Form; supplement as necessary.

Base Bid

Base Bid per plans and specifications available for review at the job walk, and available digitally in PDF upon request.

ADDENDUMS

On your bid form, make note of the receipt of any addendum issued on the project.

07/24/2014

Attachments:

- As noted in the Bid Form, if any.

7/31/14

CNS-2649311#

SMALL BUSINESS EXCHANGE

Visit SBE Website www.sbeinc.com



SMALL BUSINESS EXCHANGE

Fictitious Business Name

<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359318-00</div><div>Fictitious Business Name(s): Dependent I.C. Address 1070 Filbert Street, San Francisco, CA 94133 Full Name of Registrant #1 Erik B. Schiller Address of Registrant #1 1070 Filbert Street, San Francisco, CA 94133 This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 7/1/2014 Signed: Erik Schiller This statement was filed with the County Clerk of San Francisco County on 7/9/2014 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: Maribel Jaldon Deputy County Clerk 7/9/2014 7/17/14 + 7/24/14 + 7/31/14 + 8/7/14</div></div>	<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359319-00</div><div>Fictitious Business Name(s): Erimi Limo Services Address 670 Larch Way, San Francisco, CA 94115 Full Name of Registrant #1 Chinonye Uzoma Address of Registrant #1 670 Larch Way, San Francisco, CA 94115 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: Chinonye Uzoma This statement was filed with the County Clerk of San Francisco County on 7/9/2014. 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 7/9/2014 7/17/14 + 7/24/14 + 7/31/14 + 8/7/14</div></div>	<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359297-00</div><div>Fictitious Business Name(s): 1.) Local Futures 2.) International Society For Ecology and Culture Address 2017 Mission Street 2nd Floor, San Francisco, CA 94110 Full Name of Registrant #1 International Society For Ecology and Culture (CA) Address of Registrant #1 2017 Mission Street 2nd Floor, San Francisco, CA 94110 This business is conducted by A Corporation. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on7/1/2014 Signed: Victoria Clarke This statement was filed with the County Clerk of San Francisco County on 7/8/2014 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 7/8/2014 7/10/14 + 7/17/14 + 7/24/14 + 7/31/14</div></div>	<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359234-00</div><div>Fictitious Business Name(s): Sara Ibanez Marin Interior Design Address 3344 16th Street, San Francisco, CA 94114 Full Name of Registrant #1 Sara Ibanez Marin Address of Registrant #1 3344 16th Street, San Francisco, CA 94114 This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 3/7/2014 Signed: Sara Ibanez Marin This statement was filed with the County Clerk of San Francisco County on 7/3/2014 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: Jeanette Yu Deputy County Clerk 7/3/2014 7/10/14 + 7/17/14 + 7/24/14 + 7/31/14</div></div>	<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359420-00</div><div>Fictitious Business Name(s): Tibet Styles Address 1667 Haight Street #204, San Francisco, CA 94117 Full Name of Registrant #1 Ugyen Dolma Address of Registrant #1 1667 Haight Street #204, San Francisco, CA 94117 This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 7/15/2014 Signed: Ugyen Dolma This statement was filed with the County Clerk of San Francisco County on 7/15/2014. 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 7/15/2014 7/17/14 + 7/24/14 + 7/31/14 + 8/7/14</div></div>	<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359490-00</div><div>Fictitious Business Name(s): UAA Group Address 2705 Gamble CT, Hayward, CA 94542 Full Name of Registrant #1 Mouhamet Dia Address of Registrant #1 2705 Gamble CT, Hayward, CA 94542 This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on 7/18/2014 Signed: Mouhamet Dia This statement was filed with the County Clerk of San Francisco County on 7/18/2014. 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 7/18/2014 7/24/14 + 7/31/14 + 8/7/14 + 8/14/14</div></div>
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<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0359421-00</div><div>Fictitious Business Name(s): Yuzu Bodywork Address 435 Dolores Street, San Francisco, CA 94110 Full Name of Registrant #1 Naoko Katakami-Koch Address of Registrant #1 435 Dolores Street, San Francisco, CA 94110 This business is conducted by An Individual. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on N/A Signed: Naoko Katakami-Koch This statement was filed with the County Clerk of San Francisco County on 7/15/2014. 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 7/15/2014 7/17/14 + 7/24/14 + 7/31/14 + 8/7/14</div></div>
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<div><div>FICTITIOUS BUSINESS NAME STATEMENT</div><div>File No. A-0358575-00</div><div>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 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 Signed: Greg Hulcher This statement was filed with the County Clerk of San Francisco County on 5/28/2014. 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: Jeanette Yu Deputy County Clerk 5/28/2014 6/26/14 + 7/03/14 + 7/10/14 + 7/17/14</div></div>
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ORDER FOR PUBLICATION OF SUMMONS

ORDER FOR PUBLICATION OF SUMMONS

Case No. FDI-14-781824

Name: Huanxian Yee
Address: 874 Washington Street, #315
City, State, Zip Code: San Francisco, CA 94108
Telephone Number: 415-315-8804

Superior Court of California
County of San Francisco
400 McAllister Street, San Francisco, CA 94102

Petitioner: Huanxian Yee
Respondent: Xiaoci Tan

Upon reading and filing evidence consisting of a declaration as provided in Section 415.50 CCP by Petitioner **Huanxian Yee**, and it satisfactorily appearing therefrom that the respondent **Xiaoci Tan**, cannot be served with reasonable diligence in any other manner specified in Article 3, Chapter 4, Title 5 of the Code of Civil Procedure, and it also appearing from the verified complaint

or amended petition that a good cause of action exists in this action in favor of the Petitioner, therein and against the Respondent, and that said Respondent **Xiaoci Tan**, is a necessary and proper party to the action

NOW, on motion of **Huanxian Yee**, Pro Per Petitioner, **IT IS ORDERED** that the service of said Amended summons in this action be made upon said Respondent by publication thereof in **Small Business Exchange** a newspaper of general circulation published at **San Francisco, California**, hereby designated as the newspaper most likely to give notice to said Responded; that said publication be made at least once a week for four successive weeks.


IT IS FURTHER ORDERED that a copy of said Amended summons or citation and of said complaint or Amended petition in this action be forthwith deposited in the United States Post Office, Post-paid, directed to said Respondent, if her address is ascertained before expiration of the time prescribed for the publication of this summons and a declaration of this mailing or of the fact that the address was not ascertained be filed at the expiration of the time prescribed for the publication.

On the fourth week of publication, 28 days after the first publication is made, the Court shall acquire jurisdiction over said defendant, respondent, or citee.

Date: July 15, 2014
Anne-Christine Massullo
Judge of the Superior Court

7/24/14 + 7/31/14 + 8/7/14 + 8/14/14

How Banning One Question Could Help



Pam Fessler/NPR

Sherman Justice says he struggled when he got out of prison after serving time for robbery and drug trafficking.

■ Continued from page 6

Also, several big chains, like Wal-Mart and Target, have eliminated the criminal history question from their application forms. And advocates hope to expand the campaign to other areas, like housing, where ex-offenders are also excluded.


Sherman Justice, the former prisoner, says barriers to re-entry are everywhere. He says last year he was invited to a White House event for his group's work on civil rights. He says he was preparing to go that morning, when he got a phone call at home.

"I sat on the edge of the bed, and, you know, I mean, the tears start coming in," he recalls.

Justice was told he wouldn't be able to go to the White House event after all. With his felony record, he hadn't passed the security check.

Source: © 2014 NPR

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SMALL & MINORITY BUSINESS

Congress' Latest Death Match Involves A Bank You've Never Heard Of

By Alan Greenblatt

It sits in an imposing building just across Lafayette Square from the White House. Yet the Export-Import Bank, which has been offering credit to foreign purchasers of U.S. goods for 80 years, could start shutting down operations within a matter of weeks.

"There's about a 50-50 chance," says Dan Ikenson, who directs a trade policy center at the Cato Institute.

The bank has become of the Tea Party movement and other conservatives who view it as practicing the worst kind of government interference in the marketplace.

"There is probably no better poster child of the Washington insider economy and corporate welfare than the Export-Import Bank," Jeb Hensarling, the Texas Republican who is chairman of the House Financial Services Committee, said at the Heritage Foundation — itself among the groups pushing for the bank's demise.

With Hensarling and other top House Republican leaders ready to kill the bank, it may be difficult for the bank to get the votes it needs to stay in business.

Virginia Republican Eric Cantor, the recently ousted House majority leader, was a major backer of the bank. His successor, Kevin McCarthy of California, says it's time for the bank to go.

This has set up a confrontation between the Tea Party and the GOP's business backers. The U.S. Chamber of Commerce and the National Association of Manufacturers are putting on a full-court press, calling on small-business owners around the country to convince their members of Congress of the bank's continuing importance.

"The business community is pushing this very hard right now," says Christopher Wenk, senior director of international policy for the Chamber of Commerce. "What really matters is members of Congress hearing from their constituents."

"If you look most recently, \$37 billion worth of U.S. exports in 2013 were supported by Ex-Im," "That may not be a whole lot in an economy with \$2.3 trillion worth of exports, but at the end of the day, that's \$37 billion worth of exports that wouldn't have happened if it weren't for the Ex-Im Bank."

- Wenk, the Chamber official.

What The Bank Does

Since 1934, has been doling out loans and guarantees to foreign entities that want to buy American products. If a Russian car company wants to buy steel from the U.S., say, the bank might step in to help with credit when private lenders won't.

"Banks do not want to lend for Caterpillar to sell tractors to Nigeria," says Gary Hufbauer, a senior fellow at the Peterson Institute for International Economics, which supports the Ex-Im Bank, as it's sometimes called. "You don't have



A worker stacks traffic safety poles at Pexco's manufacturing center in Fife, Wash. The small company ships products all over the world, with the help of federal insurance from the Export-Import Bank. Photo Credit by: Drew Perine/MCT/Landov

to Google very much about Nigeria to know how unstable that country is."

The Ex-Im Bank does a tiny amount of the lending involved in exporting U.S. goods — maybe 2 percent. But Hufbauer says it helps fill crucial gaps, aiding in sales of heavy equipment such as power turbines and MRI machines.

Such goods last a long time, and private banks are sometimes dubious they'll be paid back through the 30-year life of a tractor.

"If you look most recently, \$37 billion worth of U.S. exports in 2013 were supported by Ex-Im," says Wenk, the Chamber official. "That may not be a whole lot in an economy with \$2.3 trillion worth of exports, but at the end of the day, that's \$37 billion worth of exports that wouldn't have happened if it weren't for the Ex-Im Bank."

Shifting Resources

If the bank's boosters consider it an important tool for keeping U.S. companies competitive in the global marketplace, critics say it's an example of the government playing favorites in ways it shouldn't.

"You can't allocate resources to certain firms and industries without diverting resources from other firms and industries," says Daniel Bou-

dreux, an economist at George Mason University.

Helping foreign competitors buy U.S. goods at a discounted rate gives them an unfair advantage over U.S. companies that might use the same products or raw materials, Boudreaux says.

The example critics often site is Delta Air Lines, which competes with Air India on certain routes and is angry that Air India gets favorable terms through the Export-Import Bank when it buys Boeing aircraft.

The fact that Boeing itself accounts for an outsized share of Ex-Im lending is also seen by critics as an unwarranted subsidy. Boeing says Ex-Im help will support \$10 billion worth of sales this year.

"In my camp, the Export-Import Bank has always been a prime example of unjustified, inefficient corporate welfare," Boudreaux says. "The fact that there's a Tea Party movement now, that's what gives opposition to the Export-Import Bank some legs to stand on now."

Political Opportunity

Supporters of the bank have one big advantage. They have been arranging news conferences all across the country with restaurant equipment-makers and medical office designers and other small companies whose owners can talk about specific numbers of workers they've hired thanks to help from the bank.

The idea that some companies worry that foreign competitors might be gaining a slight advantage through financing help is a bit more abstract.

The fact that the Export-Import Bank has been self-supporting since 2008 — taking in

more through fees from borrowers than it costs to run — has also led most editorial writers to call for its continuation.

But opponents of the bank have an ace up their sleeve. Killing the bank isn't like trying to abolish the Affordable Care Act, say, or funding highway construction — decisions that would require all the political branches to agree and then take action. The bank's authorization will simply expire on Sept. 30, unless Congress takes an affirmative vote to keep it going.

It's not like its building would then be padlocked on Oct. 1. It would continue to service existing loans, without issuing any new ones. It would be like a single-agency shutdown, with a skeleton crew hanging around to oversee the bank's slow death.

The business lobby is pushing hard to prevent that. A Senate bill to keep the bank in business is expected to be introduced any day and should have enough support to pass.

A group of 41 House Republicans last month signed calling for the bank's reauthorization. But many members of their caucus are bound to resist holding a vote to extend the bank, which would likely pass with largely Democratic support.

"I believe it is a defining issue for our party and our movement," Hensarling said in his Heritage speech.

And, if Congress has shown itself capable of anything lately, it's not voting on something.

"It's action through inaction," says Ikenson, the Cato scholar.

Source: © 2014 NPR

Bank of America Changes the Game With Preferred Rewards

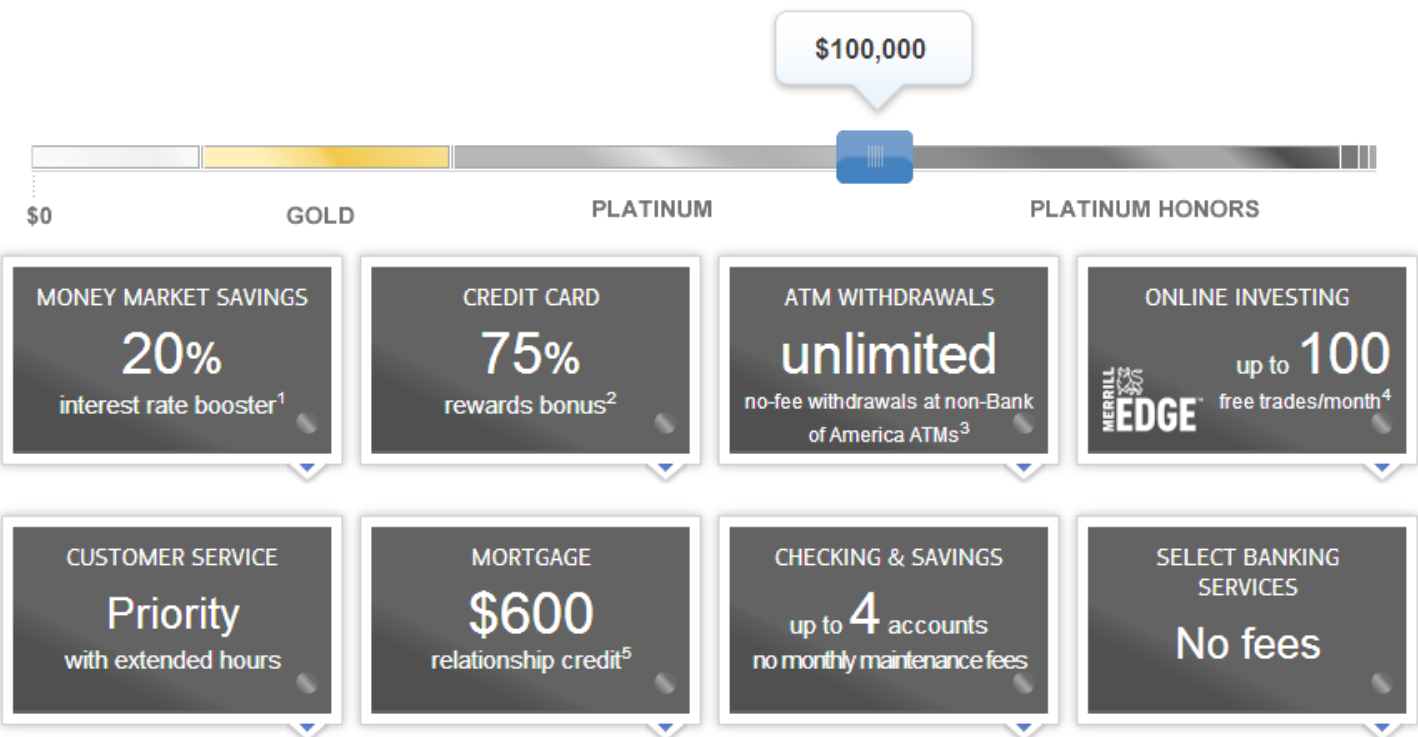
Program With Low Balance Requirement and Everyday Banking Benefits Is Now Available for Clients in California, Oregon, Arizona and Idaho

Preferred Rewards, a groundbreaking program that recognizes and rewards clients for choosing Bank of America for more of their banking and Merrill Edge for their investment needs, is now available for clients in California, Oregon, Arizona and Idaho. These states are within wave two of a four-wave national rollout of the program that began in June and will be completed in September.

“Preferred Rewards is the first program of its kind to offer clients benefits and rewards for everyday banking,” said Dean Athanasia, president of Preferred Banking at Bank of America. “It is the result of deep client research to develop and deliver a simple program that provides clients benefits and rewards they will actually use, and shows them how much we appreciate it when they choose to do more business with us.”

Clients with a Bank of America personal checking account and a three-month average combined balance of \$20,000 or more across their checking, savings and/or Merrill Edge® investment accounts can enroll. And, as clients’ combined balances grow, so do their benefits and rewards. With a three-tier structure – Gold, Platinum and Platinum Honors – clients have additional opportunities to earn, save and get more back based on their tier, including:

- Rewards bonus: Bonus rewards – points or cash back – on eligible Bank of America credit cards.
- Priority service: Access to a dedicated team of specialists available to handle all our Preferred clients’ banking and service needs.
- Extra interest: Higher interest rates on Rewards Money Market Savings accounts.
- \$0 equity and ETF trades*: \$0 Merrill Edge online equity and Exchange-Traded Funds trades (30 per month for Platinum and 100



- per month for Platinum Honors)
- Home equity interest rate discount: Interest rate reductions for home equity loans or lines of credit.
- Mortgage relationship credit: A relationship credit – \$200 for Gold, \$400 for Platinum and \$600 for Platinum Honors – on a mortgage purchase or refinancing of a loan.
- No fees on select everyday banking services: Fees waived for services standard check orders, cashier’s checks and stop payments.

There is no fee to enroll in the Preferred Rewards program for qualified Bank of America clients. Once clients begin receiving benefits, their three-month average balance will be reviewed monthly for the opportunity to achieve additional benefits. The program was created to bring more benefits to Bank of America clients that do more business with the bank.

“The lower qualifying balance for Preferred Rewards than Platinum Privileges means more of our clients are able to participate in the program and earn greater rewards,” said Aron

Levine, head of Preferred Banking and Merrill Edge Investing at Bank of America. “The rewards are broader and reach across the bank, so more clients can experience all that Bank of America has to offer through one simple program.”

Clients who are currently enrolled in Bank of America’s Platinum Privileges program are encouraged to enroll in Preferred Rewards at <http://bankofamerica.com/preferredreward->

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Woman Business Owner (WBO) Profile: Why I Love Financial Planning



Leslie Jorgensen founder and CEO of Supporting Strategies

Leslie Jorgensen is founder and CEO of Supporting Strategies, a company that provides bookkeeping and operational support services. Jorgensen’s company has been successful and has grown quickly. Supporting Strategies recently launched its national franchise growth strategy.

She attributes her success in part to long-term financial planning and a reliance on a skilled external financial advisory team.

OPEN: What type of financial planning do you do?

Jorgensen: We develop a projection for the upcoming year and establish goals related to key metrics that will drive our revenues and profits. These are then linked to targets assigned to members of our management team to ensure that our operational efforts are aligned with our overall financial objectives. Actual results are compared to planned results monthly, with biweekly monitoring of certain key operating data.

We also prepare a five-year financial plan. This information is based on high-level assumptions relating to our key financial and operational metrics (e.g., number of client service hours, number of clients). This plan is updated annually.

OPEN: What value have you derived from this process?

Jorgensen: The annual operating plan keeps our actions focused and in line with our financial goals. It also alerts us to situations where corrective action is needed to get us back on track.

The five-year plan helps us understand the potential outcome of efforts—compensation levels and value creation. It sets the framework for my personal financial planning. It also is a motivating factor. Without a clear understanding of the future, managing and executing business daily can be a grind, and it is easy to lose focus.

It also helps us hone our understanding of the key business drivers and appreciate the financial impact of small but constant incremental improvements over time.

OPEN: What role has your external financial advisory team played in this process?

Jorgensen: Until recently, I involved our financial advisors, which include our part-time CFO, tax advisor, attorney and my personal financial planner, when problems arose or if I was looking for insights in areas of their respective expertise.

However, recently I began meeting with the advisors two-to-four times a year as a group as well as on an asneeded basis. This provides for a dialogue among the team that helps them better understand our objectives and challenges. It also provides them an opportunity to share views and perspectives that I

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SUB-BID REQUEST AD

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

State Highway in Alameda County at Castro Valley at Westbound 150th Avenue Off-Ramp
Contract No. 04-1SS054
Federal Aid Project No. ACNHP-5801-1(060)E
Engineer Estimate: 2,800,000 - 200 Working Days
Goal: DBE 11%
Bids: August 19th, 2014 @ 2:00 PM

Requesting Sub-quotes for (including but not limited to): Construction Area Signs, Traffic Control, Cold Plane, Clear & Grub, Roadway Excavation, Landscaping, Hydroseeding, Erosion Control, Irrigation, Aggregate Base, Asphalt Paving, AC Dike, Grinding, CIDH Piles, Structural Concrete, Reinforcing Steel, Sign Structure, Signs Roadside, Clean& Paint Steel, Concrete Curb & Sidewalk-Misc., Object Marker, MBGR, Concrete Barrier, Thermoplastic & Painted Traffic Stripe & Marking, Pavement Marking, Signal and Lighting, SWPPP, Water Truck, Sweeper, Hazardous Substance Removal and Trucker.

Scope of Work: Construct soldier pile retaining wall.

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 David Aboujdom 925-606-2400 david@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.

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Job-Training System

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Secretary of Labor, Tom Perez, who has been working very hard on this, what he calls a “train and pray” approach, and I’ll bet a lot of you who have dealt with folks who are unemployed know what that means. They enroll, they get trained for something, they’re not even sure whether the job is out there, and if the job isn’t out there, all they’re doing is saddling themselves with debt, oftentimes putting themselves in a worse position. What we want to do is make sure where you train your workers first based on what employers are telling you they’re hiring for. Help business design the training programs so that we’re creating a pipeline into jobs that are actually out there.

Number two, training programs that use federal money will be required to make public how many of its graduates find jobs and how much they earn. And that means workers, as they’re shopping

around for what’s available, they’ll know in advance if they can expect a good return on their investment. Every job seeker should have all the tools they need to take their career into their own hands, and we’re going to help make sure they can do that.

And finally, we’re going to keep investing in new strategies and innovations that help keep pace with a rapidly changing economy -- from testing new, faster ways of teaching skills like coding and cybersecurity and welding, to giving at-risk youth the chance to learn on the job, we will keep making sure that Americans have the chance to build their careers throughout a lifetime of hard work.

Find out more about why job-training programs matter, and which programs around the country are working best.

Source: <http://www.whitehouse.gov>

Preferred Rewards

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snews. Once they enroll in Preferred Rewards, their new benefits will replace existing Platinum Privileges benefits.

Bank of America Preferred Banking

Bank of America Preferred Banking, which launched in 2012, has added more than 2,100 specialists in more than 1,150 banking branches to work on the Preferred Rewards program. Bank specialists act as one team within banking centers to proactively reach out and offer advice and solutions to clients regarding the Preferred Rewards program. Preferred Banking was created to provide clients with access to all of their banking information in one place, transfer funds among those accounts and receive guidance when they need it.

Bank of America

Bank of America is one of the world’s leading financial institutions, serving individual consumers, small businesses, middle-market businesses and large corporations with a full range of banking, investing, asset management and other financial and risk management products

and services. The company provides unmatched convenience in the United States, serving approximately 49 million consumer and small business relationships with approximately 5,000 retail banking offices and approximately 16,000 ATMs and award-winning online banking with 30 million active users and more than 15 million mobile users. Bank of America is among the world’s leading wealth management companies and is a global leader in corporate and investment banking and trading across a broad range of asset classes, serving corporations, governments, institutions and individuals around the world. Bank of America offers industry-leading support to approximately 3 million small business owners through a suite of innovative, easy-to-use online products and services. The company serves clients through operations in more than 40 countries. Bank of America Corporation stock (NYSE: BAC) is listed on the New York Stock Exchange.

Visit the Bank of America newsroom for more Bank of America news.

Source: © 2014 Bank of America Corporation.

Circulation Demographics

Weekly Circulation

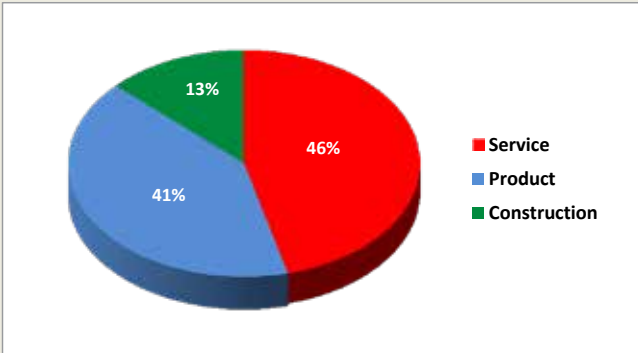
Readers per Copy	4
Readership	75,000

Circulation

S/D/M/W/DVBEs	96%
Government Agencies	2%
Large Corporations	2%
Legislators	1%
Organizations/Associations	1%
Universities/Colleges	1%

Readership Profile by Industry

Service	46%
Product	41%
Construction	13%



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Why I Love Financial Planning

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would not otherwise benefit from under my past practice of seeking their advice on specific issues identified by me. It has allowed me to benefit from their insights related more widely to their business experience in addition to those related to their core discipline.

OPEN: What advice would you offer others looking to build their external advisory team?

Jorgensen: It is important that each member of the team possesses the technical skills requisite for their role, but do not overlook the importance of retaining individuals with good business acumen. Also, ensure you like and respect them and assess the likelihood of building a long and trusting relationship with them.

Lastly, keep in mind that the value derived from these individuals is also dependent on your commitment to this process.

About Supporting Strategies

Supporting Strategies has provided efficient and effective bookkeeping and operational services to growing businesses since 2004. Leslie Jorgensen founded our company with one goal in mind: give clients the support they need, when they need it, at a price they can afford. Her vision continues to be our guiding principle at Supporting Strategies.

At the core of Supporting Strategies is our team of skilled, seasoned accounting professionals. They

take the time to get to know each client’s business and are always ready to assist with bookkeeping and operational support.

We support our team with a proprietary, cloud-based technology platform. Our advanced infrastructure allows employees to work remotely, so we can harness the talents of work-at-home professionals. Being able to deliver services remotely increases our efficiencies and translates to lower accounting support costs for our clients. At Supporting Strategies, we charge no minimums for our services and bill only for the actual time spent addressing client needs. By working with clients to determine a budget for our services, we can offer a variable cost resource focused on maximizing efficiencies with the predictability of a budget.

Source: American Express OPEN

You’ve got enough to worry about.
Let us handle your books.

If you’re a small business owner who wears too many hats, Supporting Strategies can help. Our team of highly trained experts can manage your bookkeeping, freeing up time for you to concentrate on your core business. We support your business by allowing you to use only the specific services you need when you need them, which allows you to grow at a pace and budget that works for you. Why not contact us for a free bookkeeping consultation?