

SBE NEWS ALERT

BART Silicon Valley Project Gets \$39 Million in Funding



Image credit: Nancy Sanchez

Celebrating final \$39.6M allocation of the \$768M from CTC for BART extension to Silicon Valley.

By Paul Lester

The Santa Clara Valley Transportation Authority (VTA) on August 20 received \$39 million from California's Traffic Congestion Relief Program (TCRP) to finish work on VTA's BART Silicon Valley (BSV). This sixth and final allocation brings the total amount of TCRP funding received for BSV to \$649 million. With this latest installment, the California Transportation Commission (CTC), who is responsible for overseeing state-funded transportation programs, will have allocated a total of \$768 million to BSV.

The extension was identified as one of 53 projects statewide eligible to receive TCRP funds in 2000, when legislation passed creating the program. The funds to date have generally been applied to the environmental, design and construction activities that are either complete or underway, including trench and bridge construction to separate the BART system from major roadways and construction of stations. The new \$39 million will help fund construction of the Milpitas and Berryessa BART station campuses and towards design and construction of the parking structures at the two stations.

The BART Silicon Valley project is an overall 16-mile, six-station extension of the San Francisco Bay Area Rapid Transit (BART) system beginning at the future Warm Springs Station in Fremont and running alongside the Union Pacific Railroad (UPRR), extending south into Santa Clara County, with stations in Milpitas, San Jose and Santa Clara. The alignment will travel at-grade, above-grade, and below-grade (in trenched segments and in a subway through downtown San Jose).

The project includes six stations, a new BART maintenance and storage facility in the city of Santa Clara, and the purchase of rail cars needed to operate the extension once it is built.

The extension project is planned for two phases. The \$2.3 billion 1st phase, which is currently under-construction, is known as the Berryessa Extension. This 10-mile, two-station extension runs from Fremont, through Milpitas, into the Berryessa district of north San Jose. Two new BART stations will be constructed as part of the Berryessa Extension; the Milpitas BART Station located between Montague Expressway and Capitol Avenue in the City of Milpitas and the Berryessa BART Station located between

Berryessa Road and Mabury Road in the City of San Jose.

The first phase construction is being led by the Skanska-Shimmick-Herzog Joint Venture, which was awarded a contract in 2011 to complete the design and construction of the line, track, systems and stations. It is expected to be operating in early 2018.

The planned six-mile second phase of the project is expected to cost more than \$6 billion and be serviceable by 2035. It is currently in design and environmental testing.

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

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California Sub-Bid Request Ads

MCCARTHY BUILDING COMPANIES, INC.
Subcontractor Solicitation of Interest from MBE, DVBE, DBE, WBE, CBE
RANCHO LOS AMIGOS
NATIONAL REHABILITATION CENTER
Downey, CA
Bid Date: 9/5/2014

McCarthy Building Companies, Inc. is soliciting interest from qualified subcontractors and suppliers to participate in the bidding for award phase of the project upon completion of the design. The Scope of Work includes:

a. Seismic Retrofit Compliance & Inpatient Consolidation Project (7228; C.P. 69774)

This Project includes the renovation and expansion of the JPI Building to expand acute inpatient care and plans for the consolidation of outpatient services in one or more new buildings. SPC and NPC upgrades. 1) JPI Extension (44,145 sf); 2) JPI Remodel (22,513 sf) 3) CUP & Fire Pump Bldg. Improvements 4) Parking Structure Improvements a) Increase number of accessible parking; b) Pedestrian entrance connection c) Re-striping & signage; 5) Safety Police Building Improvements

b. Hospital Infrastructure Project (7229; C.P. 69663) (700,000 sf)

This Project will include new site utility infrastructure to serve the existing, upgraded, and new buildings on Development Sites 1 and 4, as well as future developments on Development Sites 2, 3, and 5. The Design Builder is responsible for any supplemental work required to keep all buildings on the North Campus operational through the duration of the Project, as well as all infrastructure work required to complete the Project 1) Leeds Street 2) Demo Carpenter's Shop, Project Threshold bldg., Model Home building, MRI building 3) Site Improvements/Utilities

c. New Outpatient Facilities Project (7230; C.P. 69656)

This Project will consolidate outpatient services for rehabilitation in one or more dedicated buildings. The Outpatient Building will house non-acute programs and support services and will be located in close proximity to the new acute-care building addition to the JPI. 1) Outpatient Building (109,321 sf) 2) Warehouse Building (12,237 sf)

d. New Wellness & Aquatic Center Project (# TBD; C.P. TBD) (11,918 sf)

Work categories include: Building Demolition & Abatement; Site Clearing & Earthwork; Shoring & Underpinning; Asphalt Concrete Paving & Striping; Site Concrete; Site Utilities; Fountains; Fences & Gates; Basketball & tennis equipment; Landscaping & Irrigation, Site Furnishings; Reinforcing Steel; Structural Concrete; Precast Concrete; Tilt-up Concrete; Masonry; Structural Steel; Metal Decking; Medical Equipment Supports; Misc. Metal Fabrications; Ornamental Metal; Rough Carpentry; Finish Carpentry & Casework; Roofing & Waterproofing; Insulation; Sheet Metal/Metal Panel/Exp. Joints; Joint Sealants; Doors/Frames/Hardware; Access Doors (w/ trades); Coiling/Overhead Doors; Elevator Smoke Containment Doors; Accordion Folding Doors; Folding Fire Doors; Fireproofing; Tile; Terrazzo; Acoustical Ceilings; Acoustic Wall Treatment; Resilient Flooring & Carpet, Vapor Emissions; Resinous Flooring; Painting & Wallcoverings; Markerboards/Tackboards; Accordion Folding Partitions; Wall Protection; Signage (Site/Bldg.); Lockers; Fire Extinguishers/Cabinets; Wire Mesh Partitions; Toilet Accessories/Partitions; Window Washing Equipment; AV Equipment; Loading Dock Equipment; Food Service Equipment / Cold Storage; Warehouse Equipment; Medical Equipment; Artwork (by Owner); Window Treatment; Cubicle Curtains/Tracks; Entrance mat/frames; MRI Shielding; Radiation Protection; Pool/Jacuzzi; Elevators; Hoists & Cranes; Fire Protection

* - This project will have a Project Labor Agreement

* - A 100% Performance and Payment Bond from an admitted surety will be required upon award of contract for all trades.

* - McCarthy is an equal opportunity employer and encourages qualified Small Business and Minority Business participation.

Please contact us if you have any questions regarding project specifics:

McCarthy Building Companies, Inc.

LeAnn Battle-Laridon, Preconstruction Assistant

E-Mail: pbattlelaridon@mccarthy.com

20401 S.W. Birch St, Suite 300, Newport Beach, CA 92660

License # 411173

Ph (949) 851-8383/Fax (949) 756-6841

WE ARE AN EQUAL OPPORTUNITY EMPLOYER



TAFT ELECTRIC COMPANY,
 1694 EASTMAN AVENUE, VENTURA, CA 93003
 Contact: Tim Herrera

Phone: (805) 642-0121 • Fax: (805) 650-9015

Invites sub-bids from qualified union DBE businesses for the following project:

Specification No. DS14-10
Traffic Signal Modification Intersection
Rice Ave. and Latigo Ave.
HSIPL-5129 (082)

Location: Rice Ave. and Latigo Ave.,
Oxnard CA

BID DATE/TIME: 9/10/2014 @ 2:00 PM

SEEKING: Clearing & grubbing, access ramps, gutters, striping, traffic signals, pedestrian heads & push buttons, luminaires, relocation of street name signs, new street name signs, battery back-up, Emtrac detection system, loops, pull boxes, traffic control, survey.

We are an Equal Opportunity Employer and intend to seriously negotiate with qualified Disabled Veteran Business Enterprise subcontractors and suppliers for project participation.

Payment and performance bonds may be required. Please contact us at the above listed number for further information regarding bidding on this project. To the best of our abilities we will help with bonds/insurance/credit. Plans are available for viewing at our office.

We Are An Equal Opportunity Employer

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:
Richmond Intermodal Improvement Project
Contract No. 05LD-110

San Francisco Bay Area Transit Authority
BID DATE: September 23, 2014 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Signs/Project Funding Sign, Painting, Graffiti Resistant Coatings, Pavement Pulverization, Concrete & Joint Sealant, Reinforcing Steel, Structural Steel for Trash Enclosures/Erection of Bus Shelter, Masonry Block for Trash Enclosures, Metal Roof Installation for Trash Enclosures, Quality Assurance/Quality Control Material Testing, Striping, Landscaping and Construction Materials

O.C. Jones & Sons, Inc.

1520 Fourth Street • Berkeley, CA 94710 • Phone:

510-526-3424 • FAX: 510-526-0990

Contact: Russ Hague

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

Wilson Utility Construction Company (Wilson) (www.wilsonconst.com) is actively soliciting Small Business Enterprise (SBE) subcontractor and supplier bids for the scopes of work listed below for the LADWP Bid #7426 Services for Installing Department Furnished 275kV XLPE Cables for the Scattergood-Olympic Cable A Project:

Traffic Control
Jobsite Security Services
Crane Services

Possible subcontracting opportunities are not limited to the above list. If you typically provide other services on electrical utility construction projects please let us know.

Plans and specifications are available for downloading at www.ladwp.com/ersp or at www.labavn.org.

Wilson is willing to advise SBE subcontractors in obtaining bonds, lines of credit, and/or insurance.

Please reply with your interest at your earliest convenience via fax at 503-263-6946 or email at bids@wilsonconst.com.

The final bid is due to LADWP on September 16, 2014 so please provide your quote to Wilson by September 9, 2014. Thank you

1984 **30** Years 2014

California Sub-Bid Request Ads

Seeking DBE subcontractors and suppliers for
For Construction on State Highway in Los Angeles County in LA Canada Flintridge, Glendale and Pasadena from Dunsmore Avenue Undercrossing to North Los Robles Avenue Overcrossing
Contract No. 07-2881U4
Project Owner: CALTRANS

Project Location: Los Angeles County LA Canada Flintridge, Glendale, Pasadena
Bid Date: September 11, 2014

Trades: Asphalt, AC Dike, Bridge Deck Surface, Bridge Demolition, Building Masonry, Clear and Grub, Cold Plane AC, Concrete Barrier, Concrete Structure, Concrete Paving, Concrete Supply, Curb & Gutter, Construction Area Signs, Control Building, Drainage, Doors and Gates, Drill And Bond Dowel, Electrical, Erosion Control, Excavation, Expansion Joints, Fencing/Railing, Grind PCC, Guardrail, Joint Seal, Landscape & Irrigation, Materials Trucking, Metal Roofing, Minor Concrete, Miscellaneous Iron & Steel, Overhead Signs and Striping, Painting, PCC Supplies, Pipe Supply, Pre/Post Construction Surveys, Precast Concrete, Reinforcing Steel, Roadside Sign, Rock Slope Protection, Slope Paving, Street Sweeping.

Pulice Construction, Inc.

591 Camino de la Reina, Suite 1250 • San Diego, CA 92108

Phone: (619) 814-3705 • Fax: (619) 814-3770

Contact: **Arinda Cale** • E-mail: acale@pulice.com

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Sub Bids Requested From Qualified
DBE and UDDBE Subcontractors & Suppliers for

**Department of Transportation -
 Bridge Seismic Retrofit**

Location: Oroville / Butte County, CA
Project No. 03-3E1204

Bid Date: September 10, 2014 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: construction area signs; traffic control; striping; SWPPP; cold plane AC; bridge demolition; clearing/grubbing; temporary fencing; metal beam guard rail; concrete barrier; rebar; signs; polyester concrete overlay; AC dike; joint seal; and clean & paint structural steel.

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: **Keith Ones**

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PHOTOGRAPHY

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How Veterans' Preference Laws Are Dragging Down Federal Hiring

By Eric Katz

The federal government's complicated and layered rules about hiring military veterans has created the perception of unfair and preferential treatment, which has in turn negatively impacted employee engagement, according to a new report.

The "patchwork of laws" that governs veterans' preference hiring -- a concept that has existed in federal government for a century and a half -- was created with good intentions but has become too complex, the Merit Systems Protection Board found in an extensive review of the various policies. MSPB polling of federal employees revealed that 4.5 percent of workers said an official in their agency knowingly violated veterans' preference laws, and 6.5 percent "inappropriately favored a veteran."

The quasi-judicial agency noted its data demonstrated only perceptions, and not actual misconduct, but said the findings were significant as those opinions impacted the workplace. Four in 10 employees who said they witnessed veterans receiving inappropriate favorable treatment were not engaged with their work, while nearly half of those who saw a coworker knowingly violate veterans' preference laws said the same.

Back when agencies used the "rule of three" -- which President Obama disallowed in 2010 but still exists in statute -- to fill vacancies, veterans received five or 10 extra points on their evaluation score, depending on their service and injuries sustained while on duty.

The arcane rules of veterans' preference trace back to who qualifies as a veteran; the spouse, widow or mother of certain veterans are eligible for hiring preference. The mother of a veteran is defined as the former or current spouse of the father of the veteran, however. MSPB asked the Office of Personnel Management to explain that definition, but OPM was not able to offer a reason.

Since 2010, agencies have used "category ratings" when filling positions. That system does not use points, but instead groups applicants into categories such as "best qualified" and "well qualified." Veterans automatically "float" to the top of the category to which they were assigned.

Further complications arise when agencies carve out special exceptions for veterans. Some positions allow veterans to erase age restrictions that may disqualify civilian applicants, while others are open only to veterans. If an agency opens a position internally, veterans' preference does not apply, unless it is open to federal employees at multiple agencies. Some veterans have their preference eligibility expire,



Retired Army 1st Sgt. William Staude, of Elliott, Pa., salutes the colors being carried by soldiers from the 316th Expeditionary Sustainment Command. U.S. Army

while others do not. The variety of rules and regulations increases the chances an employee or a veteran could perceive discrimination, MSPB said.

"There are so many factors about the person applying, the position for which he or she is applying, the authorities being used, and the agency in which the positions exist, that the system is beyond unwieldy," MSPB wrote.

Adding to the confusion, only about one-third of new employees are hired using normal competitive examining. About 5 percent of external hires in fiscal 2010 were made using Veterans Recruitment Appointment, which allows agencies to fill a position with a veteran without competition.

Nearly half of all federal hires between 2000 and 2012 were made using excepted service, which allowed agencies to streamline the hiring process. Congress has enabled many agencies to use their own sets of rules for hiring and how to apply veterans' preference.

MSPB specifically took issue with the Defense Department's veterans' hiring process. In the 1960s, Congress required a 180-day period between military members' departure from service until they could be hired for a civilian Defense position. The buffer period existed to prevent the Pentagon from delaying the filling of positions until a particular service member retired from the military or even creating a position expressly for a soon-to-depart member of the military -- problems prevalent at the time.

The 180-day rule has been set aside since 2001, when a state of emergency was declared

in response to the September 11th terrorist attacks. Since that time, Defense has hired more than 40,000 veterans for civilian positions in less than 180 days from when they left the military. More than one-third of them were hired while they were still on active duty.

MSPB said the ongoing state of emergency "has a real effect on a civil service law that was passed for the express purpose of fostering the health of the civil service." It added 50 years after Congress created the law to prevent favoritism, "reports of the same problems persist."

Overall, MSPB said agencies' management should do a better job explaining the various veterans' preference laws to their workforces to reduce the perception of impropriety. It noted, however, such an endeavor is easier said than done: "Of course, internal and external education would be easier if the rules were simpler."

MSPB said veterans' preference rules are "so convoluted" that a "rational person" could believe a manager was operating within the confines of the law when in fact he was not. While specific policy guidance on hiring practices falls outside MSPB's purview, it advocated greater simplicity.

"If Congress chooses to examine hiring laws in the future," MSPB wrote, "we recommend that it consider the benefits of creating a simpler system that would be easier to manage, apply, and explain to those who will be affected by the decisions made under that system."

Source: <http://www.govexec.com>