

SMALL BUSINESS EXCHANGE

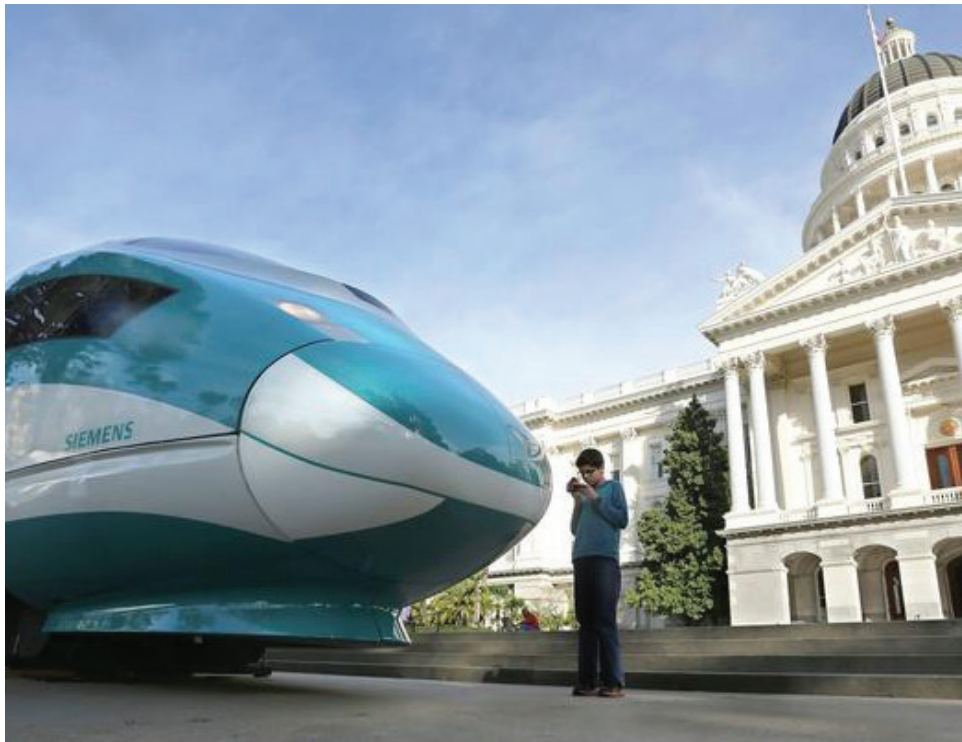
SUCCESS STORIES.....	2
ACCESS TO CAPITAL	3
SUB-BID REQUEST ADS	3-5, 8
TECH INDUSTRY	
DIVERSITY & INCLUSION	7
PUBLIC LEGAL NOTICES.....	10

YEARS

Vol 33, Edition 27

Weekly Publication 

September 28, 2017



A full-scale mock-up of a high-speed train is displayed at the Capitol in Sacramento in 2015. (Rich Pedroncelli / Associated Press)

California high-speed rail: Everything you need to know

By Matt Tinoco,

You've probably heard that California is trying to build its own shiny and speedy bullet train. After voters approved a 2008 ballot proposition that kicked off one of the nation's largest and most ambitious infrastructure projects, the state's High Speed Rail Authority has been hard at work attempting to will the conflict-ridden yet positively utopian train into existence.

If construction plays out on schedule (and funds don't dry up), the train's first phase should be complete by 2029. Threading the state together from San Francisco down to Orange County, Phase 1 of the California High Speed Rail (HSR) project promises a cheap two-hour-and-40-minute ride between San Francisco's Transbay Terminal and LA's Union Station.

However, as you might have heard, the train is in trouble. As it copes with a persistent volley of antagonistic litigation, a high cost of \$64 billion, and even political challenges enabled by the

Trump administration, the bullet train's boosters and builders have a challenge before them.

Despite the controversy, construction activity for HSR is well under way in many parts of the state. Passenger service between San Jose and Bakersfield is expected as soon as 2025. And cities all across California are incorporating the train into their own long-term regional transportation plans.

Tracking a project of this magnitude is, of course, a bit of a challenge, which is why we've put together this handy explainer:

What exactly is California trying to build?

As outlined in the "Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century," which California voters passed 53 percent to 47 percent in 2008, the HSR project will build approximately 800 miles of track up and down the state, connecting together most of the state's

■ Continued on page 7

Governments Struggle to Root Out Fake Minority Contractors

By Mattie Quinn,

Margie Sollinger knew something wasn't right about the companies doing business with Portland, Ore. As the city's ombudsman, Sollinger had for some time been hearing from business owners about fraud in the city's minority- and women-owned contracting program. But it wasn't until she received a specific complaint in 2013 -- about a certified minority-owned construction firm doing work for Portland's housing authority -- that she decided to take action. According to the complaint, the firm was merely acting as a pass-through, winning valuable city contracts and then subcontracting the work out to nonminority companies.

Like many cities and states, Portland has a program allowing it to give special consideration to women- and minority-owned companies when

handing out government contracts. The goal, of course, is to help support traditionally disadvantaged companies by giving them a leg up. But as Sollinger began to discover, the city wasn't necessarily helping the firms it thought it was.

When she first started looking into the housing contract complaint, she wasn't sure where to turn. "As ombudsman, the most I can really do is make recommendations," she says. "But even still, I reached a lot of dead ends." According to state law, the city of Portland wasn't allowed to take action against minority-owned firms it believed to be fraudulent; those complaints had to be referred to the state. But Sollinger says the state Office of Minority, Women and Emerging Small Businesses initially shrugged her off. So she referred the case to the Oregon Department

■ Continued on page 11

The Construction Industry Is in Love with Drones

By Clay Dillow,

The \$8.5 trillion global construction industry isn't exactly known for its efficiency. The U.K. Green Building Council estimates that 15% of materials delivered to construction sites end up in landfills, the result of mismanaged scheduling and purchasing. The American Institute of Architects believes building-related waste makes up anywhere from 25% to 40% of America's solid-waste stream. With construction spending in the U.S. totaling \$1.13 trillion this year, those losses add up to more than \$160 billion in waste—and that's just in America.

With that kind of scale, small gains in efficiency can translate to billions in savings for the construction industry, says Tristan Randall, strategic projects executive at Autodesk. The San Rafael, Calif., company's AutoCAD design software is used by designers the world over to model everything from office furniture to buildings to aircraft components. It also happens to be one of the world's largest makers of building information modeling (BIM) software, used by designers, engineers, and architects to digitally model the physical objects they seek to create.

Autodesk doesn't make hardware; that's the domain of its customers. But as construction companies increasingly turn to unmanned aerial

vehicles—drones—to reclaim some of those wasted billions, the software maker finds itself on the front lines of a hardware revolution. "Our vision is basically a drone on every construction site," Randall says. "And we think that's a feasible vision."

He isn't the only one who thinks so. The construction industry has emerged as a key driver of the nascent commercial drone industry, which some analysts believe will top \$5 billion by 2020. PwC estimates the current value of labor and services likely for replacement by drones to be \$127.3 billion. More than one-third of that comes from the infrastructure and construction industries.

For builders, the case for return on investment is straightforward. Drones are cheaper to fly than manned aircraft and faster than human surveyors, and they collect data far more frequently than either, letting construction workers track a site's progress with a degree of accuracy previously unknown in the industry. With the right computing tools, builders can turn sensor data into 3D structural models, topographical maps, and volumetric measurements (useful for monitoring stockpiles of costly resources like sand

■ Continued on page 11

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

PUBLISHED BY SMALL BUSINESS EXCHANGE, INC.
795 Folsom Street, 1st Floor, San Francisco, CA 94107

PRSR STD
U.S. Postage
PAID
San Fran CA 941
Permit No. 820

Success Stories

How One Under 30 Overcame the Barrier to Funding for Latino-Owned Businesses

By Maggie McGrath,

Miguel Garza knows that, statistically, the deck is stacked against a startup like the one he runs.

While Latino-owned businesses account for 12% of all small businesses in the U.S. and grow two-and-a-half times faster than the average U.S. business, these companies — and their leaders — face a dearth of capital and a ceiling on revenue. According to Stanford's Graduate School of Business, less than 1% of startups funded by venture capitalists have a Latino founder. And just 2% of all Latino-owned businesses see revenues north of \$1 million.

Garza's business, the grain-free tortilla maker Siete Family Foods, has beaten those odds, securing outside investors and achieving seven-digit revenue figures in the three years since launching Siete in 2014. It's a fact that the 29-year-old CEO attributes to good fortune ("we've been blessed to work with really good people who have helped us grow," he says), and also some ingenuity.

"We had never pitched a business before," he says of his team, which is also his family (Siete is named for the seven Garza family members, six of whom are involved in the company). Because of this, and because of the general lack of access to capital for Latino businesses, he says, the Garzas prominently featured their educational backgrounds in their investor presentations when they were just starting out.

"My sister has a masters from St. Edwards, I have a law degree, my dad [is] an attorney and my mom has a masters as well. We hadn't pitched yet, and someone said, 'Why are you putting that up there, nobody cares,'" he recalls.



Miguel Garza, CEO Siete Family Foods

But, he continues, "We're from Laredo [Texas] and we're a Hispanic family, and the expectation might be, 'oh this is a cute little family and they make tortillas and tortilla chips,' which would be great in itself ... but we were trying to figure out how to create credibility with investors. And that was the only way we could create credibility."

Garza has arguably achieved that credibility. Siete's products — grain-free tortillas and tortilla chips that were developed by his sister, Veronica, after an autoimmune disease forced her to remove grains from her diet — are now on Whole Foods shelves across the country, and Garza landed on Forbes' 30 Under 30 list at the beginning of 2017.

While Garza would love to take the company to even greater heights ("You know Annie's Home-

grown?" he asked me last year, referencing the organic food manufacturer that was acquired by General Mills in 2014. "We see ourselves as that, but for Mexican food."), his biggest priority is maintaining his close ties to his family.

"I would hate to lose my family over the business," he has said. "Our core value is: family first, family second, business third."

That ethos is deeply ingrained in Siete's products, and it goes beyond the company's name (it's Siete Family Foods, not Siete Foods). On the back of each Siete tortilla package, there's a photo of the whole family ("Embarrassing family photo of the Garza Siete, circa 1994," the caption reads), as well as an "abuela approved" stamp with a note about how, when the choosy

matriarch said Veronica's grain-free tortillas were better than her own, the Garzas knew they were onto something.

It's not just the current generation of Garzas that drives Miguel to think carefully about how he's running the business. A story from his grandfather, who served as a paratrooper in WWII, serves as one of Garza's most significant motivations.

As his abuelo told it, one of his jobs in the war was to take some of the fallen soldiers and put them against a fence so they could be identified.

"He said so many of the names were Latino. It was Ramirez, Garza, or Martinez as he's lining these folks up. And it saddened him because there were so many Latinos losing their lives in the war and being on the front lines, but the part that motivated him was he came back, he went to college, and he was one of six Hispanics at the university," Garza says. "He said he felt like he was treated as a second class citizen in that."

Garza says that his grandfather fought for years to advance himself and his family -- working hard, getting involved in his community, even running for office -- and Siete is a way to honor that legacy.

"I feel we do stand on the shoulders of giants and it's our responsibility to do the best we can with what we're given," he says. "And so I feel like we have been blessed with this business and it is only right for us to be good stewards of the business and push as much as we can for the next generation to have more opportunity."

SOURCE: www.forbes.com

Starbucks names former Sam's Club CEO Rosalind Brewer as President and Chief Operating Officer



Rosalind Brewer

By Sarah Whitten,

- Starbucks has tapped Rosalind Brewer, the former president and CEO of Sam's Club, to take on the role of COO and group president.
- Brewer has more than 30 years of management experience and 10 years of experience leading multinational retailers.
- CEO Kevin Johnson said that Brewer had been a "trusted strategic counselor" to him since her appointment to the company's board of directors in January.

Starbucks has tapped Rosalind Brewer, the former president and CEO of Sam's Club, to take on the role of chief operating officer and group president, effective Oct. 2.

Brewer will lead the company's operating businesses across the U.S., Canada, and Latin America, as well as the global functions of supply chain, product innovation, and store development organizations.

"Starbucks is a culture-first company focused on performance and Roz is a world class operator and executive who embodies the values of Starbucks," Kevin Johnson, Starbucks' president and CEO, said in a statement Wednesday.

Johnson said that Brewer had been a "trusted strategic counselor" to him since her appointment to the company's board of directors in January.

Brewer, who has more than 30 years of management experience and 10 years of experience leading multinational retailers, will continue to serve on the board of directors, the company said.

"Ms. Brewer has a wealth of experience in retailing, consumers and [consumer packaged goods] markets," Neil Saunders, managing director of GlobalData,

Continued on page 10

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

Production Manager:
Nabil Vo
nvo@sbeinc.com

Graphics Design:
Domingo Johnson
doming0@mac.com

Webmaster:
Umer Farooq
umer@octadyne.com

Marketing:
Kim Johnson
kjeta1@gmail.com

Managing Editor:
Valerie Voorhies
vvv@sbeinc.com

Diversity Outreach Manager:
Rosalie Vivanco
rvivanco@sbeinc.com

Marketing:
Tim Rosaire
tim.rosaie@earthlink.net

Writer:
Cheryl Hentz
cheryl.hentz@gmail.com

SBE Northeast Manager:
Leslie McMillan
lmcmillan@sbeinc.com

Contact Info:

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

CALIFORNIA CERTIFICATIONS

CDOT UCP DBE #5988 • CA DGS SBE #1789941

EDITORIAL POLICY—The Small Business Exchange is published weekly. Publication is extended by one day for weeks in which holiday occurs on a Monday.

Copyright © 2017 Small Business Exchange, Inc.

The Small Business Exchange is adjudicated as a newspaper of general circulation by the Superior Court of the City and County of San Francisco, State of California, under the date January 29, 1988. Organized 1984.

NOTICE: SBE is not liable to any subscriber or any other user for any damages or any other costs incurred in connection with the utilization of, or any other reliance upon, any information contained in its newspapers. The information contained herein may be subject to typographical error in the transcribing and/or printing of its contents. Information contained in this publication is intended only as notification to its subscribers of available bidding and contracting opportunities. The SBE reserves all rights in connection with this publication and prohibits the duplication of the contents herein without the expressed written consent of the SBE. Subscription fees are nonrefundable.

ISSN 0892-5992



Access to Capital

SBA Awards \$5 Million in PRIME Grants to Help Emerging Micro-entrepreneurs Gain Access to Capital

Thirty-four community-based organizations across the United States that provide assistance to disadvantaged entrepreneurs are set to receive a combined \$5 million in grants from the U.S. Small Business Administration's Program for Investment in Micro-Entrepreneurs (PRIME). These organizations help low-income entrepreneurs gain access to capital to establish and expand their small businesses.

This year's 34 recipients come from 24 states and the District of Columbia. The grants range from \$55,000 to \$250,000, and typically require at least 50 percent in matching funds or in-kind contributions. In total, 147 organizations applied for PRIME awards for 2017.

"One of my goals as Administrator is to revitalize the agency and raise its profile, and in turn, revitalize a spirit of entrepreneurship in America," said Administrator Linda McMahon. "Our aim at the SBA is to encourage entrepreneurship that helps build the confidence, skills and resources that entrepreneurs need to start or grow businesses, to invest in their communities, to create jobs, and to grow our economy. I am proud to be part of an agency that provides assistance and support to organizations that help emerging entrepreneurs who lack sufficient training and education to gain access to capital to establish and expand their small businesses."

The SBA placed special emphasis in this year's competition on projects that will offer training and technical assistance to strengthen cooperative forms of business, particularly those that service economically disadvantaged entrepreneurs. Six organizations received funding to specifically target cooperative small businesses.

This year's awards also emphasized organizations participating in the SBA's Community Advantage Program. This program provides mission-oriented, nonprofit lenders access to the SBA's 7(a) loan guarantees to help small businesses that have outgrown microlending, but are not able to access more traditional financing including funding from SBA commercial lending partners. Eight Community Advantage Lenders were selected for PRIME awards.

PRIME was created by Congress as part of the Program for Investment in Microentrepreneurs Act of 1999. Grant funds will be made available on September 30, 2017, and the project period for each grant is one year.

For more information on the SBA's PRIME grants and for a list of this year's grantees, go online to www.sba.gov/content/prime-grantees.

SOURCE: U.S. SBA

Grantee Name	State	Track #	Award Amount
UNIVERSITY OF ALASKA ANCHORAGE	AK	1	\$97,774
COMMUNITIES UNLIMITED, INC.	AR	1	\$150,000
ARIZONA WOMEN'S EDUCATION AND EMPLOYMENT INC	AZ	1	\$90,000
MISSION ECONOMIC DEVELOPMENT AGENCY	CA	1	\$150,000
PACIFIC ASIAN CONSORTIUM IN EMPLOYMENT	CA	1	\$150,000
WESTWATER FINANCIAL, INC.	CA	1	\$55,103
RURAL COMMUNITY ASSISTANCE CORPORATION	CA	2	\$250,000
HEDCO, INC.	CT	1	\$150,000
CREDIT BUILDERS ALLIANCE, INC.	DC	2	\$248,000
TAMPA BAY BLACK BUSINESS INVESTMENT CORPORATION, INC.	FL	1	\$150,000
SOUTHWEST GEORGIA UNITED EMPOWERMENT ZONE	GA	1	\$150,000

Visit the link below for the FULL list
www.sbeinc.com/resources/cms.cfm?fuseaction=news.detail&articleID=2131&pageID=25

California Sub-Bid Request Ads

CAHILL CONTRACTORS, LLC
 Colby Smith at estimating@cahill-sf.com
 (415) 677-0611

CAHILL CONTRACTORS, LLC requests bids from ALL Certified SBE Subcontractors and Suppliers EXCEPT for the following TRADES:
 Site Clearing & Earthwork / Shoring & Underpinning / Exterior Building Maintenance / Fire Sprinklers / Plumbing / HVAC / Electrical / Solar Panels

PARCEL Q (REMAINING TRADES)
 1491 Sunnydale Ave,
 San Francisco, CA 94134

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

BID DATE: 9/29/17 @ 2PM

Voluntary Pre-bid Meeting:

8/31/17 @ 10AM,

Cahill's Office

425 California St., Suite 2200
 San Francisco, CA 94104

BID DOCUMENTS:

Please contact Colby for access to documents on BuildingConnected.

CAHILL CONTRACTORS, LLC
 Colby Smith at estimating@cahill-sf.com
 (415) 677-0611

CAHILL CONTRACTORS, LLC requests bids from Certified SBE Subcontractors and Suppliers EXCEPT for the following TRADES:

Site Clearing & Demo / Windows & Glazing / Shoring & Underpinning / Piles / Drilled Piers & Ground Improvement / Personnel Hoist / Crane Service / Elevators / MEP Design Build / Fire Sprinklers / Exterior Building Maintenance / Signage

1296 SHOTWELL ST. SENIOR AFFORDABLE HOUSING (REMAINING TRADES)
 1296 Shotwell Street,
 San Francisco, CA 94110

This is CMD project with construction workforce and prevailing wage requirements.

BID DATE: 10/13/17 @ 2PM

Voluntary Pre-bid Meeting:

9/26/17 @ 2PM, Cahill's Office

425 California St., Suite 2200

San Francisco, CA 94104

Voluntary Job Walk: 9/27/17 @ 10AM

BID DOCUMENTS:

Please contact Colby for access to documents on BuildingConnected.

Sub-Bids Requested from qualified MBE/WBE/SBE/DVBE/LBE Subcontractors and Suppliers For:

PALL MICROFILTRATION EXPANSION PROJECT

Owner: West Basin Municipal Water District

Location: El Segundo, CA

Bid Date: October 13, 2017 @ 2:00 P.M.

J.F. Shea Construction, Inc.

667 Brea Canyon Road, Suite 30 • Walnut, CA 91789

Phone: (909) 595-4397 • Fax: (909) 444-4268

Contact: Lori Olivas, lori.olivas@jfshea.com

J.F. Shea Construction, Inc. is soliciting your participation in the preparation of this bid. We are particularly interested in bids from subcontractors/suppliers for the following work items:

Aggregates, Precast Concrete Vaults, AC Paving, Ready-Mix Concrete, Reinforcing Steel, Structural Steel, Steel Decking, Miscellaneous Metals, FRP, Dampproofing, Sealants, Access Doors, Painting & Coatings, Equipment, Electrical and Instrumentation

Plans and Specifications: You may obtain a free download by registering with the District's online bid service at www.westbasin.org (you will be redirected to TheNetwork). Plans may also be viewed at the Dodge Plan Rooms or at our Walnut Office.

J.F. Shea Construction, Inc. is an equal opportunity employer and intends to negotiate in good faith with interested MBE/WBE/SBE/DVBE/LBE firms and intends to utilize the lowest responsive bidder. J.F. Shea expects potential subcontractors to be bondable. J.F. Shea will pay for up to 1% for subcontractor bond costs. Subcontractors and Suppliers are expected to bid per plans and specifications, including requirements for warranties. Standard manufacturer's warranties, if not in conformance with owner's specifications, will not be accepted.

California Sub-Bid Request Ads



Gallagher & Burk, Inc.

344 High Street • Oakland, CA 94601
Phone: (510) 261-0466 • FAX (510) 261-0478
Estimator: Jim Yackley
Website: www.gallagherandburk.com

Gallagher and Burk, Inc. is soliciting for L/SLBEs for the following project.

**CITYWIDE PAVEMENT REHABILITATION
REBID PROJECT NO. C1003298
L/SLBE GOAL: 50%**

OWNER: CITY OF OAKLAND
250 Frank H. Ogawa Plaza, Room #101,
Oakland, CA 94612

BID DATE: OCTOBER 5, 2017 @ 2:00 P.M.

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

Adjust Iron, Minor Concrete, Roadside Signs, Roadway Excavation, Slurry Seal, Striping, Survey/Staking, Traffic Control Systems, Trucking, Water Trucks, Street Sweeping, Class 2 Aggregate Base Material, Hot Mix Asphalt (Type A) Material, Hot Mix Asphalt (Type B) Material and Rubberized HMA (Gap Grade Material).

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA or 7700 College Town Drive, Sacramento, CA, or at your local Builders Exchange, or reviewed and downloaded from the ftp site at ftp://ftp%25gallagherburk.com:f7pa55wd@pub.gallagherburk.com (if prompted the username is ftp@desilvagates.com and password is f7pa55wd) or from the Owner's ISupplier System free of charge at http://www2.oaklandnet.com/Government/ocp/s/ContractingPurchasingOpportunities/index.htm or from Ciplist.com http://ciplist.com/plans/?Oakland/city/9392.

Fax your bid to (510) 261-0478 to the attention of Estimator Jim Yackley. If you have questions for the Estimator, call at (510) 261-0466. When submitting any public works bid please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at: www.dir.ca.gov/Public-Works/Public-Works.html

If you need L/SLBE support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (510) 261-0466, or contact your local Small Business Development Center Network (http://californiasbdc.org) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SBTRCs). GBI is willing to breakout portions of work to increase the expectation of meeting the L/SLBE goal. At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. GBI is an equal opportunity employer.

Visit www.sbeinc.com
to download the latest SBE
Newspaper and Newsletter



DESILVA GATES CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909
Dublin, CA 94568-2909
(925) 829-9220 / FAX (925) 803-4263
Estimator: VICTOR LE
Website: www.desilvagates.com
An Equal Opportunity Employer

DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

CALTRANS ROUTE 680 – CONSTRUCTION ON STATE HIGHWAY IN FREMONT AND AT SUNOL FROM MISSION BOULEVARD SEPARATION TO KOOPMAN ROAD UNDERCROSSING, Contract No. 04-4G0564, Federal Aid Project No. ACIM-680-1(079)E, Disadvantaged Business Enterprise Goal Assigned is 12%

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

BID DATE: OCTOBER 3, 2017 @ 2:00 P.M.

DGC is soliciting quotations from certified Disadvantaged Business Enterprises, for the following types of work and supplies/materials including but not limited to:

AC DIKE, ASBESTOS COMPLIANCE PLAN, BIOLOGIST CONSULTANT, BRIDGE, CLEARING AND GRUBBING/DEMOLITION, CONCRETE BARRIER, CONSTRUCTION AREA SIGNS, CHANNELIZER, TRAFFIC PLASTIC DRUM, CRACK SEALING, CRACK AND SEAT, ELECTRICAL, EROSION CONTROL, FABRIC/GEO-SYNTHETIC PAVEMENT INTERLAYER, FENCING, LEAD COMPLIANCE PLAN, METAL BEAM GUARDRAIL, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, PREPAVING INERTIAL PROFILER, PREPAVING GRINDING DAY, LCB, JPCP, ISR & APPROACH SLAB, ROADSIDE SIGNS, DELINEATOR, OBJECT MARKERS, RUMBLE STRIP, SIGN STRUCTURE, SOLDIER PILE WALL, SOIL NAIL & GROUND ANCHOR WALL, STRIPING, SURVEY/STAKING, SWPPP/WATER POLLUTION CONTROL PLAN PREPARATION, TEMPORARY EROSION CONTROL, UNDERGROUND, VEGETATION CONTROL, VIBRATION MONITORING, SURVEY AND MONITORING, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, CLASS 2 AGGREGATE SUB-BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL, PERMEABLE MATERIAL, RUBBERIZED HMA (OPEN GRADE) MATERIAL, RUBBERIZED HMA (GAP GRADE) MATERIAL.

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA or 7700 College Town Drive, Sacramento, CA, or at your local Builders Exchange, or reviewed and downloaded from the ftp site at ftp://ftp%25desilvagates.com:f7pa55wd@pub.desilvagates.com (if prompted the username is ftp@desilvagates.com and password is f7pa55wd) or from the Owner's site at www.dot.ca.gov/hq/esc/oe/weekly_ads/all_adv_projects.php

Fax your bid to (925) 803-4263 to the attention of Estimator Victor Le. If you have questions for the Estimator, call at (925) 829-9220. When submitting any public works bid please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at: www.dir.ca.gov/Public-Works/Public-Works.html

If you need DBE support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (925) 829-9220, or contact your local Small Business Development Center Network (http://californiasbdc.org) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SBTRCs). DGC is willing to breakout portions of work to increase the expectation of meeting the DBE goal.

At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. DGC is an equal opportunity employer.

McCarthy Building Companies, Inc. is seeking bids from qualified Subcontractors and Suppliers:

**RANCHO SANTIAGO COMMUNITY COLLEGE DISTRICT
SANTA ANA COLLEGE SCIENCE CENTER
Main Bid Package**

BID TIME, DATE AND PLACE:

A. Bid Deadline:	9:00 am on the 3rd day of October, 2017
B. Place of Bid Receipt:	McCarthy Building Companies, Inc. 20401 S.W. Birch Street Newport Beach, CA 92660 (949) 851-8383 lgjordano@mccarthy.com

The construction documents, prepared by the Architect of Record are available to interested Proposers from Internet Blueprint's Bid Mail service; proposers should make requests directly through Bid Mail by going to www.Bidmail.com, then register, "Login" and view the bid documents online. Should you need further help, contact Internet Blueprint at (714) 673-6000 for ordering of these documents.

Bid documents are available for viewing at McCarthy's Newport Beach office plan room (open 8am to 5pm). Located at 20410 S.W. Birch street Newport Beach, CA. 92660 (949) 851-8383

Bid documents are also available for viewing & downloading at the following Box.com website link:
<https://mbc.box.com/s/ik7opxsru73vt79qrd81eamiow7h83c0>

Please do not contact the Owner, Architect or Consultants. Any questions must be submitted in the form of a type-written RFI and sent via email to Luis Giordano (Email: lgjordano@mccarthy.com). The last day for RFIs is September 12th, 2017 prior to 5:00 pm.

SUMMARY OF WORK:

Project Description: This is a 68,000 SF, three Story building which includes Classrooms, fully equipped Laboratories, Admin & Faculty Office and Collaborative spaces; as well as an extensive amount of site work, including hard-scape and landscape and an adjacent Green House. See the Bid Instructions for specific work trades to be bid.

NOTICE:

- NOTICE IS HEREBY GIVEN McCarthy will receive bids for award of Subcontracts for the above-named Project up to, but not later than the bid deadline. Subcontract Wards are anticipated within 120 days of bid deadline.
- Plans and Specifications will be available On August 18th, 2017.
- BIDDERS with bids that exceed \$100,000 must post a bid bond or other security in the amount of 15% of the amount of the bid with bid.
- Each BIDDER, simultaneously with the execution of the Subcontract Agreement, shall be required to furnish a Labor and Material, Payment and Performance Bond in an amount equal to 100 percent of the Contract sum and a Faithful Performance Bond in an amount equal to 100 percent of the Contract Sum. Said Bonds shall be from an admitted California Surety satisfactory to McCarthy, with A. M. Best rating of A- or better, and listed in the Federal Register, issued by the Department of Treasury and licensed in California, Or Subcontractor shall be preapproved to join McCarthy's Contractor Default Insurance Program. Said Bonds shall remain in full force and effect through the guarantee period.
- The BIDDER shall be a licensed contractor pursuant to the Business and Professions Code and be licensed in the applicable classifications for the trades for which the contractor is submitting a bid.
- LSEDBVE Business Enterprises are encouraged to participate.
- No Bid may be withdrawn until One Hundred Twenty (120) days after the Bid Opening Date.
- McCarthy reserves the right to reject any and all bids or to waive any irregularities or informalities in any bid or in the bidding.
- McCarthy is an "equal opportunity" employer and encourages Minority and Small Business and DVBE Participation.
- Bidders as specified in the Bidding Instructions shall be required to submit a Prequalification and be prequalified by the McCarthy eight (8) days prior to the Bid Date.
- McCarthy reserves the right to reject a Bidder whose EMR exceeds 1.20 in either the most recent year or the average of the three years.
- Prevailing wages apply. The District shall be enforcing a Labor Compliance in accordance with the provisions and requirements of Assembly Bill – 1506 and pursuant to California Labor Code sections 1770 et. Seq.

McCarthy Building Companies, Inc.

Luis Giordano – lgjordano@mccarthy.com
20401 S.W. Birch Street, Newport, CA. 92660
Phone (949) 851-8383 Fax (949) 756-6841



SYBLON REID

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

Sub-Bids Requested From SBE and SBE Micro, including MBE, WBE, DBE, DVBE
Subcontractors & Suppliers for:

**Calaveras County Water District
Jenny Lind Water Treatment Plant Pretreatment Improvements Project
Location: Calaveras County**

BID DATE: October 10, 2017 @ 2:00 PM

Trades Solicited:

Concrete, Piping, Electrical, Rebar, Surveying, Metals, Potholing, SWPPP, Earthwork,
Tree Removal, Aggregates, Gravity Block Retaining Wall

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

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

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

California Sub-Bid Request Ads



BROSAMER & WALL, INC.

An Equal Opportunity Employer
is requesting quotations from all qualified
DBE

Professional Services, Sub-Contractors, Material Suppliers and Trucking for the following project:

04-4G0564

**ROUTE 680 ROADWAY REHAB, BRIDGE REPLACEMENT, RET. WALLS, TOLL SYSTEMS
FOR CONSTRUCTION ON STATE HIGHWAY IN FREMONT AND AT SUNOL
FROM MISSION BOULEVARD SEPARATION TO KOOPMAN ROAD UNDERCROSSING**

Bid Closing Date: October 3, 2017 @ 2:00 PM

DBE GOAL: 12%

CONTACT:

**Brosamer & Wall Inc.
1777 Oakland Blvd, Suite 300
Walnut Creek, California 94596
PH: 925-932-7900 • FAX: 925-279-2269**

PROJECT SCOPE:

We are requesting bids for the following trades and/or material suppliers:

Brosamer & Wall Inc., is requesting quotes from all qualified subcontractors and suppliers including certified DBE firms for all items of work type, including but not limited to:

- AC DIKE,
- ASPHALT OIL MATERIAL SUPPLIER,
- CAS,
- CIDH PILES,
- CLEAR & GRUB,
- COLD PLANE,
- CONCRETE BARRIER,
- DEMOLITION BRIDGE REMOVAL,
- ELECTRICAL,
- EROSION CONTROL (PERM AND TEMP),
- FABRIC AND OILS,
- GENERAL TRUCKING,
- GROUND ANCHOR (SUBHORIZONTAL),
- JOINT SEAL,
- JOINTED PLAIN CONCRETE PAVEMENT (RSC),
- LEAD ABATEMENT PLANS,
- MBGR,
- MINOR CONCRETE STRUCTURE,
- PAVEMENT REINFORCING FABRIC,
- PIPE (UNDERGROUND) SUPPLIER,
- PRECAST JOINTED CONCRETE PAVEMENT,
- REINFORCING STEEL,
- RESET-ADJUST ROADWAY ITEMS,
- ROADSIDE SIGNS,
- RUMBLE STRIP (ASPHALT CONCRETE PAVEMENT),
- SIGN STRUCTURES,
- SOIL NAIL,
- STEEL STRUCTURES,
- STORM DRAIN (UNDERGROUND),
- STREET SWEEPING,
- STRUCTURAL CONCRETE,
- SWEEPER,
- SWPPP PLANS,
- THERMOPLASTIC PAVEMENT MARKINGS,
- THERMOPLASTIC TRAFFIC STRIPING,
- TRAFFIC CONTROL DEVICES,
- TRAFFIC CONTROL,
- WATER TRUCK,

For the complete list of the Actual Project Bid Items go to:

<http://www.dot.ca.gov/des/oe/weekly-ads/oe-biditems.php?q=04-4G0564>

Requirements: Brosamer & Wall, Inc. will work with interested subcontractors/suppliers to identify opportunities to break down items into economically feasible packages to facilitate DBE Participation. Brosamer & Wall, Inc. is a union signatory contractor. Subcontractors must possess a current contractor's license, insurance coverage and worker's compensation for the entire length of the contract.

All subcontractors will be required to sign our standard Subcontract Agreement. 100% payment and performance bonds may be required. If you have any questions regarding this project or need assistance in obtaining/waiving insurance, bonding, equipment, materials and/or supplies please call or email Robert Rosas contact information below.

Plans and specifications can be viewed at our office located at 1777 Oakland Blvd Suite 300, Walnut Creek, Ca. 94596 or at no cost from Caltrans website. B&W will also make plans electronically please email rrosas@brosamerwall.com for free online link. Brosamer & Wall INC., intends to work cooperatively with all qualified firms seeking work on this project. If you are interested in submitting a subcontractor bid for this project, you may contact Robert Rosas Chief Estimator at 925-932-7900 or fax us your quote at 925-279-2269. PLEASE SUBMIT A COPY OF YOUR CURRENT DBE CERTIFICATION WITH YOUR BID. Subcontractors, Dealers/Suppliers and Brokers please provide your designation code to us on or before the bid date. B&W, INC., IS AN EQUAL OPPORTUNITY EMPLOYER.



**WEST MISSION BAY DRIVE BRIDGE PROJECT
CITY OF SAN DIEGO**

FEDERAL AID PROJECT NO. BHLS-5004(049)

DBE Goal: 6.7%

Bid Date: November 2, 2017 - 2:00 PM

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

Plans and Specifications are available for view at our main office in Riverside or on the City of San Diego Planet Bids website: <https://www.planetbids.com/portal/portal.cfm?companyID=17950>

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

Prepare Storm Water Pollution Prevention Plan, Lead Compliance Plan, Clearing and Grubbing, Cold Plane Asphalt Concrete Pavement, Place Hot Mix Asphalt (Type A), Place Hot Mix Asphalt Dike (Type E), Minor Concrete, Asphaltic Emulsion (Fog Seal Coat), Tack Coat, Rock Blanket, Remove Concrete, Construction Area Signs, Traffic Plastic Drums, Flashing Arrow Signs, Portable Changeable Message Signs (Type 1), Type III Barricade, Temporary Railing, Temporary Crash Cushion, Temporary Pavement Markings (Tape), Temporary Traffic Stripe (Tape), Temporary Pavement Markers (Retroreflective and Non Reflective), Temporary & Permanent Erosion Control, Roadway Excavation, Class II Base, Cement Treated Base, Curb Inlet, Drainage Inlet, Catch Basin, CIP Junction Structure, Cleanout, Curb Outlet Replace OCP Inlet/Riser, Remove & Install Sign Structure, 18" RCP, 24" RCP, 30" RCP, 48" RCP, 12" steel Pipe, 18" Flared End Section, Geotextiles for Drainage, Rip Rap, Salvage and Relocate Existing Rip Rap, Drainage Inlet Markers, Remove Pipe and Inlet, Chain Link Fence, Protective Railing, Remove Chain Link Fence, Install sign, Metal Post (Roadside Sign) Install Sign (Mast-arm Hanger Method), Install Roadside Sign (Wood Post), Remove Metal Post, Remove Roadside Sign (Wood Post), Guardrail (Midwest Guardrail System 6" Wood Post) Transition Railing (Type WB-31), End Anchor Assembly (Type SFT), In-line Terminal System, Flared Terminal System, Crash Cushion Module, Remove and Replace, Concrete Barrier, Pavement Markers, Paint Traffic Stripe (2-Coat), Painted Pavement Markings (2-Coat), Removal of Pavement Marker (P), Remove Thermoplastic Pavement Markings, Remove Painted Traffic Stripe, Signal and Lighting (P) Video Inspecting Pipelines and Culverts for Acceptance, Pedestrian Barricade, Landscaping & Irrigation, Bridge Removal, Structure Excavation (Bridge), Structure Backfill (Bridge) Cast-In-Drilled-Hole Concrete Piling, Prestressing CIP Concrete, Temp Trestle, Structural Concrete, Joint Seal Assembly, Bar Reinforcing Steel, Prepare and Stain Concrete, Miscellaneous Metal, Bridge Deck Drainage System, Cable Railing, Handrailing, Bridge Lighting, Slope Paving Removal, Ground Anchor Wall, Structure Excavation, Structure Backfill, Structure Backfill (Ground Anchor Wall) (F), Ground Anchor Wall (Subhorizontal) (P), Structural Concrete, Retaining Wall (F), Architectural Treatment (F), Bar Reinforcing Steel, (Retaining Wall) (P-F), Structural Shotcrete(F), Slope Paving (Concrete) Minor Concrete (Gutter), Cable Railing (P-F), Eastern & Western Mitigation Sites - Shrub Removal, Eastern & Western Mitigation Sites - Revegetation, Steel Casing (30-Inch), Sewer Isolation Gate Valve (14-Inch), Access Manhole (5' x 3'), Removal or Abandonment of Existing Water Facilities Handling and Disposal of Non-friable Asbestos Material, Water Main, Gate Valve, Sewer Force Main, and Cathodic Protection

Please submit scope sheets 3 days prior to bid to allow for proper evaluation.

Subcontracting Requirements: Skanska's insurance requirements are Commercial General Liability (GL): \$1M ea. occ., \$1M personal injury, \$2M products & completed operations agg. & general agg.; \$1M Auto Liability; \$5M Excess/Umbrella and \$1M Workers Comp. Endorsements and waivers required are the Additional Insured End., Primary Wording End., & a Waiver of Subrogation (GL & WC). Other insurance requirements may be necessary per scope. Subcontractors may be required to furnish performance & payment bonds in the full amount of their subcontract by an admitted surety & subject to approval by Skanska. Skanska will pay bond premium up to 1%. Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Skanska is signatory to the Operating Engineers, Laborers, Cement Masons, & Carpenters Unions. 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.

Skanska is an Equal Opportunity/Affirmative Action Employer

This contractor and subcontractor(s) shall abide by the requirements of 41 CFR 60-300.5(a) and 60-741.5(a). These regulations prohibit discrimination against qualified individuals on the basis of protected veteran status or disability, and require affirmative action by covered prime contractors and subcontractors to employ and advance in employment qualified protected veterans and individuals with disabilities.

Skanska Estimating Dept.: 1995 Agua Mansa Rd, Riverside, CA 92509 - Phone: (951) 684-5360, Fax: (951) 788-2449
Estimator: Jerome DiPadova • Email: bids.social@skanska.com

Sub-Bids Requested From Qualified **CBE** Subcontractors & Suppliers
**County of Los Angeles, Department of Public Works
As-Needed Engineering and Project Management Support Services**
Project ID: AED7740085
Location: Los Angeles County
Bid Date: 10/24/17

Seeking the following services:

Architectural Services, Geotechnical Engineering, Waste Management Consultants, Construction Services (Inspection), Laboratory Testing, Landscape Architect, Urban Planning and Consulting, Construction Services - Estimating, Public Relations Services, Surveying Services, Structural Engineering, Transportation Engineering

Woodard & Curran, Inc.

**888 South Figueroa Street, Suite 1700 • Los Angeles, CA 90017
Phone: 213.223.9460
Contact: Tamara Simbirdi, Sr. Marketing Coordinator
Email: tsimbirdi@woodardcurran.com**

We will assist interested firms in obtaining bonds, lines of credit and/or insurance if necessary.

With SBE you can:



FIND
Subcontractors,
Vendors,
and Suppliers



REACH
Diverse Audiences



ADVERTISE
Sub-Bid Request Ad
Public Legal Notices
Job Listings

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

SBE Targeted “Sub-Bid Express” Availability and CUF



“Utilize SBE’s “Targeted Sub-bid Express” to attract available businesses with their CUF (commercially useful function) code verified by certifying agencies. Firms have bidding experience and a history of using a “sharp pencil”. All of these firms “hang out” in SBE’s 1.5 million B2B diverse database. So “availability” is not a problem.



You get 3 ads for the price of one

- one in the weekly publication (Thursday)
- one on our website
- one in the SBE Today Newsletter on Friday

and be assured that your message is delivered timely **BEFORE BID DATE.**

CONTACT US TODAY

A: 795 Folsom Street, 1st Floor, San Francisco, CA 94107

P: 415-778-6250 or 800-800-8534

F: 415-778-6255

E: sbe@sbeinc.com

W: www.sbeinc.com

SBE is a certified DBE firm

SMALL BUSINESS EXCHANGE

FOLLOW US:



<https://www.facebook.com/sbeinc>



<https://twitter.com/SBEinc1984>

To Download the AD ORDER FORM, please visit the link below:

<http://e8.octadyne.net/clientFiles/8023/Sub-Bid-Request-Order-Form-rev-5-20-16-.pdf>

California high-speed rail: Everything you need to know

■ Continued from page 1

large cities with up to 24 different stations. With an anticipated cruising speed of 220 mph, the train is intended to provide Californians with a fast and convenient option to travel throughout the Golden State without relying on their cars or short-haul airplane flights.

The project is supposed to open in legs. The first, connecting San Jose to the Central Valley, is scheduled to begin passenger service in 2025. Stops along this leg will include San Jose, Gilroy, Merced, Madera, Fresno, Tulare County, and Bakersfield.

The second leg, expected to open in 2029, will build out tracks from San Jose to San Francisco's Transbay Terminal, including a Peninsula stop in Millbrae; and south from Bakersfield to Anaheim, with stops in Palmdale, Downtown Los Angeles, and at Burbank Airport.

The proposed timeline on the later extensions of the project are foggier, but the state plans to add a 110-mile Sacramento extension, connecting to Modesto and Stockton on its way, and a 167-mile segment that snakes east from Los Angeles through the San Gabriel Valley to the Inland Empire, and eventually down south to San Diego.

Altogether, the train's proponents envision the HSR as a much-needed boost to the state's aging and overcapacity infrastructure. Though the state's population continues to grow, our freeways and our airports cannot. And, aside from creating an alternative for long-distance travel, HSR will also provide funds for cities to better develop their own local transportation systems and integrate the HSR station into local transit networks.

The train also figures into California's aggressive goal to cut carbon emissions to 40 percent below 1990 levels by 2030, given the electric train is significantly less carbon-intensive than either driving or flying.

By 2040, the state estimates the HSR will eliminate up to 10 million miles of vehicle travel daily, as well as up to 180 short-haul flights.

Has construction already started?

Yes, it has. The High Speed Rail Authority officially broke ground on the project in Fresno back in early 2015. Since then, construction crews have been working on a 119-mile segment of track in the Central Valley. For now, this means building out the track's right of way and its necessary bridges, trenches, and undercrossings. The (sluggish) progress can be tracked online. But a drive along Highway 99, itself being realigned to accommodate the train, yields some encouraging views of the project's future viaduct.

Individual cities across California have started preparing for HSR's arrival. Notably, Fresno has rezoned the area around the city's future station to accommodate buildings up to 15-stories tall, and has begun work on a pair of Bus Rapid Transit lines to connect the city's northern and eastern flanks.

Los Angeles and Anaheim are moving forward upgrades to their one-day high-speed rail stations, and Caltrans is close to releasing its assessment of how to best integrate the HSR into the state's transportation grid.

Closer to home, Caltrain's electrification upgrade is being built with the expectation that the corridor will one day serve the HSR. And

the Transbay Terminal is being built with the expectation (err, legal mandate) that the bullet train will one day arrive, though exactly how and when is one of the bullet train's (many) unresolved sticking points.

I've heard it's not going well. Is that true?

Funny you should ask. The California High-Speed Rail project is arguably state's most controversial

big public-infrastructure project. The fact that the train's projected cost has mushroomed from approximately \$40 billion when voters first approved the project in 2008 to about \$64 billion in 2016 means a lot of people feel ripped off.

Doubly so for the fact that construction seems to be progressing at a painstakingly slow rate. An unreleased Federal Rail Administration risk analysis from earlier this year said the project was running

significantly over budget and behind schedule, according to the Los Angeles Times.

Thanks to the deadly combination of California's strict environmental laws, under which any individual or organization may file a lawsuit saying a project is violating the California Environmental Quality Act, and lots of very ticked-off people, the bullet train has been a magnet for litigation.

About six suits have been filed relating to the Central Valley portion of the route, and it's only natural to expect more will come as plans for exactly how the train will snake through the Bay Area and Southern California materialize over the next year or so. In July, the state Supreme Court affirmed that state environmental law definitely applies to the train, despite an argument made that more lax federal law should usurp state environmental regulation for state-owned projects.

Also, the train has fallen victim to abjectly political attacks. Earlier this year, a cabal of California Republicans led by Bakersfield Congressman Kevin McCarthy penned a letter to Secretary of Transportation Elaine Chao, asking her to withhold roughly \$650 million of federal grant money allocated for Caltrain's electrification because of the corridor's eventual intended use with the HSR.

In McCarthy's words, "We think providing additional funding at this time to the [California High Speed Rail] Authority would be an irresponsible use of taxpayer dollars."

Aside from that, the train is a frequent target for more sweeping legislative change on the state level. A statewide ballot proposition last November not-so-subtly targeted the train by proposing a constitutional amendment to require voter approval for "megaprojects" costing more than \$2 billion. Another potential amendment on the ballot next June could derail the one of the train's funding mechanisms.

Should we be hopeful?

If there's one certain thing about the bullet train, it's that its future has been clouded in uncertainty from almost the very beginning—at least judging by its treatment by the state's press.

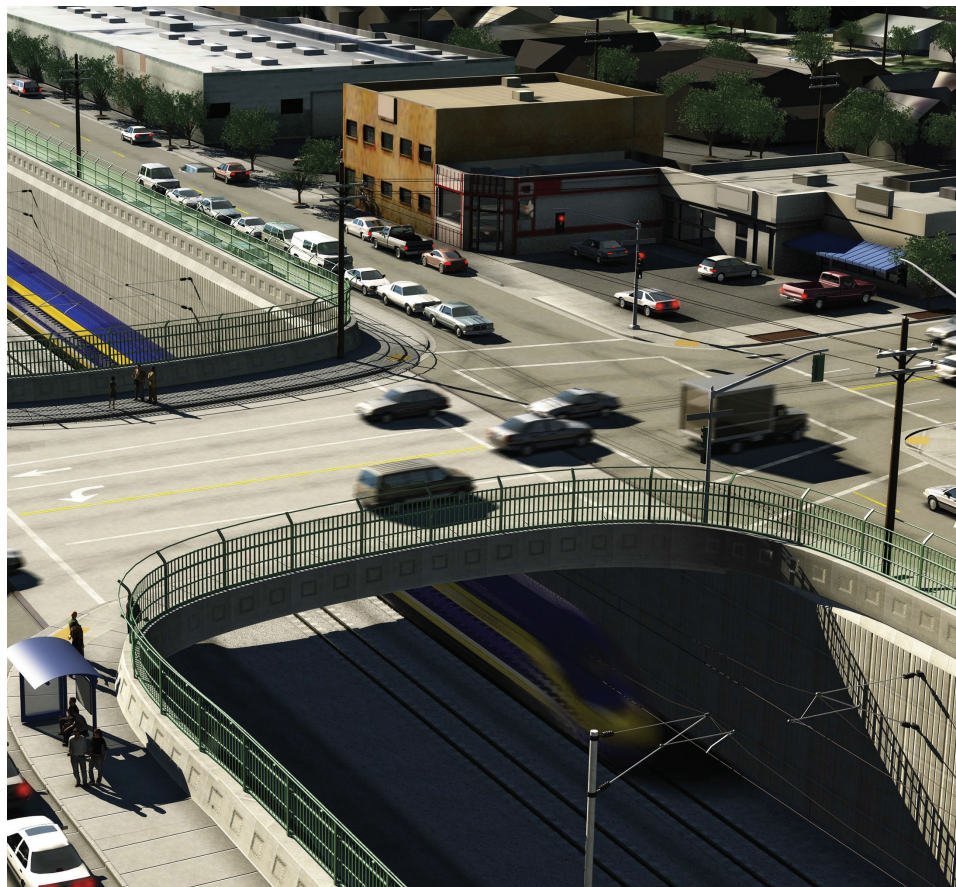
It's important to remember, however, that voters approved the project by a comfortable 600,000-vote margin. And an opinion poll conducted by the Public Policy Institute of California in May of 2016 found that 63 percent of Californians still considered the bullet train "important" for the "future quality of life and economic vitality of California," compared with just 35 percent who did not think it is important.

The biggest question for the train, however, is money. Litigation, aside from being costly in its own right, leads to construction cost increases from contract change orders and the prevailing cost increase of labor and materials. Add in the combination of lower-than-expected revenue from California's cap-and-trade program and a presidential administration that, at times, seems hostile to California's very existence, and things start looking grim for the bullet train.

The state ultimately hopes the high-speed rail project will generate enough revenue to cover operating costs once construction is complete. Once the plan moves closer to completion, they anticipate funds from private donors.

Let's be optimistic.

SOURCE: sf.curbed.com



A full-scale mock-up of a high-speed train is displayed at the Capitol in Sacramento in 2015. (Rich Pedroncelli / Associated Press)



Rendering of the California High-Speed Rail project in San Jose. Rendering via California High Speed Rail

California Sub-Bid Request Ads



REQUEST FOR BIDS & NOTICE OF INTEREST

IBI Group is bidding on the following project as a Prime Contractor:
Scoping Architect Services for the Hall of Records Modernization Project for the County of Los Angeles, Department of Public Works, RFP No AED7740066.

IBI Group is seeking certified **Community Business Enterprise (CBE)** firms interested in submitting qualifications as sub-consultants as part of the IBI team. All CBE firms including business enterprises owned by **LSBE's, SBE's, Social/Enterprise Firms, disabled veterans, disadvantaged business enterprises, and minority and women-owned business enterprises** the following firms may submit information and qualification for consideration as part of team of consultants for the Scoping Architect Services for the Hall of Records Modernization Project for the County of Los Angeles, Department of Public Works, RFP No AED7740103.

This proposal is in alignment with the L.A. County Community Business Enterprise (CBE) Program. In addition, the IBI group can provide assistance to interested CBE's in obtaining the required bonds, lines of credit, and/or insurance. IBI Group intends to conduct itself in good faith in regards to all CBE firms.

All interested firms should email a two-page firm overview including resumes and a recent project list that is similar in scope to the County of L.A., Dept of Public Works, Scoping Architect Services for The Hall of Records Modernization Project Request for Proposals, and certification documentation no later than EOD on Oct 4th, 2017 to kirk.shimazu@ibigroup.com. A copy of the RFP can be provided upon request by contacting Ms. Colleen Kane at 213-769-0011. Specific questions regarding this RFQ may be emailed to kirk.shimazu@ibigroup.com

Which includes business enterprises owned by disabled veterans, disadvantaged business enterprises, and Scoping Architect Services for Hall of Records Modernization Project minority and women-owned business enterprises.



Proven Management, Inc.
225 3rd Street, Oakland, CA 94607
Phone: 510-671-0000 • Fax: 510-671-1000

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

**MISSION BLVD CORRIDOR IMPROVEMENTS, PHASE 2
CITY OF HAYWARD
Bids: 10/31/2017 @ 2 PM**

CLEARING/GRUBBING; SWPPP; TRAFFIC CONTROL; STRIPING & MARKING; CONCRETE CURBS & GUTTERS; SIDEWALK; MEDIANS; ROADWAY EXCAVATION; PORTLAND CEMENT CONC; REINFORCED CONC PIPE & CONNECTION; ROADSIDE SIGNS; LANDSCAPE/IRRIGATION; TREE PRESERVATION/PRUNING; SITE FURNISHING & ACCESSORIES; INTERLOCKING PAVERS; DECORATIVE METAL FENCE & PANEL; DECOMPOSED GRANITE PAVING; CONC UNIT MASONRY; MANUFACTURED STONE VENEER; TEMP TRAFFIC SIGNAL & LIGHTING; CIDH CONCRETE PILE FOUNDATIONS; STEEL PEDESTALS & POSTS; ELECTRICAL CONDUIT; PULL BOXES; FIBER OPTIC CABLE & EQUIPMENT; CCTV; LUMINAIRES; ILLUMINATED STREET NAME SIGNS

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 contact Ben Pearce at ben@provenmanagement.com. PMI is signatory to the Operating Engineers, Carpenters, and Laborers Collective Bargaining Agreements.

We are an Equal Opportunity Employer

Balfour Beatty Infrastructure Inc.

Pier E Container Yard – Intermodal Railyard Stage 3, Phase 3
Long Beach, CA
Owner: Port of Long Beach

Bid Date: PRIME CONTRACTOR: Tuesday, October 31, 2017 by 2:00pm

Bid Date: SUBCONTRACTOR: Friday, October 27, 2017 by 2:00pm

BBII is interested in soliciting in Good Faith for all subcontractors and suppliers; in addition all SBE/VSBE firms are encouraged to submit quotations for: Schedules, Field Engineering (Survey), Video/Photograph Progress Documentation, QA/QC, Temporary Facilities and Controls, Equipment Rental, Aggregates, Ballast, Offsite Transportation & Disposal (Truckers), Groundwater Treatment System, Demolition, Site Clearing, Hazardous Waste Removal, Erosion Control, Earthwork, Sweeping, Geosynthetics, Roller Compacted Concrete Paving, Site Concrete, AC Paving, Striping, Fences and Gates, Concrete Supply, Concrete Forms & Accessories, Forming Subs, Reinforcing Steel, Concrete Pumping & Special Placement, CIDH Piling, PCC Paving, Precast Concrete, K-Rail, Concrete Drilling, Sawcutting & Coring, Masonry, Miscellaneous Metals, Structural Steel, Structural Steel Erection, Handrails & Railing, Grating, Prefabricated Buildings, Finish Carpentry, Cabinets, Countertops, Thermal Protection (Insulation), Flashing & Sheet Metal, Roofing, Caulking, Joint Seal, Doors and Windows, Overhead Doors, Acoustic Ceilings, Gypsum Board, Metal Stud, Signage, Painting, Louvers and Vents, Fire Extinguishers and Cabinets, Compressed Air Piping, Water Distribution Systems, Drainage, Sanitary Sewer System, Fire Protection Piping, Plumbing, HVAC, Electrical, Instrumentation, Electrical Trenching, Crane Rail, Trackwork, Track Hardware, Precast Concrete Ties, Timber Ties.

BBII is signatory to the Operating Engineers, Laborers, Cement Masons and Carpenters Unions. Please call for bonding and insurance assistance. Subcontractors should expect to sign the standard BBII subcontract form and provide a waiver of subrogation. It is the Subcontractors' responsibility to read the Plans and Specs and to acknowledge all Addenda in their Scope and Quotes. Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Subcontractor scope (including any conditions or exceptions) is required 48 hours prior to bid deadline to allow proper evaluation. Bidders shall make good faith efforts to utilize SBE and VSBE.

In order to assist SBE/VSBE Contractors and suppliers, we will divide total requirements into smaller tasks or quantities, and if necessary, adjust schedules to permit maximum participation. Interested subcontractors are required to indicate all lower-tier SBE/VSBE participation offered on our quotation.

Contract Specifications and Plans are available for viewing at BBII's offices by appointment. For your convenience, you may also view and download plans by following this link maintained by BBII: <https://secure.smartbidnet.com/External/PublicPlanRoom.aspx?Id=329199>

For questions, contact Brian Miller at (707) 427-8900 or by e-mail: estimating.wr@bbiis.com.

BALFOUR BEATTY INFRASTRUCTURE
(A Union/Prevailing Wage Equal Opportunity Employer)
220 Technology Drive, Suite 210, Irvine, CA 92618
Phone: (707) 427-8900 Fax: 877-763-4002
License No.: 664318



Graniterock

5225 Hellyer Avenue, Suite #220
San Jose, CA 95138
Phone (408) 574-1400 Fax (408) 365-9548
Contact: Vicki Narciso
Email: estimating@graniterock.com

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

**Main Avenue and Madrone Pipeline
Restoration Project
Contract No. C0633**

**Owner: Santa Clara Valley Water District
Engineers' Estimate: \$12,000,000.**

BID DATE: October 11, 2017 @ 2:00 PM

Items of work include but are not limited to: Sawcutting, Clearing & Grubbing, HDPE Pressure Pipe, Traffic Control, Slope Protection, Filter Fabric, Adjust Utilities and Trucking.

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

We are an Equal Opportunity Employer



Graniterock

5225 Hellyer Avenue, Suite #220
San Jose, CA 95138
Phone (408) 574-1400 Fax (408) 365-9548
Contact: Patrick McDonald
Email: estimating@graniterock.com

REQUESTING SUB-QUOTES FROM
QUALIFIED SBE / MBE / WBE / DBE
SUBCONTRACTORS/SUPPLIERS/
TRUCKERS FOR:

2017 Storm Damage Repair, Phase 1

**Owner: Contra Costa Water District
Engineers' Estimate: \$2,600,000.**

BID DATE: October 17, 2017 @ 10:00 AM

Items of work include but are not limited to: SWPPP, Trucking, Fence, Traffic Control and Hydroseeding.

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

We are an Equal Opportunity Employer

Kiewit / Manson MOTCO, AJV
4650 Business Center Drive Fairfield, CA 94534
Attn: Victor Molina • norcal.bids@kiewit.com
Fax: 707-439-7301

Requests quotes/bids from qualified Small Business Concerns (SBC), including SDB, WOSB, HUBZone SB, VOSB & SDVOSB certified by The System for Award Management (SAM).

<https://www.sam.gov/portal/public/SAM>

Subcontractors and Suppliers for the following project:

**Replacement/Upgrade Pier 2 -
Military Ocean Terminal Concord (MOTCO)**
Location: Concord, CA
Solicitation No. W9123817R0065
Owner: U.S. Army Corps of Engineers (USACE)
Bid Date: October 26, 2017 at 12:00 P.M.
Quotes Due: October 20, 2017 at 4:00 P.M.

Small Business Concerns (SBCs)

Wanted for the following scopes, including, but not limited to:

Asphalt paving, Biological assessment and monitoring, Building Construction, Site Mechanical, Utilities, Concrete Reinforcing, Concrete Repair, Concrete, Concrete Pumping, Underwater Demolition (ordnances), Earthwork/Excavation, Electrical, Marine Fenders, Marine Towing; Piling, Precast Concrete, Quality Control/Assurance, Dynamic Pile Testing, MEC/UXO, Street Sweeping, Trucking/Hauling and Water Truck.

Bonding, insurance and any technical assistance or information related to the plans or specification and requirements for the work will be made available to interested certified, SBC suppliers and subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or services for this project will be offered to interested certified suppliers and subcontractors.

**Subcontractor and Supplier Scopes
are due October 16, 2017 and Quotes
NO LATER THAN October 20, 2017 by 4 PM.**

Plans and specifications are available through SmartBid-Net (SBN) or the Government's website at www.fbo.gov. All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company and to be able to receive bidding information, view plans and specifications.

You can view the plans in our office during regular business hours by appointment.

Performance Bond and Payment Bonds may be required for subcontractors and a suppliers bond for suppliers.

Buy American Act applies
An Equal Opportunity Employer
CA Lic. 433176
DIR # 100001147

ADVERTISE YOUR AD HERE

Advertise your
Sub-Bid Requests in the
Small Business Exchange

With a monthly
readership of 75,000,
SBE reaches a diverse
audience, cutting across
ethnic and gender lines
as well as traditional
industry segments.



Tech Industry: Diversity & Inclusion

These Entrepreneurs Are Done Waiting For Silicon Valley To Close The Racial Wealth Gap

With Silicon Valley embroiled in the culture wars, some are looking beyond it for new—and faster—means of narrowing the racial wealth disparity.

By Pavithra Mohan,

The tech industry has sunk the equivalent of a unicorn's valuation into diversity and inclusion initiatives over the last five years, according to a recent Intel and Dalberg estimate. But as Code2040, a nonprofit working to widen opportunities for black and Hispanic professionals, knows all too well, most companies have made sluggish progress. "I think so much of the \$1.2 billion that tech has spent on tech diversity has been spent on PR or recruiting, when that's not actually the issue," says Karla Monterroso, Code2040's VP of programs.

The reason Code2040 focuses on what it calls the "innovation economy," shorthand for the tech sector proper and the constellation of industries and organizations being reshaped by it, is that it's uniquely positioned to disrupt the racial wealth gap in the U.S. The average salary for a tech worker in software engineering, product management, or data science is well over \$100,000—more than the median annual household incomes of a black family (less than \$37,000) and a Hispanic family (\$45,000) combined.

But as the Google memo fiasco made clear just weeks ago, Silicon Valley is still struggling just to build consensus around diversity's value and means of execution. The worry is that by the time 2040 rolls around, the year demographers estimate the U.S. is will be a majority minority country, the tech sector will be nowhere near reflecting that, with potentially disastrous consequences for the next generation of black and Hispanic Americans. With the clock ticking, some are now buckling down on alternatives outside the Valley.

Building The New Economy Now

Since 2012, Code2040's Fellows Program has paired top black and Hispanic students with tech companies that are serious about diversifying, including Intel, Slack, Twitter, LinkedIn, and Airbnb. This week the nonprofit announced it's expanding that program to New York City next year, in an effort to bring tech opportunities in finance and media into the fold. Code2040 has already lined up partners in Goldman Sachs, Jane Street, Squarespace, Spotify, and the New York Times.

Cofounder and CEO Laura Weidman Powers tells Fast Company that to grow, Code2040 has had to be selective. "We vet the companies that we work with, so we don't work with every company that would like to work with Code2040. There are some companies that want to work with us as a way to check a PR box, and we're not interested in that."

A few years back the organization dropped a "big-name company" that wouldn't comply with the manager training required to participate in Code2040's Fellows Program. (Two years later, that company had a change of heart and reappraised Code2040 about starting over.) "Holding companies accountable . . . is a pivotal part of this, because you create an incentive structure," Monterroso said. "I've got really talented people. You want them, and you don't get to have them without doing some of the work."

But Code2040 knows that "retrofitting" tech companies with heavily skewed demographics



can only do so much, which is why it wants to create a stronger ecosystem of the fellows, mentors, and entrepreneurs it's worked with over the years. As Powers explains, that head count will number 40,000 strong by 2020, so making sure they all have a chance to connect with each other on- and offline is crucial to extending Code2040's impact into the future.

Some of that is already happening organically. Chazz Sims, one of Code2040's first group of fellows, launched his own company three years ago, a route-optimization software startup called Wise Systems. Recently, Sims hired another Code2040 fellow. "I really felt like I kind of came full circle, from being in the [Fellows] program to being able to start my own company and bring someone else on," Sims told me. "We are a diverse team with a diverse network, and so we just continue to feed off that."

Another Code2040 alum from the nonprofit's first year, Amy Quispe, insisted on creating a "temp-to-perm" path for Code2040 Fellows at her company. "And out of that, students got hired full-time for those jobs at a unicorn company," Monterroso said.

This is how it's supposed to work everywhere, Powers and Monterroso believe, with a community of well-connected black and Hispanic tech innovators brokering connections and spawning new companies—without having to first get hired by the Googles and Facebooks of the world in order to gain a foothold, or pause to defend themselves from the biases of the James Damores who work alongside them. This way, says Powers, tomorrow's startups will be "built from the ground up in a way that's equitable."

And as Silicon Valley finds itself the latest front in the culture wars, and the Trump administration aims to restrict affirmative action at universities, potentially throttling the pipeline for diverse talent, the need to make this progress elsewhere in the innovation economy is gaining new urgency.

New Roads To Funding

Of course, one of the highest barriers to entry for women and minority entrepreneurs is getting

funding, but Powers sounds hopeful: "There's going to be a huge amount of investing power in the Code2040 network, even in the next three years, as we grow this community. It's one of the things that is most exciting when it comes to sort of shifting the balance of power and decision making," she says, adding that "you could have a pretty average tech salary and [still] be an angel investor."

A handful of VC firms now focus explicitly on funding female founders, and companies like Backstage Capital are doing the same for underrepresented minority entrepreneurs. But those groups are few and far between, and the funding numbers are still abysmal.

The Center for Urban Entrepreneurship and Economic Development (CUEED) at Rutgers University in New Jersey has been plugging away for years to help change that. This year, however, the organization launched two initiatives specifically designed to address the funding gap, after hearing from countless entrepreneurs who struggled to secure capital.

A three-month pre-accelerator called the Black and Latino Tech Initiative (BLT) offers founders of color mentorship and access to CUEED's venture capital partners, including local accelerators at Newark Venture Partners and IDT Ventures. CUEED's Pipeline to Inclusive Innovation (PII), on the other hand, aims to up the number of underrepresented scientists and inventors who take advantage of federally funded innovation and tech programs.

There are already about 20 to 25 companies between the two new programs, from a service that CUEED executive director Lyneir Richardson describes as "Yelp for reviewing landlords and property owners," to a diabetes test that uses a human teardrop.

"These folks have interesting ideas," CUEED's academic director Jeffrey Robinson says. "Certainly there are comparable ideas out there in the marketplace, and they get greenlit. It makes me wonder, why didn't these folks get greenlit? We're of the mind that we can better prepare en-

trepreneurs, no matter who they are, for entering accelerators, or getting that first level of funding, or supporting them as they go after these grants."

Micah Brown, the CEO of a sentiment-analysis startup called Centiment, told me that despite going through another program—the Sprint Accelerator—prior to joining BLT, he still couldn't score enough funding. "It was great from an exposure perspective . . . but I still struggled to raise money," Brown said, noting that he'd come from a corporate background and has been fundraising for almost a year.

In his experience, VCs were willing to meet with him, but it often ended there. "I think the doors are open, if you're a black entrepreneur, to the VC world," Brown said. "So we get in the door, but does that really matter if we're not respected [once inside]?"

BLT gave him access to venture partners, investors, and media attention that Brown says he wouldn't have received otherwise. ("I'm a founder focused on trying to pay my employees and keep them in place," he quipped.) Still, he said, the program could be even better sourced—like, say, Y Combinator or 500 Startups accelerator—if only BLT's limited partners and larger investors "put their money where their mouth is."

Virtuous Circles

As Richardson points out, entrepreneurs who don't receive funding from VC firms may turn to their personal networks of family and friends. For white, affluent founders, that's a viable path, but entrepreneurs who don't have the same support systems are left with fewer options. "It's that first \$200,000 of capital—not having that 'friends and family' round," Richardson says. "Those are impediments to minority entrepreneurs specifically."

If the innovation economy can build wealth among communities that historically haven't had as much of it, then those communities will have more resources for building innovative companies to serve them—and the rest of the world for that matter. Monterroso told me about one of Code2040's mentors, a black engineer who scored a job at Yammer through a friend. When Yammer was acquired by Microsoft, he made a good chunk of cash—enough to buy a home in San Francisco. But there was still money left to help his wife, an entrepreneur-in-residence with Code2040, get her fashion tech startup off the ground.

"That is a picture of how wealth is now getting created in the U.S., versus how it used to get created," Monterroso said.

Until lately, this model of wealth creation has largely benefitted white men. (Just look at Forbes's list of billionaires for proof.) The time is nigh for change. As white nationalists spill onto the streets, poisoning public debate and in some cases claiming lives, building more of these virtuous circles for people of color has never seemed so critical—not just to the future of Silicon Valley, but to the entire country.

SOURCE: www.fastcompany.com/

Fictitious Business Name Statements

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377519-00

Fictitious Business Name(s):
Bahman & Hoch, Inc.
 Address
100 Pine Street #1250, San Francisco, CA 94111
 Full Name of Registrant #1
Bahman & Hoch, Inc (CA Corp)
 Address of Registrant #1
100 Pine Street #1250, San Francisco, CA 94111

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **7/17/17**

Signed: **Heidi Hoch, President**

This statement was filed with the County Clerk of San Francisco County on **9/6/2017**.

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

Filed: **Fallon Lim**
Deputy County Clerk
9/6/2017

9/7/17 + 9/14/17 + 9/21/17 + 9/28/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377507-00

Fictitious Business Name(s):
Boston Hotel
 Address
140 Turk Street, San Francisco, CA 94102
 Full Name of Registrant #1
Boston Hotel 140 Turk LLC (CA)
 Address of Registrant #1
140 Turk Street, San Francisco, CA 94102

This business is conducted by **A Limited Liability Company**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **9/1/2017**

Signed: **Chandrakant Patel**

This statement was filed with the County Clerk of San Francisco County on **9/5/2017**.

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

Filed: **Sonya Yi**
Deputy County Clerk
9/5/2017

9/7/17 + 9/14/17 + 9/21/17 + 9/28/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377488-00

Fictitious Business Name(s):
level
 Address
635 Texas Street, San Francisco, CA 94107
 Full Name of Registrant #1
Level Design, LLC (CA)
 Address of Registrant #1
635 Texas Street, San Francisco, CA 94107

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 **11/7/2016**

Signed: **Nichole Rouillac**

This statement was filed with the County Clerk of San Francisco County on **9/1/2017**.

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

Filed: **Sonya Yi**
Deputy County Clerk
9/1/2017

9/14/17 + 9/21/17 + 9/28/17 + 10/5/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377371-00

Fictitious Business Name(s):
Ronim & Associates, LLC
 Address
1934 - 17th Avenue, San Francisco, CA 94116
 Full Name of Registrant #1:
Ronim & Associates, LLC (CA)
 Address of Registrant #1
1934 - 17th Avenue, San Francisco, CA 94116

This business is conducted by **A Limited Liability Company**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **8/21/2017**

Signed: **Jacqueline P. Minor**

This statement was filed with the County Clerk of San Francisco County on **8/24/2017**.

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

Filed: **Maribel Jaldon**
Deputy County Clerk
8/24/2017

8/31/17 + 9/7/17 + 9/14/17 + 9/21/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377156-00

Fictitious Business Name(s): **Iso Ideas, Inc.**
 Address
165 11th Street, San Francisco, CA 94103
 Full Name of Registrant #1: **Iso Ideas, Inc.**
 Address of Registrant #1
165 11th Street, San Francisco, CA 94103

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **6/21/17**

Signed: **Alexander Dixon, CEO**

This statement was filed with the County Clerk of San Francisco County on **8/8/17**.

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

Filed: **Marielyne L. Argente**
Deputy County Clerk
8/8/17

8/10/17 + 8/17/17 + 8/24/17 + 8/31/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0377631-00

Fictitious Business Name(s):
SFHC
 Address
1035 Market Street #400, San Francisco, CA 94103
 Full Name of Registrant #1
San Francisco AIDS Foundation (CA)
 Address of Registrant #1
1035 Market Street #400, San Francisco, CA 94103

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **8/1/1994**

Signed: **Elizabeth Pesch**

This statement was filed with the County Clerk of San Francisco County on **9/15/2017**.

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

Filed: **Marielyne L. Argente**
Deputy County Clerk
9/15/2017

9/28/17 + 10/5/17 + 10/12/17 + 10/19/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0376723-00

Fictitious Business Name(s):
Proven
 Address
739 Bryant Street, San Francisco, CA 94107
 Full Name of Registrant #1
Four Seasons Care Center, Inc. (CA)
 Address of Registrant #1
739 Bryant Street #205, San Francisco, CA 94107

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **4/25/2017**

Signed: **Jeremy Bragg, CEO**

This statement was filed with the County Clerk of San Francisco County on **7/07/2017**

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

Filed: **Homyrah Alocozy**
Deputy County Clerk
7/07/2017

7/20/17 + 7/27/17 + 8/3/17 + 8/10/17

FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0376749-00

Fictitious Business Name(s):
Outer Orbit
 Address
3215 Mission Street, San Francisco, CA 94110
 Full Name of Registrant #1
Skillshot LLC (CA)
 Address of Registrant #1
316 Bocana Street, San Francisco, CA 94110

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

Signed: **Christian K. Gainsley**

This statement was filed with the County Clerk of San Francisco County on **7/11/2017**

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

Filed: **Sonya Yi**
Deputy County Clerk
7/11/2017

7/20/17 + 7/27/17 + 8/3/17 + 8/10/17

ABANDONMENT OF FICTITIOUS BUSINESS NAME

STATEMENT OF ABANDONMENT OF USE OF FICTITIOUS BUSINESS NAME

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

1.) Big Lantern
 Located at **3170 16th Street, San Francisco, CA 94103**

This fictitious business name was filed in the County of San Francisco on **12/21/2016** under file **0373942**

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

Full Name of Registrant #1
Huai Hai Inc. (CA)
3170 16th Street, San Francisco, CA 94103

This business was conducted by a **A CORPORATION**.

Signed: **Feng Robert Hui**

This statement was filed with the County Clerk of San Francisco County on

Filed: **Marielyne L. Argente**
Deputy County Clerk
9/19/2017

9/21/17 + 9/28/17 + 10/5/17 + 10/12/17

Public Legal Notices

OFFICE OF COMMUNITY INVESTMENT AND INFRASTRUCTURE (OCII)

NOTIFICATION: DEVELOPMENT OPPORTUNITY Request for Proposals ("RFP") for Blocks 52 and 54 in the Hunters Point Shipyard Redevelopment Project Area

The Office of Community Investment and Infrastructure ("OCII") is seeking qualified applicants to submit proposals to:

Develop, own, and operate affordable rental housing on Blocks 52 and 54 in the Hunters Point Shipyard Redevelopment Project Area

The Office of Community Investment and Infrastructure ("OCII"), the Successor to the San Francisco Redevelopment Agency ("SFRA"), is seeking submittals from qualified applicants to develop, own, and operate affordable rental housing. The housing will serve very low-income families at non-adjacent Blocks 52 and 54 (the combined Blocks as the "Project") in the Hunters Point Shipyard Redevelopment Project Area ("Project Area").

An applicant ("Applicant") is defined as a team comprised of only the following: a developer ("Developer"), a property manager, an architect and a Workforce and Contracting Action Plan ("WCAP") consultant (if an outside consultant is being proposed).

In accordance with the Bayview Hunters Point Employment and Contracting Policy as amended and the OCII Small Business Enterprise Program, the successful Applicant will be required to competitively solicit and select its other consultants and contractors, including general contractor and subcontractors, at subsequent and appropriate development stages of this Project. Firms not defined as an Applicant above but interested in participating in this Project are advised to contact the successful Applicant's WCAP representative after completion of this RFP. The selection of an Applicant is tentatively scheduled for March 2018 (subject to change) and announcement of the successful Applicant will be posted on the OCII website shortly thereafter.

Proposals will be accepted until **4:00 p.m., Wednesday, November 29, 2017**. To obtain a copy of the RFP, please visit: <http://sfocii.org/rfps-rfq-bids> or the Office of Community Investment and Infrastructure located at One South Van Ness Avenue, Fifth Floor, San Francisco, CA 94103.

For questions regarding this RFP, please contact Elizabeth Colomello at (415) 701-5518 or by email at elizabeth.colomello@sfgov.org.

Starbucks names new CEO

Continued from page 2

told CNBC via email. "She is also used to running large, complex organization with a global focus."

Starbucks has hit some snags in recent quarters in its retail sales, blaming slowing mall traffic for weak sales at its Teavana stores, in particular. The company plans to shutter all 379 of these locations by spring 2018 to deal with the prolonged underperformance.

"[Brewer] was instrumental in making changes at Sam's Club to bring the retailer more in line with trends around health and wellness," Saunders said. "She also did a lot in terms of e-commerce and multichannel, and this experience will be valuable for Starbucks."

SOURCE: www.cnb.com

SMALL
BUSINESS
 EXCHANGE

Governments Struggle to Root Out Fake Minority Contractors

■ **Continued from page 1**

of Justice, where the investigation continued for nearly two years. Ultimately, the contracting firm was forced to relinquish its minority certification and pay \$15,000 to the state. State legislators took an interest in the issue, and last year passed legislation allowing all public agencies in the state to conduct their own investigations into future allegations of minority contract fraud.

The fact is, says Sollinger, it's not hard to figure out who's actually doing the work on contracts like these. Simple city inspections to make sure the awarded company is showing up to perform the job would have caught past violators. But cities and states across the country are struggling to provide sufficient oversight when it comes to minority- and women-owned firms, also known as disadvantaged business enterprises, or DBEs. As a result, much of the money that's targeted to help these businesses doesn't really go where governments want it to.

It's a problem that's shown up all over the place. In Louisville, Ky., the metro sewer district banned two minority businesses from receiving future contracts after it was discovered that they were subcontracting with nonminority-owned businesses. An audit in Pittsburgh found the city didn't even have a way to track how much work was going to DBEs. The city of Denver has also been dealt a blow by contracting scandals in recent years. In 2014, the city proudly touted a new contract for mechanical work at Denver International Airport that had been awarded to a company owned by an African-American woman; at \$39.6 million, it was the city's largest-ever minority contract. But it later became clear that the company was subcontracting more than \$23 million of the work to a different firm, one that didn't qualify as a minority contractor. That December, a city audit declared that Denver's minority contracting program was failing. "This program is broken, and the city is breaking its word to those it has promised to help," City Auditor Dennis Gallagher said at the time. "It troubles me that stakeholders, including the public and firms in the construction and professional services industries, do not know whether this program is working."

Nationwide data on DBE contracting programs is spotty. The National Association of State Procurement Officials doesn't monitor them, and relies on state offices to track fraud and abuse. But states' efforts vary widely. A report from the U.S. Government Accountability Office (GAO) in 2011 found that the Federal Highway Administration did not have the right tools to properly monitor states' DBE programs for transportation

construction. The GAO has published a smattering of reports over the past 25 years on women- and minority-owned contracting programs with two main conclusions: More information was needed, and the contracting world in general lacks women and minorities.

Boosting their ranks is an important goal for government, says Wendell Stemley, president of the board of the National Association of Minority Contractors. Cities and states owe it to their residents to help minority firms, he says, and that begins with tighter oversight. "The faces of these businesses should reflect how diverse the locality actually is," Stemley says. "And if a state has lax compliance standards, then of course there are going to be firms willing and able to game the system."

Ensuring that a minority contracting program is functioning properly takes a lot of work. Just ask Minnesota state Sen. Scott Dibble. As the chairman of the Transportation and Public Safety Committee, Dibble has been leading the charge to overhaul minority contracting ever since a 2013 internal audit by the Minnesota Department of Transportation found extensive problems with its DBE program, ranging from mismanagement and weak oversight to outright fraud. The audit had come at a time when the state was aggressively ramping up construction projects, thanks to rebounding post-recession revenues. Officials were trying to include more women- and minority-owned companies, but it wasn't working. "We just weren't seeing a lot of success, and we were even having protests outside the state Department of Transportation office," says Dibble. The scathing audit highlighted millions of dollars that had been passed through to non-DBEs and a consistent failure to meet the state's own DBE goals. But the key finding, says Dibble, was from the state Office of Civil Rights. "There were some serious concerns within that office that numbers were fudged," he says. "Basically, our program was a mess."

Since then, the state has made several reforms to its contracting program. Leadership within the office has been cleared out. DBE mentoring programs -- in which a certified disadvantaged business enters a three-year partnership with an established company to help hone business practices to better compete in the marketplace -- have been put in place. This year a consortium of state agencies will be working together to develop more objective criteria for what really qualifies as a disadvantaged business. Perhaps most important, Dibble says, the effort has raised awareness among lawmakers of the need for intense oversight. "In order to remedy age-old injustices" against disadvantaged firms, he says, "it requires proactive action, not passive acceptance."

The state has seen some successes. For 2015, the transportation department announced that 7.3 percent of its contracts were awarded to DBEs, a significant step toward its goal of 10.3 percent. "While we made some progress over the last half of the fiscal year, we are not pleased with this number," Transportation Commissioner Charlie Zelle said when he announced the new figures. The state DOT has laid out specific goals that Zelle hopes will help it hit its goal for this year. Those benchmarks include finding businesses that qualify as DBEs and getting them certified, providing them with tools to help with bids, and ensuring consistent contracting practices. Statewide, the Minnesota purchasing office has begun more intensive outreach to identify and certify DBEs, which has resulted in a 13 percent increase in minority-owned businesses registered with the state.

Still, there's an inherent challenge when a state endeavors to mix bureaucracy with "complicated social problems," says Dibble. "It's a problem, and I don't really know how to solve it."

Another place that's taking on contract reform is New Orleans. The city has long had a minority contracting program in place, but when construction projects ramped up as the city rebuilt after Hurricane Katrina, it became clear the program had extensive problems. There was a two-year backlog of companies waiting to be certified as minority- or women-owned businesses, and the city had virtually no record-keeping or monitoring processes in place. The hurdles for disadvantaged businesses reflected larger socioeconomic realities, says Ashleigh Gardere, director of the Network for Economic Opportunity in the mayor's office. "New Orleans is a city all about relationships, and it's also a segregated one. Women and minorities who owned businesses just didn't know the right people, so the opportunities weren't there." In 2010, there were 200 certified DBEs in New Orleans, but that's an "insufficient number" considering the scope of the rebuilding work being done, Gardere says.

"New Orleans is a city all about relationships," says Ashleigh Gardere. "Women and minorities who owned businesses just didn't know the right people."

In 2013, Mayor Mitch Landrieu introduced a set of proposals to raise the profile of the program. These reforms focused mostly on outreach and oversight of public contracts -- regulations that would hold the city accountable for making sure DBEs were earning city contracts. The certification process now takes 45 days, and the city wants to ultimately reduce that to 15 business days. Cutting down that wait time is crucial, says Gardere, because previously "people didn't even

want to become DBE-certified because it was just such a cumbersome effort." The efforts have helped lead to a dramatic improvement in DBE participation. Minority- and women-owned firms made up 16 percent of city contracts in 2011. By 2014, that number jumped to 37 percent -- exceeding the city's goal of 35 percent.

Last fall the city implemented a second wave of regulations, focused more on enforcement and compliance. Now, when fraudulent activity is discovered, the city can withhold payments and exclude that particular firm from future contracts. The city has also introduced new technology tools to monitor existing contracts and payments. (As a side benefit, the technology will allow subcontractors to see when a primary contractor gets paid, adding another level of transparency to the entire contracting process.)

In order to fully enforce these new changes, the city needed to invest in more people. When Landrieu took office in 2010, the Office of Supplier Diversity was made up of one person. But thanks to a local millage, the city was able to budget \$700,000 to beef up staffing. Now there's a staff of seven people, many of whom have a background in construction. There is also a dedicated staff focused on compliance, making sure companies that are awarded contracts are the ones showing up to do the job.

It's too soon to know how effective the new technology and compliance measures will be; the city only began training employees on them in February. But it's a testament to the importance of political leadership in prioritizing minority contract programs, says Gardere. "Get local government officials talking to your local NAACP, Urban League, your local inspector general. But as those conversations are happening," she says, "start testing out solutions."

Overhauls like the ones in New Orleans and Minnesota are cause for optimism, says the National Association of Minority Contractors' Stemley. And while he says there's plenty of room for improvement in DBE programs across the country, he believes the high-profile cases of fraud and noncompliance are the exception to the rule. Still, he says, the onus is on states and cities to step up their efforts to attract more minority- and women-owned businesses. "We need to be trying harder to make sure we have workforce diversity in the contracting community," he says. "We can't ignore these underserved communities that need jobs."

SOURCE: <http://www.governing.com>

The Construction Industry Is in Love with Drones

■ **Continued from page 1**

and gravel). Collectively, that intelligence allows construction companies to more efficiently deploy resources around a job site, minimize potential issues, trim costs, and limit delays.

Several technology companies—senseFly, DroneDeploy, Skycatch—have developed software for this growing market, but the products often leave much to be desired, says Tomislav Žigo, director of virtual design and construction at Clayco, a Chicago firm that uses drones on its job sites. "Where it really breaks down

is the processing and analytics," he says. "The software industry needs to provide us solutions. They were very quick to jump on the bandwagon and say, 'Here's more data,' but the last thing you need on a construction project is more data that you don't have time to process."

A 3D virtual model of the Red Rocks Amphitheatre in Colorado, built with Autodesk software using drone data. Photo: Courtesy of Autodesk

Last year Autodesk (adsk, +1.84%) began moving to address the discrepancy. In November it invested an undisclosed sum in Skycatch, which makes hardware and software for the construction indus-

try. It followed that with a June investment in 3D Robotics, with which the company is developing a specialized drone equipped to scan built environments and beam data directly to the cloud. Autodesk also developed its own cloud-based design platform, called Forge, intended to help its customers quickly obtain and manipulate data.

The notion of an end-to-end data flow is hardly cutting-edge for the technologists in Silicon Valley and beyond, but it's a big upgrade for the construction industry. Still, it's early days, says Dominique Pouliquen, a drone-initiative coordinator at Autodesk. "We are still in the learning phase with our customers as to what data they

really need to extract meaning," he says. "There are still discoveries to be made."

Read More: Chipotle Is Delivering Burritos by Drone at This College Campus

Competitive construction companies aren't waiting around, says Skycatch CEO Christian Sanz.

"It's going to be less about hype and more about real, tangible ROI," he says, using the acronym for return on investment. "And it's going to rewrite how people do construction."

SOURCE: <http://fortune.com/>



SBE PROJECT PARTNERS IN BUSINESS & COMMUNITY OUTREACH

- 33 years of history in connecting Primes, Corporations and Agencies with Small, Minority-Owned, Women-Owned, Disabled Veteran-Owned and DBE firms.
- “Vetted” Database including businesses certified by federal, state or local jurisdictions
- National trade / focus publications to community businesses and stakeholders
- Expertise in Diversity Outreach to identify firms, promote outreach events, and handle registration details.
- Archived search results

LINK TO OUTREACH ORDER FORM:

http://e8.octadyne.net/clientFiles/8023/SBE_Diversity-Outreach-Form.pdf

For more information contact:

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