

Do All Old Oil and Gas Lines Need Pressure Testing?



By Nicholas Zeman

How safe are all the old oil and gas pipelines that crisscross the U.S., and does it make sense to pressure-test most of them? The federal Pipeline and Hazardous Material Safety Administration is developing a verification process that may subject to hydrostatic pressure testing as much as 95%, or 182,000 miles, of the U.S. pipelines that transport crude oil, gasoline and other liquids. Up-to-date records also would be required.

Evan Vokes, a pipeline safety consultant for Tar Sands Blockade, a coalition of grassroots opponents to the Keystone XL pipeline, sees much sense in the initiative, but oil and gas companies already are questioning the program's legality. In a Feb. 20 joint letter from the American Petroleum Institute and the Association of Oil Pipelines, pipeline operators submitted their first official response to PHMSA's proposal. The groups argued that Congress had not given PHMSA the authority to develop an integrity verification process.

Operators have reasons to squirm. The biggest proposed process would end the grandfather clause that exempts legacy pipelines from pressure testing. This means all pipelines would be pressure-tested,

upgraded or repaired according to operating pressure limits contained in federal regulations. Half of all U.S. pipelines in operation were built before 1970. The amount of work could cost billions of dollars.

The ghosts of recent pipeline accidents loom over the debate and public perception. Among the recent well-publicized failures are ExxonMobil's Pegasus Pipeline, which leaked hundreds of thousands of gallons into an Arkansas river in 2013; TransCanada's new Bison Pipeline in Wyoming blew up in 2011; and Pacific Gas and Electric's San Bruno, Calif., pipeline blast killed eight people in 2010. "The writing is on the wall," Vokes says. "PHMSA knows what can happen if some of these pipelines are kept in operation."

The Feb. 20 letter also acknowledged that the San Bruno explosion probe "revealed inaccurate and incomplete documentation to substantiate the maximum allowable operating pressure of the failed natural-gas pipeline." The oil-and-gas sector claims, however, that hydro-testing almost 100,000 miles of pipeline would require billions of dollars and divert attention away from "higher priorities." Plus, says the institute, extensive hydro testing can actually damage a pipeline.

Vokes says hydro testing is the best public safe-

guard. "The only reason not to hydro-test a pipeline is if you have a low-frequency electric resistance weld that makes cracks worse by hydro testing," Vokes claims. "If a pipe is destroyed by a pressure test, then there you go—that's your answer: It's a piece of crap."

The real problem may have to do with pipeline operators not knowing the true strength of their pipelines and making wrong assumptions. PG&E's records for the San Bruno line had the wrong long-seam type, specified minimum yield strength and depth of cover, according to the National Transportation Safety Board's investigation. On one pipeline segment, PG&E assumed a specified minimum yield strength of 52,000 psi, contrary to regulations requiring operators to use a value of 24,000 psi when the yield strength is unknown.

Continued on page 3

SMALL BUSINESS EXCHANGE

SBE OUTREACH SERVICES

With 1.5 million businesses in our database, SBE is California's #1 source for diversity outreach.

Advertisements

Placed in the Small Business Exchange newspaper, SBE Today newsletter, and online at www.sbeinc.com

Faxed and Eblast Solicitations

Targeted mailings sent to businesses per your criteria.

Telemarketing

Telephone follow-up calls that follow a script of 5 questions you create.

Computer Generated Reports

Will fit right into your proposal, along with a list of interested firms to contact.

Contact Info:

703 Market Street, Suite 1000

San Francisco, CA 94103

Email: sbe@sbeinc.com

Website: www.sbeinc.com

Phone: (415) 778-6250, (800) 800-8534

Fax: (415) 778-6255

Publisher of
Small Business Exchange
weekly newspaper

California Sub-Bid Request Ads

Turner

Request for Qualification (RFQ)
RFQ Period: April 13, 2015 – April 27, 2015

Turner Construction Company (Turner) is seeking qualified Subcontractors for the following project:

San Francisco International Airport
Contract No. 10003.71
Interim Boarding Area B and Security Screening Checkpoint

Turner has been awarded this project, which is the construction of a temporary, fully functional Interim Boarding Area B facility with up to nine (9) aircraft gates and associated Security Screening Checkpoint. The Interim Boarding Area is anticipated to perform and serve for a period of four (4) to six (6) years during demolition of the existing Boarding Area B and central area of Terminal 1 and the construction of the new permanent facility. Additionally, some modifications to the adjacent Boarding Area C will be required as part of this Contract to ensure optimum operations of the future reconstructed T1 Complex.

Only those Subcontractors who meet pre-qualification criteria and are deemed pre-qualified to perform work on their respective trades will be invited to submit a bid. Trade Subcontractors who do not submit the pre-qualification information and are not pre-qualified will not be allowed to bid the project.

Turner is seeking RFQs for the following trade packages:

TRADE PACKAGE DESCRIPTION	EST. VALUE	TRADE PACKAGE DESCRIPTION	EST. VALUE
General Requirements #2	\$1,400,000	Painting	\$265,000
Masonry	\$85,000	Window Treatments	\$25,000
Rough Carpentry	\$100,000	Signage	\$520,000
Paving	\$765,000	Furnishings	\$1,185,000
Misc Metals / Stairs / SS Base / BHS Shed	\$1,950,000	Food Service Relocation	\$650,000
Ex Wall / Metal Panels / Sheet Metal	\$2,400,000	Relocate Mezzanine Offices	\$950,000
Roofing / Waterproofing	\$1,400,000	Relocate USO Center	\$170,000
Drywall / Plaster / Framing / Insul / Fireproofing	\$1,550,000	Relocate Conference Center	\$230,000
Acoustical Ceilings	\$1,850,000	Boarding Area C Improvements	\$4,250,000
Flooring	\$1,540,000	Ceramic Tile	\$730,000
Elevator	\$480,000		

Contract documents, including drawings and specifications, for the project are anticipated to be available for bidding 2Q/2015. Construction start is by 3Q/2015.

There is a requirement of 23% LBE participation for this project, which must be met with LBE firms that are certified LBE by the San Francisco Contract Monitoring Division. At bid time, each individual trade package will have a minimum participation requirement listed in order to meet the overall Project LBE participation requirement.

For information on how to Pre-Qualify with Turner, please contact Ana Valencia (510.267.8228 or avalencia@tcco.com)

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

Hwy 780 Paving – Benicia/Vallejo
Caltrans #04-2J2804

BID DATE: April 28, 2015 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, Water Pollution Control Program, Sweeping, Cold Plane AC, Clearing & Grubbing, Crack Treatment, Preparing Profilograph, Preparing Inertial Profiler, AC Dike, Data Core, Tack Coat, Minor Concrete, Misc. Iron & Steel, Striping & Marking, Electrical and Construction Materials

O.C. Jones & Sons, Inc.

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

Contact: Donat Galicz

An Equal Opportunity Employer

100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ is willing to breakout any portion of work to encourage DBE Participation. Plans & Specs are available for viewing at our office or through the Caltrans Website at www.dot.ca.gov/hq/esc/oe/weekly_ads/index.php.



Dowdle & Sons Mechanical, Inc. requests quotes from all Certified DVBE/MBE/WBE/SBE/DBE/LBE Subcontractors and Suppliers for the following project:

Everett Middle And Lilienthal Elementary School Boiler Replacements

SFUSD Project No's 11735 and 11743 San Francisco, CA

Bid Date: May 5, 2015 at 2:00 PM.

Bid Pricing Due In By: 1:00 PM.

Budget Estimate: \$1,000,000

Trades/Suppliers Needed, but not limited to: Electrical, Hazardous Abatement (Asbestos and Lead Certification), Demolition, Rigging, Insulation, Controls, Materials Suppliers.

Bid Documents are available for viewing at the plan rooms specified by official SFUSD Notice to Contractors.

The project is subject to State of California Prevailing Wages and Contractor Registration (SB 854). SFUSD requires use of Labor Compliance Software, Elation Systems, Inc. for the duration of the project (cost is to be included in the bid amount). Bonds may be required. Successful subcontractors will be required to sign Dowdle & Sons standard subcontract agreement, which includes waiver of subrogation endorsements to their workers compensation and GL insurance.

Dowdle & Sons Mechanical, Inc.

100 Tower Road, American Canyon, CA 94503

Phone: (707) 224-6968. Fax: (707) 224-7885

Contact: Andrew Dowdle

Andrew@Dowdleandsonsmech.com

An Equal Opportunity Employer

Mission Bay Development Group, LLC is actively seeking SBE General Contractors for the upcoming

Mission Bay Owens, 16th, and Mariposa Street Public Improvements Project.

The Project is administered by the SFMTA and the FTA. Federal Grant requirements will apply.

Work scope includes **Grading, Curb & Gutter, Roadbase, AC, Landscape, Irrigation, Streetlights, and Traffic Signals.**

This project carries a 100% SBE participation requirement. Bid documents will be distributed to each interested General Contractor.

Please contact **Cathy Serrano** of **Townsend Management, Inc.**, at (415) 355-6644 to pick up a set at the **Mission Bay Office, 410 China Basin Street, San Francisco, CA 94158**

California Sub-Bid Request Ads

Shimmick Construction Company, Inc.
DBE Subcontractor/Supplier Bids Requested For:
**San Francisco Bay Area Rapid Transit District
Oakland Emergency Generator (OEG) System**
Contract No. 09EK-130E
Bid Date: May 5, 2015 at 2:00PM
Fax all quotes to 510-777-5099

Requesting certified DBE Subcontractor and Supplier Quotes on Medium Voltage Terminations, Electrical SWGR, Transformers, Generators, Fiber Optic Cable, Low Voltage Cabling, Tray Systems, Electric Testing, Structure Excavation, Structure Backfill, Paving Asphalt, Furnish & Drive Piling, Concrete Structure, Minor Concrete Structure, Concrete Surface Finish, Steel Structures, Reinforced Concrete Sewer Pipe, Fencing, Metal Railing, Fuel Systems, Coring, Cutting, Demolition

Any prospective subcontractor/supplier intending to participate in the bidding process must sign a Third Party Non-Disclosure Agreement and complete a security screening with the owner before being able to purchase/view Contract Documents. Once complete, Contract Documents may be purchased from the District Secretary's Office, San Francisco Bay Area Rapid Transit District, in person on the 23rd Floor at 300 Lakeside Drive, Oakland, CA 94612 or are available for viewing by appointment only at Shimmick Construction's Office: 8201 Edgewater Drive, Suite 202, Oakland, CA 94621.

Subcontractors and Suppliers interested in this project may contact Greg Adams by phone at (510) 777-5040.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick Construction Company, Inc. are required of subcontractors for this project. Shimmick Construction will pay bond premium up to 1.5%. Subcontractors will be required to abide by terms and conditions of the AGC Master Labor Agreements and to execute an agreement utilizing the latest SCCI Long Form Standard Subcontract incorporating prime contract terms and conditions, including payment provisions. Shimmick Construction's listing of a Subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote. Shimmick Construction requires that Subcontractors and Suppliers price quotes be provided at a reasonable time prior to the bid deadline to enable a complete evaluation. For assistance with **bonding, insurance or lines of credit contact Scott Fairgrieve at (510) 777-5000.**

Shimmick Construction Company Inc.
8201 Edgewater Drive, Suite 202 • Oakland, CA 94621
Phone (510) 777-5000 • Fax (510) 777-5099

An Equal Opportunity Employer

Shimmick Construction Company, Inc.
SBE/DBE/LBE Subcontractor/Supplier Bids Requested For:
Transbay Transit Center
General Contractor: **Webcor/Obayashi Joint Venture**
TG07.6 Topping Slabs, Bus Crash Rails, and Expansion Joints
Bid Date: **April 30, 2015 at 2:00 PM**
Fax all quotes to 510-777-5099

Requesting qualified SBE/DBE/LBE certified Subcontractor and Supplier Quotes on: **Barrier Rail, Bridge Rail – Concrete, Concrete Building, Coring, Flatwork, Joint Seal, Rebar, Survey, Trucking, Expansion Joints, Lumber, Railroad Products, Ready Mix, Reinforcing Steel, Sandblasting, Finishing Roadway, Masonry**

Bid Plans and Specifications that do not contain protected information may be purchased via ARC Northern California – (415) 495-8700 <http://www.e-arc.com> or may be viewed by appointment only at Shimmick Construction's Office: 8201 Edgewater Drive, Suite 202, Oakland, CA 94621, Phone: 510-777-5050

Subcontractors and Suppliers interested in this project may contact Kyle Nelson by phone at (510) 777-5086 or knelson@shimmick.com.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick Construction Company, Inc. are required of subcontractors for this project. Shimmick Construction will pay bond premium up to 1.5%. Subcontractors will be required to abide by terms and conditions of the AGC Master Labor Agreements and to execute an agreement utilizing the latest SCCI Long Form Standard Subcontract incorporating prime contract terms and conditions, including payment provisions. Shimmick Construction's listing of a Subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote. Shimmick Construction requires that Subcontractors and Suppliers price quotes be provided at a reasonable time prior to the bid deadline to enable a complete evaluation. For assistance with **bonding, insurance or lines of credit contact Scott Fairgrieve at (510) 777-5000.**

Shimmick Construction Company Inc.
8201 Edgewater Drive, Suite 202 • Oakland, CA 94621
Phone (510) 777-5000 • Fax (510) 777-5099

An Equal Opportunity Employer

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

**State Highway in Santa Clara County
in Sunnyvale, Santa Clara,
and San Jose from Fair Oaks Avenue
Overcrossing to N. First Street Overcrossing
Contract No. 04-1J2604
Federal Aid Project No. ACNHP-P237(011)E**
Engineer Estimate:
\$2,930,000 - 50 Working Days
Goal: **DBE 15%**
Bids: April 22nd, 2015 @ 2:00 PM

Requesting Sub-quotes for (including but not limited to): Fabric and Oils, Electrical Material, Construction Area Signs, Traffic Control, Cold Plane, Erosion Control, Asphalt Paving, AC Dike, Grinding, Thermoplastic & Painted Traffic Stripe & Marking, Pavement Marking, Signal and Lighting, Message Signs, Lighting & Sign Illumination, SWPPP Planning, Water Truck, Sweeper, Trucker.

Scope of Work: Cold plane asphalt concrete pavement and place RHMA (Gap Graded).

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

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

RGW Construction, Inc.

Contractors License A/B 591940
550 Greenville Road • Livermore, CA 94550
Phone: 925-606-2400 • Fax: 925-961-1925

An Equal Opportunity Employer

Do All Old Oil and Gas Lines Need Pressure Testing?

PHMSA doesn't usually direct operators to replace large pipe segments. The new process, which still must survive PHMSA's rule-making protocols, would represent a major expansion of its regulations, says Susan Olenchuk, attorney for Van Ness Feldman LLP, which provides counsel to natural-gas and oil pipeline operators. If the process survives the rulemaking procedure, "the alternatives to pressure-testing, which pipeline operators have been allowed to perform, would no longer be acceptable for establishing maximum operating pressure," says Olenchuk. "So, a majority of vintage pipelines would have to be pressure-tested and either abandoned or replaced if they failed."

The time line for implementation is unclear, but the final result could trigger a vast amount of repair and rebuilding.

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

Advertise
with the Small Business Exchange

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

Seattle, WA Sub-Bid Request Ad

SKANSKA

Skanska USA Building, Inc.
Notice of Public Hearing

University of Washington – Life Sciences Building
Intent to Conduct Alternative Selection Process
Mechanical Contractor Construction Manager (MC/CM)
and
Electrical Contractor Construction Manager (EC/CM)
Hearing Date/Time: Monday, April 27, 2015 at 3:00 p.m.
Location: Skanska USA Building, Inc.
221 Yale Avenue North, Suite 400
Seattle, Washington 98109

Pursuant to RCW 39.10.385, a public hearing will be held by Skanska USA Building, Inc. (Skanska) and the University of Washington (Owner) regarding the intent to utilize the alternative subcontractor selection process for the University of Washington Life Sciences Building Project. The Owner and Skanska have determined that this project meets the criteria established in RCW 39.10.385 for use of the MC/CM and EC/CM process. Among the most important factors in this determination is the critical importance of having the Mechanical and Electrical subcontractors involved during the design phase. This project has a large mechanical and electrical component and it is important during design that the MC/CM and EC/CM provide detailed construction scheduling, input into procedures and specifications, input into design constructability issues, participation in Building Information Modeling, coordination of contract documents, determination of construction logistics and construction phasing, detailed cost estimates, investigation of existing conditions and early procurement of long-lead equipment.

Verbal and written comments will be received at the hearing regarding the justification for utilizing the Alternative Subcontractor Selection Process, the evaluation criteria, and the relative weights for each criterion and protest procedures. After the hearing, Skanska and the Owner will consider all written and verbal comments and issue a final determination to all interested parties. All protests of the final determination must be in writing and submitted to Skanska within seven (7) calendar days of the date of the final determination. Protests and written comments shall be addressed to the following:

Skanska USA Building, Inc.
Attn: Kirk Brewer
221 Yale Avenue North, Suite 400
Seattle, Washington 98109
Phone: (206) 348-7766
E-mail: kirk.brewer@skanska.com

Once the Owner and Skanska make a final determination for establishing the use of MC/CM and EC/CM, the Request for Proposal (RFP) will be issued. These proposals will be evaluated by the Owner and Skanska to determine which contractors will qualify to advance to the interview and final submittal of Fee and Specified General Conditions. A draft RFP that includes the selection process justification, evaluation criteria, weighting, and protest procedures may be accessed at Builders Exchange of Washington (www.bxwa.com) on or after April 13, 2015. Contact Skanska via e-mail at Kirk.Brewer@skanska.com for login and password information.

Seattle wages rise even as IT, biotech pay slows

By Emily Parkhurst

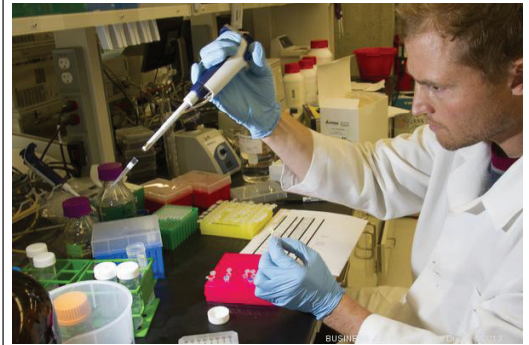


Image Credit: BUSINESS JOURNAL | Karen Ducey

Wage growth for biotech workers and other science and technology employees has flatlined across the country.

Good news, Seattle workers: Wages in this area are growing faster than most other parts of the country.

Now for the bad news: over the past nine months or so, wage growth has slowed for some of the region's hottest jobs, including technology, manufacturing and biotechnology.

That's according to data from Seattle compensation software company PayScale.

Seattle wages grew 2.3 percent between the first quarter of 2014 and the same period this year. That's 0.5 percent faster than in the rest of the country.

San Diego had wage growth of 3 percent and San Francisco had 2.8 percent. But the Seattle area was still near the top of the list for regions with the biggest increases.

Interestingly, though, wage growth has slowed in some of the fastest-growing professions, including biotechnology. There, wages are only growing at a rate of 1 percent year-over-year. IT jobs, a huge driver of Seattle's economy, are up 1.8 percent, which is the same as the national average for all jobs. In the past few quarters, wage growth for those industries has stagnated, which has already started to affect the Seattle area.

Areas with a high prevalence of science, technology, engineering and mathematics workers experienced wage slowdowns for this quarter, compared to the previous quarter, the PayScale study found. San Diego and Seattle had a decrease in wages over the last quarter (-0.6 percent and -0.1 percent respectively), while Boston had zero growth and San Francisco had a slight increase of 0.5 percent.

There is some good news for all the construction workers building all those Seattle tech company buildings: Construction wage growth is up nearly 3 percent.

About the Author

Emily Parkhurst oversees all digital content for the Puget Sound Business Journal.

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

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.



AUDIENCE PROFILE

Small Business Exchange, Inc.

Whether You're a Small Business Looking for Opportunities, or a Prime or Agency Seeking Small Businesses The Small Business Exchange has the resources you need to succeed.

