

SBE TODAY

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SBA Partners with Library of Congress to Analyze SBIC's Economic Impact



In 1958, Congress created the Small Business Investment Company (SBIC) program to facilitate the flow of long-term capital to America's small businesses. SBA does not provide capital directly to businesses. Instead, SBA partners with private investors to capitalize professionally-managed investment funds (known as "SBICs") that finance small businesses.

By Javier Saade

The U.S. Small Business Administration (SBA) helps Americans start, build, grow and capitalize businesses. In 1953, President Eisenhower established the SBA as an independent agency of the federal government to protect the interests of small business concerns, to preserve free competitive enterprise, and to maintain and strengthen the overall economy of the nation. Small businesses are critical to the U.S. economy and instrumental in competing in today's hyper-competitive global marketplace.

Created by Congress in 1958, the Small Business Investment Company (SBIC) program was established as a public-private partnership in order to generate long-term capital for small businesses within the United States. It was the second program established after the one today known as the 7(a) loan program. SBIC leverages the need for returns on capital that principal investors seek to affect economic development in this country. It is a public-private partnership that works and that runs at a zero-subsidy cost to the American taxpayer. Capital formation gaps for the small business community in the U.S. continue to exist across the spectrum. To continue effectively serving this mission, the Office of Investment and Innovation is engaging the Federal Research Division of the Library of Congress to perform and deliver an in-depth research report and data analysis on the economic impact realized from the SBIC program.

We will be issuing our annual report very soon. Today, there are 303 SBICs managing \$25.2 billion in assets that invest in thousands of American small businesses. SBICs are managed by qualified and licensed fund managers which in general and on average are able to access \$2 of government-guaranteed debt for every \$1 of private capital raised by each fund. Once licensed, SBICs have full discretion to determine their portfolio of long-term investments in the United States as long as they qualify as small businesses. A few iconic U.S. businesses backed by SBIC financing include Tesla Motors, Adams Respiratory (Mucinex), Amgen, AOL, Apple, Build A Bear, Costco, FedEx, Hewlett Packard, Jenny Craig, Intel, Nutri-Systems, Outback Steakhouse, Quiznos, Sun, and Staples. Since inception, SBICs have made over 160,000 investments in excess of \$70 billion.

With this engagement of the Library of Congress, SBA is seeking to derive refreshed metrics that more effectively measure the impact of the SBIC program on jobs, the small businesses receiving SBIC funding, the return on investment and diverse fund management and investments. At a very high level, there are four key items of note regarding this research and analysis which we hope will inform not only our effectiveness and impact but also policy:

1. This is the first time the SBIC program has ever commissioned a 'Fund Management Diversity' study in its history. Today, there are about 50 SBICs that have a woman and/or

minority in its principal ranks; in fact, very few studies of this type have ever been done.

2. This is the first time the SBIC program has ever commissioned a dedicated study of SBIC overall impact on job creation. From an empirical perspective, this is an important measure of SBIC's economic development real effect on our economy.

3. This is the first time in about three decades in which a comparative economic impact study has been performed on the SBIC program.

4. This is the first time SBA has engaged the Federal Research Division of the Library of Congress and we look forward to working with them and the many great FRD and independent researchers and economists that will be involved.

Source: www.sba.gov

SMALL BUSINESS EXCHANGE

SBE OUTREACH SERVICES

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

Advertisements

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Contact Info:

**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**

**Publisher of
Small Business Exchange
weekly newspaper**

California Sub-Bid Request Ads

Robert A. Bothman, Inc.

2690 Scott Blvd. • Santa Clara, CA 95050
Phone: (408) 279-2277 • Fax: (408) 279-2286
Stephanie Hunt • shunt@bothman.com

Robert A. Bothman

An Equal Opportunity Employer,

is requesting bids from certified San Francisco LBE subcontractors and suppliers for the following trades: Electrical, Asphalt paving, Fencing, Pavement Markings, Underground Utilities, Painting, Asphalt Supplier, Metal Handrails, Demolition, Turn-key Building

West Sunset Playground Renovation

Contract No. 3207V

Bid Date is

Wednesday September 9, 2015 @ 2:30 pm

Project location is

3223 Ortega Street, San Francisco CA

LBE Subcontracting Participation Requirement is 25% LBE

Subcontractors must be registered with the DIR

Bid documents can be viewed at our office or by contacting us for a link to access the plans and specifications.

Please call our office for any assistance with bonding; insurance; obtaining necessary equipment, supplies, materials; lines of credit and/or technical assistance.



Looking for
Subcontractors, Vendors,
and Suppliers?

Call 1-800-800-8534

or visit us at www.sbeinc.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.

O.C. Jones & Sons, Inc.

1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990
Contact: Jean Sicard • An Equal Opportunity Employer

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

San Tomas Expressway Projects El Camino Real to Homestead Road County of Santa Clara

BID DATE: September 10, 2015 @ 2:00 PM

We are soliciting quotes for (including but not limited to): Trucking, Traffic Control System, Type III Barricade, SWPPP, Adjust Utilities, Clearing & Grubbing, Hydroseed, Roadside Signs, Untreated Lumber & Timber, Soundwall, CIDH Concrete Piling, Temporary Fence with Acoustical Barrier, Underground, Curb & Gutter, Minor Concrete, Storm Drain Manhole, Concrete Paver, Fencing, Removable Bollard, Transition Railing, Terminal System, Concrete Barrier, Striping & Marking, Signal Pole and Foundation, Electrical, Detector Loop, Cold Plane AC, Structure Excavation, Structure Backfill, Crack Seal/Filler, AC Dike, Retaining Wall, Microsurfacing, Sound Wall – Precast Panels & Columns, Misc. Iron & Steel, and Construction Materials

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.

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

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

**San Tomas Expressway Projects El Camino Real to Homestead Rd.
Federal Aid Project No. CML-5937 (197)
Engineer Estimate: \$8,000,000 – 180 wd's
Bids: September 10th, 2015 @ 2:00 PM
Goal: DBE 3.25%**

Requesting Sub-quotes for (including but not limited to): Fabric & Oils, Electrical Material, Construction Area Signs, Traffic Control, Raise Iron-Utilities, Cold Plane, Demo Removal, Clear & Grub, Roadway Excavation, Structure Excavation/backfill, Landscaping, Hydroseeding, Erosion Control, Irrigation, Aggregate Base, Slurry Seal, Asphalt Paving, AC Dike, Grinding, CIDH Piles, Structural Concrete, Sound-wall-Masonry Precast, Joint Seal, Reinforcing Steel, Signs Roadside, Concrete Curb & Sidewalk-Misc., Dencing, Survey & Historical Monument, Object Marker, MBGR, Concrete Barrier, Thermoplastic Traffic Stripe & Marking, Painted Traffic Marking, Pavement Marking, Signal & Lighting, Message Signs, Lighting & Sign Illumination, Detector, SWPPP, Water Truck, Sweeper, Trucker, Storm Drain (Underground).

Scope of Work: Two separate projects, installing bike trail, privacy wall & traffic barrier. Widening of San Tomas to El Camino Real to Homestead Rd.

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

Plans and Specs may be acquired at the Plan Counter of the County of Santa Clara Roads & Airports Dept., 101 Skyport Dr., San Jose, CA 95110 or view & copy at our office or Contact Andy Eldridge 925-606-2400 andrew.eldridge@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.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603 • Phone: (510) 632-7676 • Fax: (510) 562-5209
Contact: Robert Herrera • An Equal Opportunity Employer

Sub Bids Requested From Qualified DBE Subcontractors & Suppliers for
County of Placer - HSIP Auburn Folsom Road Safety Improvement Project

Location: Granite Bay, CA • Project No. 000925

Bid Date: September 9, 2015 @ 11:00 AM

McGuire and Hester is seeking qualified subcontractors in the following trades: construction area signs, traffic control, SWPPP, hydraulic mulch, hydroseeding, cold plane AC, clearing & grubbing, microsurfacing, high friction surface treatment, minor concrete, metal beam guardrail, striping & signs, electrical, and trucking.

We will pay up to and including one and one-half percent (1-1/2%) of your bonding cost. Certification assistance is available, as well as viewing plans and specs.

1984

31
Years

2015

California Sub-Bid Request Ads

Granite Rock Company

120 Granite Rock Way, San Jose, CA 95136
Phone (408) 574-1400 Fax (408) 365-9548
Contact: Vicki Narciso
Email: estimating@graniterock.com

REQUESTING SUB-QUOTES FROM
QUALIFIED LBE / MBE / WBE / OBE
SUBCONTRACTORS/SUPPLIERS/
TRUCKERS FOR:

West Sunset Playground Renovation
Contract No.: 3207V (ID NO. FCP15123)
Owner: City & County of San Francisco
Engineers' Estimate: \$8,250,000.
BID DATE: September 9, 2015 @ 2:30 PM

Items of work include but are not limited to: Hazardous Materials, Building Demolition, Irrigation, Planting & Landscape, Synthetic Turf, Site Furnishings, Trucking, Doors, Windows, Electrical, Plumbing, Painting, Waterproofing and Fencing.

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

We are an Equal Opportunity Employer

Granite Rock Company

120 Granite Rock Way, San Jose, CA 95136
Phone (408) 574-1400 Fax (408) 365-9548
Contact: Bryan Jones
Email: estimating@graniterock.com

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

Stevens Creek Evelyn Bridge
Fish Passage Project
Contract No.: C0606
Owner: Santa Clara Valley Water District
Engineers' Estimate: \$1,000,000.
BID DATE: September 2, 2015 @ 2:00 PM

Items of work include but are not limited to: Rebar, Trucking, Demolition, Piling, Dewatering, Clear and Grub, Tree Removal, Erosion Control, Concrete Removal, and Survey.

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

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Kiewit

Kiewit Infrastructure West Co.
4650 Business Center Drive Fairfield, CA 94534
Attn: Victor Molina - victor.molina@kiewit.com

Requests sub-bids from qualified Subcontractors, Consultants, and/or Suppliers seeking to participate in the City of Fresno Southeast Surface Water Treatment Facility Project.

<http://www.epa.gov> / <http://www.sba.gov> /
www.californiaucp.org

Subcontractors, Consultants and Suppliers for the following project:

Southeast Surface Water Treatment Facility Project
Client Project No. 3369 - Phase Two
Owner: City of Fresno

Bid Date: September 29, 2015 @ 3:00 P.M.

Disadvantaged Business Enterprises (DBEs)

Minority Business Enterprise (MBE), Women Business Enterprise (WBE), Small Business Enterprise (SBE), Small Business in a Rural Area (SBRA), Labor Surplus Area Firm (LSAF), or Historically Underutilized Business (HUB) Zone Business Concern or a concern under a successor program wanted for the following scopes, including, but not limited to:

AC Paving, Aggregates, Cathodic Protection, Concrete, Concrete Formwork, Concrete Reinforcing, Minor Concrete, Precast Concrete, CIDH, Conveying Systems, Doors & Windows, Earthwork, Electrical & Instrumentation, Mechanical Equipment & Pumps, Erosion Control, Fencing, Finishes, Fire Protection, Furnishings, HVAC, Janitorial Services, Landscaping, Masonry, Metals, Painting & Coating, Pavement Markings, Piping & Valves, Quality Control, Security, Signage, Specialties, Support of Excavation, SWPPP, Temp Facilities, Thermal and Moisture Protection, Traffic Control, Trucking & Hauling, Utility Locating, Water & Sweeping Trucks, Well Drilling & Abandonment, Wood & Plastics.

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 CUCP, MBE, SBE, SBRA, LSAF or HUB Certified DBE business 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
NO LATER THAN September 18, 2015 and
Quotes by September 25, 2015 at 5 PM.

Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

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 to be able to receive bidding information.

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

110% Performance Bond and Payment Bonds are required for this project.

Davis Bacon Act, Buy American Act and American Iron and Steel provisions apply.

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CA Lic. #433176

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Contractors License A/B 591940
550 Greenville Road • Livermore, CA 94550 • Phone: 925-606-2400 • Fax: 925-961-1925
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RGW Construction Inc. is seeking all qualified DBE (Disadvantaged Business Enterprises) for the following project:

Bay Point Sewer Repairs – Phase 3 - Delta Diablo Project No. 15123
CWSRF Project Number: XC-06-8007-130
Engineer Estimate: \$1,360,000 - 130 Days
DBE Outreach
Bids: September 17, 2015 @ 10:00 AM

Requesting Sub-quotes for (including but not limited to): Fabric, Traffic Control, Raise Iron-Utilities, Landscaping, Erosion control, Aggregate Base, Asphalt Paving, Grinding, Concrete Curb & Sidewalk-Misc., Painted Traffic Stripe & Marking, Surveyor, SWPPP, Water Truck, Sweeper, Trucker, Underground-Sewer, CCTV, Pumping(sewer/bypass), Compaction Testing, Shoring & Sawcutting.

Scope of Work: Remove & replace 6, 8 & 10" diameter sewer, replace manholes, point repairs, Sewage flow control, pre & post construction survey, post construction CCTV. 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 Bidsync website: <http://www.bidsync.com>, or from the District Office, 2500 Pittsburg-Antioch Highway, Antioch. Contact Dan Schultz 925-606-2400 dan.schultz@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.

How Hurricane Katrina Made the Feds More Powerful

By Donald F. Kettl

If you marathoned the most recent season of “House of Cards” on Netflix, you know that one major plot line hinges on a federal disaster-relief law -- the Stafford Act of 1988, which authorizes the use of federal money to respond to hurricanes and other natural disasters. In the show, President Frank Underwood, played by Kevin Spacey, battles his foes in Congress over implementation of the law and just what constitutes a “disaster.”

It’s a testament not only to the arcane machinations that drive “House of Cards,” but also to the increasing importance of federal emergency funding. This month marks the 10th anniversary of Hurricane Katrina. Retrospectives on the storm instantly bring back the searing images of a drowned city, the tales of unimaginable chaos inside the Superdome shelter and the misuse of police power in trying to regain control.

Behind the retrospectives, though, are some big questions. How much should we spend on disaster relief? Who ought to pay for it? And when calamity strikes, who should be in charge? Since Katrina, new answers to these questions have emerged -- and they’ve quietly but dramatically shifted the balance of inter-governmental power.

Disaster spending is up in part because disasters themselves are becoming more frequent. In the nine-year period from 1997 through 2005, according to the Federal Emergency Management Agency (FEMA), there were 470 such events. In the following nine-year period from 2006 through 2014, there were 583. The National Oceanic and Atmospheric Administration found that the number of severe weather events -- those causing more than \$1 billion in damage -- averaged two per year in the 1980s, but more than 10 per year since 2010. Many scientists suspect that climate change has made us more vulnerable to big storms. But, quite simply, there are more of us living in harm’s way, concentrated on the coasts and on floodplains, and where forest fires strike and earthquakes threaten.

Not only is spending on the rise, but the feds account for more of it. According to a 2012 report by the Federal Reserve Bank of New York, the federal government on average paid about 26 percent of the damage costs for major hurricanes from 1989 to 2004. Since Katrina, that’s increased to 69 percent, along with a rising expectation that the feds will pick up the tab for large-scale multistate cataclysmic events. After all, Congress has an easier political road than state and local governments in getting money for disaster relief.

But there’s no consensus on what restrictions the feds ought to place on post-disaster



Hurricane Katrina flooded 85 percent of greater New Orleans on Aug. 29, 2005. (FEMA/Jocelyn Augustino)

rebuilding in exchange for providing this greater level of aid. In the past, federal aid programs often encouraged disaster victims to rebuild in the very spots that had suffered damage. Since Katrina, that has started to change, with requirements that homes rebuilt in New Orleans be raised above typical flood levels. Following Superstorm Sandy, some local governments on the East Coast forbade any rebuilding in low-lying areas. Now, FEMA has issued a policy set to take effect next March requiring states to address climate change before they can become eligible for disaster relief.

Federal restrictions on local choices, however, often don’t go down well, especially if they come through FEMA. The agency is so despised in Texas, for example, that, before this spring’s epic floods there, citizens debated how to protect themselves from FEMA setting up detention camps as part of a martial-law takeover. (Nothing of the sort was afoot, of course.) Then, after the floods, victims urgently waited for FEMA’s help. No one really wants the government to tell them where they can live and how they must build their homes, even if the regulations reduce death and damage in future disasters. But when disaster strikes, government help can’t come fast enough.

Katrina’s other major legacy, the dispute over who’s in charge at the moment of impact, is equally tricky. Behind the scenes there’s been an enormous shift in whether and when the feds need to pull the trigger.

The government of New Orleans all but collapsed during Katrina. The Bush administration was also politically embarrassed by

FEMA’s problems. In fact, after the storm the president’s political negatives rose sharply and never really returned to their previous levels.

Within FEMA and the Department of Homeland Security, a quiet consensus has emerged: There will never be another Katrina, at least in political terms. If a disaster threatens public order, the federal government will hit fast and hard.

All in all, Katrina’s legacy marks a permanent change in relations among federal, state and local governments. It shifted more of the cost of natural disasters to Washington, and it’s gradually pushed the feds deeper into what had long been mostly local decisions. More subtly, it’s also reset the trigger for federal intervention in other state and local functions, including fundamental ones such as public safety and criminal justice. Hints of these changes have sharply heightened simmering tensions about the federal government’s role, with an expectation of instant relief but an unwillingness to accept Washington’s efforts to control the costs of future disasters.

These shifts have taken place deep inside the corridors of government, without attracting much attention among Americans at large. It took President Underwood to give the general public a hint about what’s really happened in the decade since the storm.

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