

# SBE TODAY

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## Obama Signs \$305B, Five-Year Transport Measure



By Tom Ichniowski

The extended search for a long-term transportation bill is over, as President Obama has signed into law a measure authorizing \$305 billion over five years for highway, transit and Amtrak programs. It is the first transportation legislation of that length to go on the books since 2005.

The measure, which Obama signed on Dec. 4, won final congressional approval the night before, when the Senate passed it by an 83-16 vote. The House had cleared it earlier, on Dec. 3, on a 359-65 vote.

The enactment came shortly before the latest in a series of short stopgap measures was to expire.

According to ENR's calculations, the new bill—the Fixing America's Surface Transportation Act (FAST)—authorizes about \$230 billion for highways, \$61 billion for public transit, \$10 billion for Amtrak and \$5 billion for highway safety programs.

The top negotiators—House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.), Senate Environment and Public Works Committee Chairman James Inhofe (R-Okla.), Sen. Barbara Boxer (D-Calif.) and Rep. Peter DeFazio (D-Ore.)—worked to reconcile differences between nominally six-year bills that each chamber had approved earlier this year. The Senate version was estimated at \$350 billion; the House bill authorized \$335-billion plus.

The four legislators announced on Dec. 1 that they had struck a deal, saying in a joint statement, “This conference report provides long-term certainty for states and local governments and good reforms and improvements to the programs that sustain our roads, bridges, transit and passenger-rail system.”

Boxer—who called the bipartisan legislative effort “the impossible dream” and “The Perils of Pauline”—noted that, in the legislation's first year, fiscal 2016, it would hike highway funding by 5% and public transit funding by 8%. ENR calculates that annual highway obligations in the bill's last four years would rise by an average of 2.3%.

Stephen Sandherr, Associated General Contractors of America CEO, said in a statement that the FAST Act has a “slight boost” in funding but added that the increase “will help cut traffic, improve transportation safety and keep our economy globally competitive.”

Boxer also pointed to two new freight transportation programs in the bill, including one for “nationally significant” freight and highway projects, authorized at \$4.5 billion over five years.

Moreover, the conference agreement reauthorizes the 17-year-old Transportation Infrastructure Finance and Innovation Act (TIFIA) federal loan program—an important component of many major projects' financing—at \$1.1 billion over five years. But that amount is well below the \$1.75 billion that TIFIA got over 27 months in the last multiyear bill, 2012's MAP-21.

AGC's Sandherr notes that the measure also includes policy changes that “will help reduce the amount of time and money it takes to plan, approve and construct new transportation projects.” For example, the bill has language that aims to speed up projects' environmental reviews. North America's Building Trades Unions pointed to language to expedite project permitting as a particular positive of the new legislation.

State and local transportation officials—and engineering and construction firms that carry out highway and transit infrastructure projects—are pleased and relieved the FAST Act will last for five years.

They have had to operate under five short extensions over the past 14 months and 10 others between September 2010 and July 2012. State highway leaders have said such stopgap funding has hampered their ability to plan long-range projects. Some even cut back on proj-

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**Publisher of  
Small Business Exchange  
weekly newspaper**

# 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: Paul Brizzolara  
Email: estimating@graniterock.com

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

**Downtown San Jose and City Hall  
BRT Stations Contract**

**Contract No.: C837 (15313)**

**Owner: Santa Clara VTA**

**Engineers' Estimate: \$1,200,000.**

**BID DATE: December 23, 2015 @ 2:00 PM**

Items of work include but are not limited to:  
Electrical, Striping, Construction Area Signs,  
Minor Concrete, Clearing, Grubbing, Trucking,  
Slurry Seal and Traffic Control.

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**

## D'Arcy & Harty Construction, Inc

(415) 822-5200 Phone • (415) 822-0747 (Fax)  
Estimator : willie@darcyhart.com

**Rodeo Sanitary District  
Sewer Year 2A Improvements  
Rodeo, CA**

**Bids: 1/11/2016 at 2:00 PM**

**UDBE sub-bids requested for:**

**Traffic Control, Saw-cutting, Trucking  
and Concrete sidewalk**

## D'Arcy & Harty Construction, Inc

(415) 822-5200 Phone • (415) 822-0747 (Fax) • Estimator : willie@darcyhart.com

**Adeline Drive and Canyon Road Capacity Improvement Project  
Burlingame Hills Sewer Maintenance District  
San Mateo County, CA**

**Certified DBE sub-bids requested for  
Saw-cutting, Trucking, Traffic Control and Paving.  
Please contact Willie if you have any questions.**

**Bids: December 22, 2015 at 2:30 pm**

## Seattle, WA Sub-Bid Request

### SKANSKA

**NOTICE OF INTENT TO ISSUE BID INVITATIONS  
UNIVERSITY OF WASHINGTON – LIFE SCIENCES BUILDING**

**BID PACKAGES:**

**BP8100A – Exterior Glazing Systems**

**BP8100B – Exterior Point Supported Glazing Systems**

**BP13070 – Greenhouse**

**BP15030 – Fire Protection**

Sealed bids will be received by Skanska U.S.A. Building, Inc. for construction subcontracts to the GC/CM contract between Skanska U.S.A. Building, Inc. and the University of Washington for the above listed Scopes of Work. Deliver sealed bids to Skanska USA Building, Inc. 221 Yale Avenue North, Suite 400, Seattle WA 98109, Attention: Kirk Brewer.

#### **BID PACKAGES DUE DATES**

BP8100A - Exterior Glazing Systems – **Bid Due at 1:00pm on January 11th, 2016.**

BP8100B – Exterior Point Supported Glazing Systems – **Bid Due at 1:00pm on January 11th, 2016.**

BP13070 – Greenhouse – **Bid Due at 1:00pm on January 11th, 2016.**

BP15030 – Fire Protection – **Bid Due at 1:00pm on January 11th, 2016.**

Bids will then be publicly opened and read aloud five minutes after the bid due time. Bids received after the dates and hours above stated **WILL NOT** receive consideration.

#### **PRE-BID CONFERENCES**

Non-mandatory, though highly encouraged pre-bid conferences will be held at the following location and times:

Location: Skanska USA Building Inc. (Main Office) - 221 Yale Avenue North, Suite 400, Seattle WA 98109

BP8100A - Exterior Glazing Systems – **1:00pm on December 14th.**

BP8100B – Exterior Point Supported Glazing – **2:00pm on December 14th.**

BP13070 – Greenhouse – **3:00pm on December 14th.**

BP15030 – Fire Protection – **4:00pm on December 14th.**

Contract Documents for this work may be obtained Online at Submittal Exchange ([www2.submittalexchange.com](http://www2.submittalexchange.com)) and Builder's Exchange ([www.bxwa.com](http://www.bxwa.com)) **available Wednesday, 12/9/2015**; under Posted Projects/General Contractor Project areas/Washington/Skanska/Projects Bidding. Bidders are highly recommended to register when viewing the plans to ensure all addenda are received.

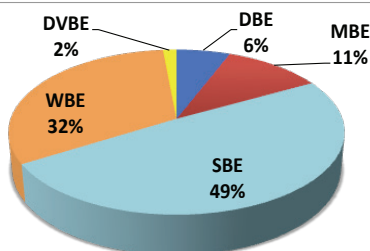
Questions that develop during the bid period must be submitted in writing on the Bidder Questions Form, included in the bid package in section 00060, and emailed to Skanska USA Building, Inc. to [kirk.brewer@skanska.com](mailto:kirk.brewer@skanska.com). All questions and answers will be published via addenda during the bid period. Questions must be received no later than 5:00 PM on December 31, 2015. **DO NOT** present questions directly to the Architect/Engineer.

A bid guarantee of 5% of the total bid amount is required at the time of bid. Bid deposits may be submitted in the form of a Bid Bond, postal money order, or a cashier's check made payable to Skanska U.S.A. Building, Inc.

**MWBE PARTICIPATION:** The University of Washington and Skanska are committed to the participation in its contracts by women and minority business enterprises certified by the Office of Minority and Women's Business Enterprises (OMWBE). Please see the contract documents for the voluntary participation goals. No minimum level of MWBE participation shall be required as a condition of being responsive.

Skanska USA Building, Inc. reserves the right to reject any or all bids and to waive any non-material informalities or irregularities in the bids received. A bidder may withdraw its proposal by submitting a written request before the bid opening time. Skanska will return the proposal unopened after contract award.

## AUDIENCE PROFILE Small Business Exchange, Inc.



# California Sub-Bid Request Ads



C. Overaa & Co - General Building Contractor  
200 Parr Blvd., Richmond, CA 94801  
510 234-0926, Fax: 510 237-2435 - www.overaa.com

We request bids from all qualified subcontractors and suppliers including DBE/SBE's for the following Project:

**AC Transit D3 Richmond Yard Reactivation P2095**

**Bid Date: January 7, 2016 until 2:00 PM - Contact: Bryan Dissman, bryand@overaa.com**

**Scope of work includes** The Alameda-Contra Costa Transit District (AC Transit) plans to reconstruct an existing Bus Maintenance Facility (circa 1984) by making structural and cosmetic improvements to the bus offices and maintenance bays with associated equipment/in-ground lifts, fueling systems, concrete bus storage area, and interior upgrades to offices/support areas, and ADA improvements to the locker rooms and bathrooms

**Trades include, but are not limited to** surveying, demolition, abatement & hazardous material disposal, earthwork, site utilities, striping, gate operators & key access system, site concrete, structural concrete, reinforcing, fiber reinforced polymer coatings, self leveling concrete underlayment, mortar & grouting, building cleaning, structural steel & metal fabrications, rough carpentry, casework, stainless steel countertops, FRP panels, waterproofing, traffic coatings, insulation, TPO roofing, firestopping, joint sealants, doors/frames/hardware, pass windows, glazing, metal stud & drywall, tile, fabric wall coverings, acoustical ceilings, VCT & carpet flooring, floor sealer, painting, fire sprinkler, plumbing, HVAC, sheet metal flashing, electrical, expansion control, access doors, markerboards & cork boards, signage, toilet partitions & accessories, wire mesh partitions, fire extinguishers, bird netting, vehicle service equipment, breathable air systems, fuel dispensing / fuel monitoring system, shop equipment, parking control equipment, vacuum equipment, residential appliances, miscellaneous equipment, window coverings, prefabricated shelters & guard booth, modernization of hydraulic elevators, vehicle lifts, spray painting booths, and fabricated equipment.

This project has a **10%** small business enterprise (SBE) utilization goal has been established for this procurement and an **5%** Disadvantaged Business Enterprises (DBE) goal.

We very much look forward to your success and responsive quote. Please feel free to contact our estimating department for further assistance including any bid questions, optimum scope/ size to fit your company, bond advice and/or help, insurance, or help with supplies and procurement.

This project requires the use of Buy American provisions.

Bids shall be good for 90 days

Engineer's estimate: \$10-12M

Deadline for RFI's is December 10, 2015 by 4:00PM. Please send questions to: bryand@overaa.com

Project duration is 275 calendar days

Prevailing Wage (Davis-Bacon)

Plans and specifications will be available for viewing in our plan room at 200 Parr Blvd., Richmond, CA; Contract Documents will be made available on AC TRANSIT's website at www.actransit.org and can be downloaded at no cost and/or at www.isqft.com, login is required. Please call for additional information about project and/or project documents.

We encourage bids from all Subcontractors/Suppliers including MBE/WBE/DBE/DVBE bidders. We are an equal opportunity employer. We offer to assist you with bonding, credit, and insurance. We are signatory to both Carpenters and Laborers. Subcontractors will be required to sign the Overaa Standard Subcontract Agreement, which includes the right for Overaa to require subcontractors to furnish a faithful performance and labor bond, in a form and from a surety acceptable to Overaa, in the amount of 100% of the Subcontract price. Subcontractors will be required to comply with all subcontract insurance requirements, which includes providing a waiver of subrogation endorsement to their worker compensation insurance. The Overaa Standard Subcontract Agreement is available for viewing at our website: www.overaa.com .

## 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

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

**Hwy 101 San Jose - Morgan Hill  
Resurface and Repair Flexible Pavement, PCC Slab  
Caltrans #04-1J6304**

**BID DATE: December 15, 2015 @ 2:00 PM**

We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Construction Area Signs, Portable Changeable Message Sign, SWPPP, Storm Water Annual Report, Sweeping, Cold Plane AC, Asphalt Treated Permeable Base, Base Bond Breaker, AC Dike, Geosynthetic Pavement Interlayer, Shoulder Rumble Strip, AC Dike, Tack Coat, Drill and Bond (Dowel Bar), Spall Repair (Polyester Concrete), Individual Slab Replacement (RSC), Grinding, Object Marker, Midwest Guardrail System, Vegetation Control, Transition Railing, Concrete Barrier, Striping & Marking, Loop Detector 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 or through the Caltrans Website at [www.dot.ca.gov/hq/esc/oe/weekly\\_ads/index.php](http://www.dot.ca.gov/hq/esc/oe/weekly_ads/index.php).



## Kiewit

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

Requests sub-bids from qualified Subcontractor, Consultants, and/or Suppliers seeking to participate in the Sacramento Regional County Sanitation District of Sacramento County, Biological Nutrient Removal (BNR) Project in Elk Grove, CA.

<http://www.epa.gov> / <http://www.sba.gov> /  
[www.californiaucp.org](http://www.californiaucp.org)

Subcontractors and Suppliers  
for the following project:

**Biological Nutrient Removal Project - Contract No. 4208**  
**Owner: Sacramento Regional County Sanitation District**  
**Bid Date: January 20, 2016 @ 2:00 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 Businesses wanted for the following scopes, including, but not limited to:

Asphalt Paving, Aggregates, Carpentry, Casework, Minor Concrete, Concrete Pumping, Concrete Readymix, Concrete Reinforcement Supply & Install, Concrete Forms, Precast Concrete, Cast in Place Concrete, Tilt-up Concrete, Clear & Grub, Grouting, Dewatering, Access Doors, Frames & Windows, Electrical, Equipment, Grading, Finishes, Flooring, Fire-Suppression Systems & Protection, HVAC, Masonry, Metals, Maintenance of Traffic (MOT), Paintings & Coatings, Plumbing, Piping & Valves, Process Interconnections, Quality Control, Security & Fire Detection Systems, Shoring, Signage, Specialties, Street Sweeping, SWPPP, Support of Excavation, Thermal & Moisture Protection, Cathodic Protection, Pre-Manufactured Canopies, Metal Buildings, Earthworks, Bridge Cranes, Steel Joist, Steel Roof Decking, Structural Steel Framing, Joint Sealant, Sheet Metal Flashing and Trimming, Trucking & Hauling.

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  
January 15, 2016 and**

**Quotes NO LATER THAN January 19, 2016 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, Plans and Specifications.

Performance Bond and Payment Bonds may be required for Subcontractors and Supply Bond for Suppliers on this project.

Clean Water State Revolving Fund Provisions apply  
Buy American Iron & Steel (AIS) requirements apply  
**An Equal Opportunity Employer**  
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# Obama Signs \$305B, Five-Year Transport Measure

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ects because of the federal funding uncertainty.

Alison Black, American Road & Transportation Builders Association chief economist, said in a Dec. 2 webinar that, in the past year, at least 28 states said they planned to delay or have canceled projects.

Michael Melaniphy, American Public Transportation Association CEO, in a statement noted, “As the first long-term surface transportation bill in 10 years, the significance of this legislation cannot be overstated.”

Jay Farrar, manager of Bechtel’s Washington, D.C., office, expects that, because of the new legislation, new projects will begin to flow soon. He says, “As the new year starts, in the first quarter, I think you’re going to see these things start to break loose.”

In addition, the agreement would reauthorize the U.S. Export-Import Bank through fiscal 2019.

Shuster, Inhofe, Boxer and DeFazio also said the measure is “fully paid for”—or revenue-neutral.

Conferees supplemented the weakened Highway Trust Fund’s projected revenue by transferring to it \$70 billion from the general fund. That amount is a larger shift than in either the House- or Senate-passed measures.

Speaking to reporters after the House vote, Shuster noted that the conferees did “go higher” in additional funds than the earlier House or Senate bills did. “We got what we could get,” he said.

The bill’s drafters offset that \$70 billion general-fund reduction through a collection of revenue-raising “pay-fors.” They include customs services fees, liquidating part of the Federal Reserve’s surplus account, reducing the dividends that the Fed pays to banks with assets above \$10 billion and selling some of the Strategic Petroleum Reserve’s inventory.

Shuster says some Republicans voted against the bill because they didn’t like some of the pay-fors. He adds, “I don’t think that’s the best solution for the pay-

fors. I think it needs to be a user-fee base. But, in this case, we needed this bill to pass, so the majority of our conference thought that this is a way forward.”

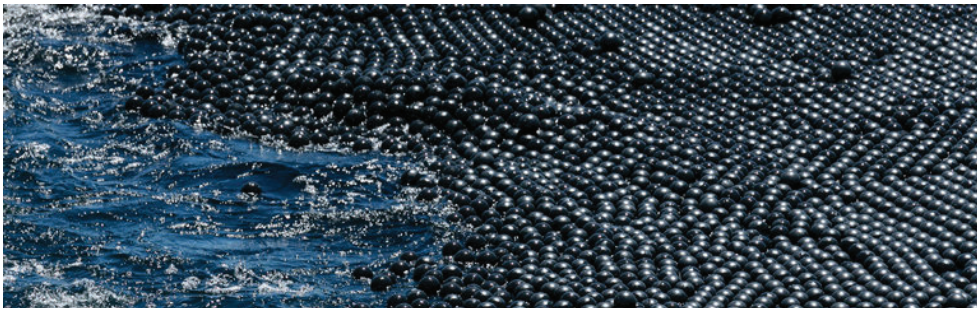
Asked why Congress seemed to see more need this year to produce a longer-term bill, Shuster says, “In our conference, there was a will to move forward. Overwhelmingly, people said, “We’ve got to get this done.”

DeFazio says another factor was that transportation groups kept emphasizing that “these short-term patches aren’t working.” He adds, “That message was delivered to every member of Congress many times over by many different interests.”

U.S. Transportation Secretary Anthony Foxx, who had urged lawmakers to include the largest amount of annual funding possible, said in a statement that “it has been a long and bumpy ride to a long-term transportation bill.” Foxx added, “It’s not perfect, and there is still more left to do, but it reflects a bipartisan compromise I always knew was possible.

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

## L.A. Says Goodbye to ‘Shade Balls’



The black plastic balls will be removed from all but one of L.A.’s reservoirs. (AP)

By Elizabeth Daigneau

When Los Angeles Mayor Eric Garcetti, standing alongside several workers from the Department of Water and Power (LADWP), was photographed emptying a bag of “shade balls” into the Los Angeles Reservoir in August, he couldn’t have imagined how fast and how far the image would travel.

Within hours, it was everywhere: The Los Angeles Times wrote that a professor from the University of Southern California had reported seeing it on a Russian newscast in her hotel room in Moscow. It had its own hashtag, with one Twitter user quipping, “If you ever doubted that LA was the home to everything plastic ... #shadeballs.”

Indeed, there aren’t many people who haven’t already seen a video or photograph of the four-inch black plastic balls covering the Los Angeles Reservoir. The deployment in August marked the final phase of a unique and innovative in-house solution

to covering the city’s open-air reservoirs. The project started in 2008, and today all four of the city’s reservoirs use shade balls, which protect L.A.’s drinking water by preventing sunlight-triggered chemical reactions, deterring birds and other wildlife, and protecting water from rain and wind-blown dust. The shade balls also reduce evaporation by 85 to 90 percent.

But now they’re coming off the surface of all but one of the reservoirs. The shade balls will be removed not only at Ivanhoe Reservoir, which is being taken out of service, but also from Elysian and Upper Stone Canyon reservoirs. Instead, they’re receiving floating covers, says Richard Harasick, LADWP’s director of water operations.

Federal rules mandate that all bodies of drinking water open to the air be covered. Floating covers provide more of a complete barrier from both sunlight and airborne contaminants, says Harasick. The shade balls will only remain at Los Angeles Reservoir, and that’s because it would be cost-prohibitive -- to the tune of \$250 million -- to install a floating

cover on the 175-acre reservoir, which holds a total of 3.3 billion gallons of water, enough water to fill the Rose Bowl five times. At 36 cents a pop, the 96 million plastic balls covering the surface have a lifespan of 10 years and require almost no maintenance aside from occasional rotation. In addition, Harasick adds, “we are experiencing cost savings in the reduced use of chlorine because the shade balls have reduced the amount of algae growth requiring treatment.” The LADWP also estimates they’ll see 300 million gallons in water savings with the shade balls.

The idea for L.A.’s shade balls came when a now-retired LADWP biologist learned about the application of “bird balls” in ponds along airfield runways. Airports have detention basins to collect stormwater runoff. As the ponds fill up, they attract birds. So airports float the balls on the ponds to keep the birds off.

The LADWP is the first utility to use the technology for water quality protection -- and it may end up being the only one. “There is a general interest around [using shade balls in other jurisdictions],” says Harasick. “However, LADWP has a special set of water quality issues that fit the use of shade balls likely not seen by many other water utilities.”

What sets Los Angeles apart for the effective use of shade balls is that the water in the city’s reservoirs contains naturally occurring bromide. Once chlorine, which is used for disinfection, is added and mixes with sunlight, bromate is formed. “Bromate is a suspected human carcinogen,” says Harasick. But “the use of shade balls removes sunlight from the equation and this chemical reaction that makes bromate cannot occur.”

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