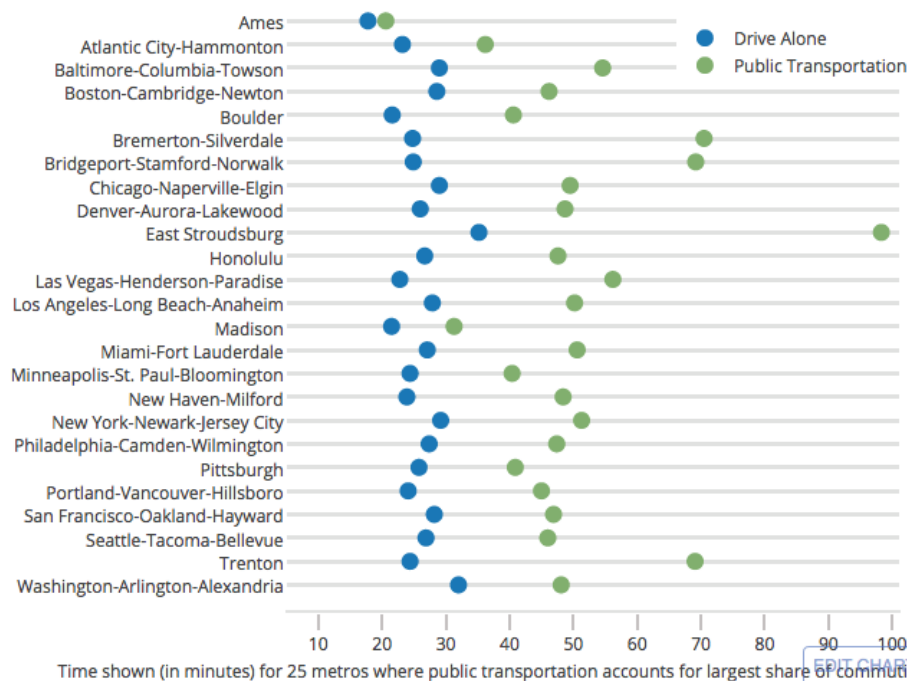


Riding Transit Takes Almost Twice as Long as Driving

If transit systems want to attract more riders, they need to find ways to speed up the journey to work. See how the times compare in your metro area.

Average Commute Times: Driving vs Public Transportation



A metro area's overall commute times partly reflect its different types of transit. Commuter rail passengers spend an average of 69 minutes traveling to work, far longer than those taking bus or light rail. Accordingly, areas relying more on heavy rail, like Bridgeport-Stamford-Norwalk, Conn., report lengthier commutes overall. The Census data doesn't consider distances traveled, which can also vary greatly.

The majority of time spent commuting actually isn't taken up by riding. Wait times for all transit trips nationally average around 10 minutes, according to the latest data from the Department of Transportation's National Household Travel Survey. When added to the time it takes to get to and from transit stations, this exceeds the average time riding.

There's a lot that transit agencies might do to attract more riders who aren't transit-dependent. Research suggests improvements in service quality, including

Continued on page 3

By Mike Maciag

For New York metro residents who take public transportation, a door-to-door commute averages about 51 minutes. That's much longer than the 29 minutes typically spent by those who drive alone. Similar discrepancies exist around Los Angeles, where despite the region's traffic woes, drivers arrive at work an average of 22 minutes faster than public transportation riders. In nearly every metro area, driving to work remains far quicker than using a bus or train, taking less than half as long in some places.

Across the country, transit systems are seeking to attract new customers as the latest national statistics show stagnant ridership. Cutting down on commute times represents an opportunity to serve more riders who otherwise have a choice in how to get to work. "Operating speed is going to be important for customers, so if they want to compete in that market, they need to be more competitive," says Steven Polzin of the Center for Urban Trans-

portation Research. "Time is important to folks across the full economic spectrum."

Governing compiled the most recent Census survey data measuring total commute times, including travel to stations and the time spent waiting for buses or trains. In the 25 metro areas where public transportation accounts for the largest share of all commuting, riders reported commute times an average of 1.9 times greater than those who drove alone. Similar gaps exist in regions where public transportation isn't as prevalent. College towns are about the only areas where public transportation commute times mirror those for auto commuters.

Of course, those taking public transportation where service is limited are bound to be in for longer commutes. But cities with robust transit networks still show numbers that lag well behind driving. Comparing travel times more narrowly within the 25 municipalities -- rather than entire metro areas -- where public transportation is most prevalent, commutes average 1.5 times longer than driving (about 15 minutes).

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California Sub-Bid Request Ads



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Requests quotes/bids from qualified Subcontractor, Service Providers, Consultants, and/or Suppliers seeking to participate in the City of Sunnyvale, Primary Treatment Facility Package 2 Project in Sunnyvale, CA.

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

Subcontractors and Suppliers
for the following project:

Primary Treatment Facility – Package 2 Project
Project No. UY -16/01-20
Owner: City of Sunnyvale

Bid Date: March 1, 2017 @ 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 Businesses wanted for the following scopes, including, but not limited to:

Aggregates, Asphalt Paving, Concrete, Concrete Pumping, Concrete Supply, Concrete Reinforcement Supply & Install, Minor Concrete, Mass Concrete, Cast in Place Concrete, Precast Concrete, Concrete Formwork, Concrete Accessories, Bird Deterrent, Auger Boring, Canopies, Conveying Systems, Demolition, Electrical, Equipment, Earthwork, Emergency Eye/Face Wash & Shower Equipment, Fencing & Gates, Finishes, Fire Protection Specialties, Fire Hydrants, FRP Fabrications & Tanks, Grouting, HVAC, Instrumentation & Controls, Joint Sealant, Lime Stabilization, Masonry, Metals, Metal Building, Monitoring Wells, Office Furniture, Overhead Doors & Windows, Painting & Coatings, Piling, Piping & Valves, Pumps, Piping Insulation, Shoring, Structural Steel, Steel & Roof Decking, Signage, Street Sweeping, SWPPP, Thermal & Moisture Protection, Trucking & Hauling, 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 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
February 24, 2017 and Quotes

NO LATER THAN February 28, 2017 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 and Payment Bonds may be required for Subcontractors and Supply Bond for Suppliers on this project

Clean Water State Revolving Fund (CWSRF)
Provisions apply
Davis-Bacon Act/State prevailing wages apply



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Requests quotes/bids from qualified Subcontractor, Service Providers, Consultants, and/or Suppliers seeking to participate in the Peninsula Corridor Joint Powers Board (JPB), 25TH Avenue Grade Separation Project in San Mateo, CA.

<http://www.pd.dgs.ca.gov> / www.californiaucp.org /
<http://www.sba.gov> / <http://www.vta.org>

Subcontractors and Suppliers
for the following project:

25th Avenue Grade Separation Project
Contract No. 17-JC-048

Owner: Peninsula Corridor Joint Powers Board

Bid Date: March 7, 2017 @ 2:00 P.M.

Small Business Enterprise (SBE), Micro (SB), SBA SBs and Santa Clara Valley Transit Authority SBs

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

Aggregates, Asphalt Paving, Alarm & Detection System, Bridge Abutments/Piers, Concrete, Concrete Pumping, Concrete Supply, Concrete Reinforcement Supply & Install, Minor Concrete, Cast in Place Concrete, Precast Concrete/Girders/Bridges, Concrete Formwork, Concrete Accessories, Cellular Concrete, CCTV System, Communication Networking, Cable Railing, Clear & Grub, CIDH, Ceiling Suspension System, Ceramic Tile, Decorative Polymer Fabrications, Demolition, Dewatering, Electrical, Earthwork, Fencing & Gates, Finishes, Fire Protection Specialties, Fire Suppression System, Fiber Optics, HVAC, Instrumentation & Controls, Joint Sealant, Landscaping, Masonry, Metals, Metal Building, Membrane Waterproofing, OCS Pole Foundations, Roadway Lighting & Traffic Signals, Station Furnishings, Steel Doors & Frames, Sheet Metal, MSE Wall, Painting & Coatings, Pavement Markings, Piling, Rail & Cross-ties, Support of Excavation, Structural Steel, Steel & Roof Decking, Signage, Visual Message Signs, Street Sweeping, SWPPP, Thermal & Moisture Protection, Trucking & Hauling, Utility Relocation, Welding, 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 SBE, Micro (SB) and SBA certified 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
March 3, 2017 and Quotes

NO LATER THAN March 6, 2017 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 and Payment Bonds may be required for Subcontractors and Supply Bond for Suppliers on this project.

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(925) 829-9220 / FAX (925) 803-4263

Estimator: Victor Le

Website: www.desilvagates.com
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DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

**HESPERIAN BOULEVARD CORRIDOR
IMPROVEMENT PROJECT FROM EMBERS
WAY TO WEST A STREET EDEN TOWNSHIP,
SP NO. 2124 ALAMEDA COUNTY, CALIFORNIA**

OWNER:

County of Alameda – Director of Public Works,
Public Works Agency

951 Turner Court Room 300, Hayward, CA 94545

BID DATE: March 14th, 2017 @ 2:00P.M.

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

Adjust Iron, Clearing and Grubbing/Demolition, Electrical, Fencing, Joint Trench, Irrigation / Landscape, Minor Concrete, Minor Concrete Structure, Roadside Signs, Striping, Survey/Staking, SWPPP Prep/ Water Pollution Control Plan Prepare, Underground Utilities, Trucking, Water Trucks, Street Sweeping, Hot Mix Asphalt (Type A) 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 <http://www.ipdservices.com/clients/east-bay/index.html?alco&Show=Planroom>

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/PublicWorks.html

If you need LBE/SLBE/VSLBE 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 LBE/SLBE/VSLBE goal.

Alameda CTC's Local Business Contract Equity Consultant is available to assist firms in meeting the local and small local business goals. Alameda CTC's Local Business Contract Equity Consultant is: L. Luster and Associates c/o Alameda CTC 1111 Broadway, Suite 800 Oakland, CA 94607 Telephone: (510) 208-7466 or (510) 208-7468 Fax: (510) 893-6489

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.

SMALL BUSINESS EXCHANGE

California Sub-Bid Request Ads

PROJECT: COUNTYWIDE SLURRY SEAL RESURFACING FISCAL YR. 2016-2017

COUNTY OF SAN DIEGO- PROJECT NO. 1019342

SAN DIEGO, CA

****THIS PROJECT HAS A 3 % DVBE GOAL****

BID DATE: MARCH 2, 2017 · BID TIME: 2:00 P.M.

Please respond by 5:00 p.m., MARCH 1, 2017

We are seeking quotes from all small business concerns - CERTIFIED DVBE including, but not limited to, the following work items:

SWPPP, MARKING & STRIPING, AC PAVING, CONSTRUCTION AREA SIGNS, COLD PLANE, AGGREGATES, COLD PLANE, CONCRETE, EQUIPMENT RENTAL, EROSION CONTROL, EXCAVATING, GRIND PCC, IRRIGATION, JOINT SEAL, K-RAIL, LANDSCAPE/IRRIGATION, MARKING & STRIPING, MBGR/FENCE, MINOR CONCRETE, MISC. METALS, PCMS, PILING, PIPE SUPPLY, PRECAST, PRECAST GIRDERS, QC/SURVEY, REBAR, SAW/SEAL, SHOTCRETE, TACK COAT, TEMP CONC. WASHOUT, TRAFFIC CONTROL, TRUCKING, MOBILIZATION.

Coffman Specialties, Inc. is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. Quotations must be valid for the same duration as specified by the Owner for contract award. Insurance and 100% Payment & Performance Bonds will be required, and will pay up to 1.5% for the cost of the bond. Waiver of Subrogation will be required. We will provide assistance/advice with obtaining Bonds/Insurance/Credit/Equipment. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote. Plans and specs are available at no cost to interested DVBE firms from the COUNTY OF SAN DIEGO using the Project ID # 1019342 and/or our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms.

If you have any questions, Please contact Marty Keane: Phone 858-536-3100, Fax 858-586-0164 or email estimating@coffmanspecialties.com.

Non-DVBE Subs/Suppliers: Indicate 2nd tier participation offered on your quotation as it will be evaluated with your price. For any bid proposal submitted on or after March 1, 2015 and any contract for public work entered into on or after April 1, 2015, the following registration requirements apply: Every Subcontractor is required to be registered to perform public work pursuant to Section 1725.5 of the Public Contract Code. No Contractor or Subcontractor shall be qualified to bid on, be listed in a bid proposal pursuant to Section 4104 of the Public Contract Code, or engage in the performance of any contract for public work, unless currently registered to perform public work pursuant to Section 1725.5. No bid shall be accepted nor any subcontract entered into without proof of the Subcontractor's current registration to perform public work pursuant to Section 1725.5. If used in our Bid, Coffman Specialties requires this proof be submitted w/in 24 hours of Bid Date.



9685 Via Excelencia, Ste 200 • San Diego, CA 92126
Phone: (858) 536-3100 • Bid Fax: (858) 586-0164
e-mail inquiries to: estimating@coffmanspecialties.com



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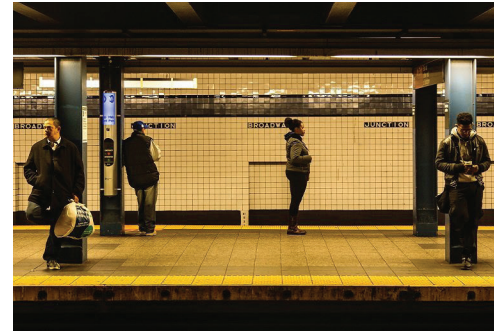
REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

**Oak Rental Car Center Site Improvements • Oakland International Airport
 Port of Oakland 2016-12-A1 • BID DATE: March 1, 2017 @ 12:00 PM**

We are soliciting quotes for (including but not limited to): Trucking, SWPPP, Traffic Control, Signs, Striping & Marking, Land Surveying, Utility Location Services, Clearing & Grubbing, Adjust Utilities to Grade, Storm Drain, Bioretention Facility, Vegetated Swales, Drainage Swales, Minor Concrete, Fencing, Object Markers, Electrical, Planting & Irrigation, Fire Hydrants, Building Demolition, Trench Drains, Guard Rails, Wheel Stops 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 LIABE/LBABE/SBE/VSBEP participation. Plans & Specs are available for viewing at our office.

Riding Transit



(Shutterstock)

Continued from page 1

speeds and wait times, have about twice as much effect on ridership as fare adjustments. Riders traveling during off-peak times are more sensitive to changes in frequency of trains or buses than those who commute during rush hour.

Over the years, bus systems sometimes increase the number of zigzag routes through neighborhoods, accommodating more stops but slowing down commutes. Transit agencies are now simplifying and straightening their routes to speed them up, Polzin says. Investments in faster light rail and bus rapid transit systems should further curb travel times. And for many, service reliability is just as important. To this end, real-time information systems, such as those supporting smartphone apps, help reduce uncertainty.

Faced with declining ridership, the Metropolitan Transit Authority of Harris County, Texas, which includes Houston, recently took the radical step of redesigning its entire bus network. The agency restructured it into a new grid system with straighter routes. "To take an average speed of a route from 12 to 14 mph is actually a big deal," says Kurt Luhrsen, the transit agency's vice president of service planning.

A survey found riders didn't have a long wish list of capital improvements. Rather, improving and increasing the frequency of bus service was the top concern. So the agency roughly doubled the number of routes running every 15 minutes or less and upgraded service on weekends.

The revamped bus network, which required just a 4 percent budget increase, launched in August 2015. The results so far are encouraging: Weekday ridership has stabilized after declining for years, and is up about 10 percent on Saturdays and more than 30 percent on Sundays.

The new network isn't just about saving time. It's also opened up job opportunities for those who are now within walking distance of frequent service. "The goal," Luhrsen says, "was to connect those places of density within the system -- to get people to jobs, to get them to schools, health-care facilities ... seven days a week."

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

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