

California, U.S. Officials Defend Delta Tunnels Plan Against Uncertainties



An aerial photo shows the region to be affected by the Delta water tunnels and intakes in the Courtland area. | Randall Benton rbenton@sacbee.comd

By Dale Kasler

State and federal officials Monday defended key revisions to Gov. Jerry Brown's plan to build water tunnels through the Delta, but acknowledged the changes could generate second thoughts among the water users who would pay for the project.

The revisions would reduce the certainty of how much water would get pumped south of the Delta to the farms of the San Joaquin Valley and urban Southern California, whose water agencies would pay to build the controversial twin tunnels.

Even with the reduced certainty, state and federal officials said building the tunnels would improve water deliveries to 25 million Southern Californians and 3 million acres of farmland that rely on water getting pumped from the troubled Sacramento-San Joaquin Delta.

"We feel we would be remiss if we didn't try to fix the system," said Mark Cowin, director of the state Department of Water Resources. He added that the project's cost, which had been set at \$15 billion, likely would rise to \$15.5 billion when habitat-mitigation costs are thrown in.

Speaking to reporters three days after releasing thousands of pages of new environmental documents on the project, Cowin said the tunnels project, now branded California WaterFix, isn't a direct remedy for drought conditions. But he said the project, which could take 14 years to build,

would help the state withstand dry conditions by bringing more water south during wet years.

Cowin acknowledged that a key revision announced by Brown in April is raising anxiety levels for some of the south-of-Delta water interests that would pay for the plan. The governor said the state would no longer seek a 50-year permit to operate the project, bowing to objections from federal environmental agencies that such a permit would lock in the project's operators without regard to changing environmental conditions.

The groups that would pay for the tunnels wanted a 50-year permit because it would give them greater certainty about the delivery of water from the Delta.

Key investors are still mulling their options. The head of the Kern County Water Agency, a major agricultural district, told The Sacramento Bee last week that his agency isn't convinced the tunnels pencil out financially without a 50-year permit. The general manager of the Metropolitan Water District of Southern California said he still favors the tunnels but more study is needed.

Jeff Michael, a University of the Pacific economist who is critical of the tunnels, said the revision erases \$10 billion worth of economic value over the life of the project, undermining its worth. "Without the 50-year assurance, you're left with a project with very little water yield," he said.

Cowin, however, contends the plan still makes sense because it would help remedy many of the

environmental problems that interfere with the smooth flow of water to the San Joaquin Valley and Southern California.

The current system often reverses the natural flows in the Delta to route water to the giant Tracy pumps that push supplies to the San Joaquin Valley and beyond. The reversals draw fish, including those protected by the Endangered Species Act, into the pathway of predators and other potential harms. To protect the fish, Reclamation and DWR frequently must reduce or halt pumping.

The tunnels would largely eliminate that problem, giving south-of-Delta interests greater reliability of water deliveries, Cowin said. "By fixing that one thing, regardless of all the other external conditions that would ultimately affect water supply...we will be better off," he said. The improvement in deliveries "can be mea-

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Requests

Sub-bids from All Qualified & Certified DBE Subcontractors/Suppliers for:

Caltrans Contract No. 08-3555V4

Construction on Rte 15 in San Bernardino County in Victorville

from 0.5 Mile North of Mojave Drive to 1.5 Mile North of Stoddard Wells Road Overcrossing

Bids Wednesday, August 5, 2015

Description of Work and Material Supply (but not limited to):

Aggregate Base, Architectural Treatment, Asphalt Paving, Biologist, Clear & Grub, Concrete Barrier, Concrete Paving, Construction Area Signs, Demolition, Drainage, Earthwork, Drilled Piling, Driven Piling, Electrical, Environmental Services, Erosion Control, Fencing & Railing, Flatwork, Guardrail, Imported Borrow, Irrigation, Joint Seal, Landscaping, Pavement Marking, Maintenance of Traffic, Minor Concrete, Misc Iron & Steel, Overhead Sign Structures, Painting, Pipe Supply, Precast Prestressed Concrete Girders, Rebar, Retaining Wall, Road Barrier, Roadway Joint Seal, Roadway Sign, Rock Slope Protection, Sewer, Shotcrete, Signal and Lighting, Soil Nail Wall, Soundwall (Masonry Block), Street Sweeping, Structural Concrete, Structural Steel, Survey, SWPPP, Traffic Control System, Traffic Monitoring Stations, Trucking, Wireless Vehicle Detection System (Refer to project specs for complete bid item list). This project has a 12% DBE Goal.

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Agreement No. CS-249 Planning and Design Services Mountain Tunnel Improvements

Location: Moccasin, CA

Bid Date: 8/4/15

AE003 – Civil Engineering; AE015 – Surveying (Land & Aerial); AE020 – Water Resources Engineering; PS045 – Hazardous Waste and Remediation Services; PS047 – Laboratory Services (Materials Testing)

Jacobs Engineering Group Inc.

160 Spear Street, 12th Floor • San Francisco, CA 94105

Contact: Kris Benson • 510-761-6581

Email: sfpuc.mtunnel@jacobs.com

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Project Name: Transbay Block 8

Project Location: San Francisco, CA

Bid Due Date: July 22, 2015

For Concrete Structures and Testing & Inspection

Related California and Tenderloin Neighborhood Development Corporation are currently requesting bid proposals from qualified subcontractors and material suppliers based in San Francisco. This project is administered by the Office of Community Investment and Infrastructure (OCII) for the construction of the Transbay Block 8 Project. The OCII has established a subcontractor goal for this project at 50% SBE participation, with first consideration will be given to SF-based SBEs/LBEs/WBEs and MBES; Non-SF-based SBEs shall be used to satisfy the goal only if SF-based SBEs are not available, qualified, or if their bids or fees are significantly higher. To count towards the SBE goal, a business must be certified as a LBE with the City and County of San Francisco. There is also a 50% SBE goal for suppliers. For more information on the LBE certification process, please visit the following site: <http://sfsga.org/index.aspx?page=5364>

The Project is comprised of approximately 546 residential units and 18,000 square feet of neighborhood retail over a 3-level subterranean parking structure. The design features a 55-story tower, 65' and 85' podium buildings, townhomes and a publicly accessible mid-block paseo. The Project's residential program includes 116 for-sale condominiums, 280 market rate rental units and 150 below market rate rental units.

For more information please email TB8@related.com. A member of the team will be able to provide clarifications and answers to any questions. Please do not send your bids via email to this email address. Electronic bid submittals will not be reviewed.

Bid proposals shall be submitted no later than 3pm on July 22, 2015 via hardcopy delivery to:

Transbay 8 Urban Housing, LLC

44 Montgomery, Suite 1050

San Francisco, CA 94104

Phone: 415-677-4406 • Fax: 888-371-8739

Contact: Jeff Lucas

Email: TB8@related.com

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

State Highway in Alameda County at Various Locations

Caltrans Contract No. 04-3G7104

Federal Aid Project No. ACNHPI-X001(592)E

Engineer Estimate: \$930,000 - 50 Working Days

Goal: DBE 25%

Bids: July 21st, 2015 @ 2:00 PM

Requesting Sub-quotes for (including but not limited to): Fabric & Oils, Construction Area Signs, Traffic Control, Raise Iron-Utilities, Clear and Grub, Roadway Excavation, Landscaping, Erosion Control, Aggregate Base, Asphalt Paving, Signs Roadside, SWPPP, Water Truck, Sweeper, Trucker, Storm Drain (Underground).

Scope of Work: Construct Roadside Paving and Maintenance Vehicle Pullout.

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 our Estimator, 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.

RGW Construction, Inc.

Contractors License A/B 591940

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BART Contract 15PB-120

**BART Earthquake Safety Program Aerial Structures
A Line Lake Merritt to Coliseum
in Oakland, Alameda County**

Bids Tuesday, July 28, 2015

Description of Work (but not limited to):

Administrative Services, Asphalt Paving, Cast-in-Place Concrete. Cast-in-Place Concrete (Foundation), Chain Link Fences and Gates, 4" Column Drain Outfall, Concrete Curbs, Gutters, and Walks, Concrete Paving, Concrete Reinforcing, Concrete Reinforcing (Foundation), Decorative Brick Pavement, Demolition, Drill and Bond Dowels, Drill and Bond Dowels (Chemical Adhesive), Elastomeric Bearing Pads, Electrical and Fiber Optic Cable Modifications, Excavation Support and Protection (UPRR), Grounding and Bonding for Traction Power, Janitorial Services, Planting Irrigation, Planting, Precast Concrete Splash Blocks, Prestressed Concrete, QA/QC, Selective Structure Demolition, Shoring and Underpinning for Safeguarding Structures, Signage and Pavement Markings, Slope Protection, Hydroseeding and Turf Installation, Storm Drainage Utilities 12-in.-diameter, Structural Backfill, Structural Excavation, Support and Protection of Service Utilities, Temporary Traffic Signal Systems, Traffic Maintenance and Control, Traffic Signal System Modifications - City of Oakland.

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Atkinson is a union contractor and an Equal Opportunity Employer. 100% Performance & Payment Bonds from an approved surety company will be required for subcontractors greater than \$500,000. Atkinson will pay the cost of bonds up to 1.5%. Atkinson will assist in obtaining necessary equipment, supplies, materials or related services. We will split items of work (refer to project specs for full list of bid items) and provide assistance for bonding, LOC and insurance where needed. Subcontractors will be expected to sign Atkinson's standard subcontract and to comply with our company's standard insurance requirements which include a waiver of subrogation. This is a BART OCIP project. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote.

Plans and specs are available for viewing in our San Francisco office located at 450 Mission Street, Suite 402, San Francisco, CA 94105. Please call 949-204-7594 to schedule a visit. In Southern California please call 949-382-7145 to schedule an appointment to view plans and specs in our Irvine (Orange County) office.

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

**State Highway in Mendocino County about
7 Miles East of Boonville
at 3.4 Miles East of Soda Creek Bridge
Caltrans Contract No. 01-0B5704
Federal Aid Project No. ER-19B4(004)E**

**Engineer Estimate: \$2,550,000
120 Working Days
Goal: DBE 12%**

Bids: July 21st, 2015 @ 2:00 PM

Requesting Sub-quotes for (including but not limited to): Fabric & Oils, Electrical arterial, Construction Area Signs, Traffic Control, Cold Plane, Clear and Grub, Roadway Excavation, Structure Excavation/backfill, Hydroseeding, Erosion Control, Soldier Piles, Structural Concrete, Reinforcing Steel, Signs Roadside, Clean and Paint Steel, Metal Railing, Concrete Barrier, Thermoplastic & Painted Traffic Stripe & Marking, Pavement Marking, SWPPP, Water Truck, Sweeper, Trucker, Painting Structures – Steel Beams, Commercial Electrical – Temp Signal System.

Scope of Work: Construct Soldier Pile Wall.

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 our Estimator, 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.

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REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

**Point Pinole Regional Shoreline: Breuner Marsh Restoration and
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**Phase 2: Public Access Facilities
East Bay Regional Park District**

Contract No.: 08-15-496

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

We are soliciting quotes for (including but not limited to): Trucking, Survey & Stakeout, Fencing, One-Rail Wood Fence, Temporary Signs, Security, SWPPP, Species Protection, Clearing & Grubbing, Landscaping Soil, Bioswales, Import Engineered Fill, Rolled Erosion Control Fabric, Hydroseeding, Geosynthetic Blanket, Minor Concrete, Striping & Marking, Install Precast Concrete Vault Restroom (CXT), Bollards, Domestic Water Line, Concrete Bridge Foundation, Prefabricated Bridge, Stabilized Aggregate Paving and Construction Materials

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Can Funny Traffic Signs Save Drivers' Lives?

By Daniel C. Vock

Utah transportation officials call the three months between Memorial Day and Labor Day the state's "100 Deadliest Days," because of a surge in highway deaths that regularly occur when residents take summer trips. The fatality rate is 35 percent higher during that time than during the rest of the year.

Utah officials are also worried because the number of traffic fatalities in the state, which hit the lowest point in half a century in 2012, has been inching up for the last two and a half years. So this summer, Utah will begin a tactic that's increasingly popular among transportation agencies: Using electronic highway signs to display catchy, and sometimes even funny, messages to make motorists focus on highway safety.

Every Monday, it's a new message. One week signs displayed "Steering wheel: not a hands-free device." Another week, they showed "Turn signals: the original instant message." To discourage speeding, the agency used "It's not a race, leave some space."

The lines alone won't get Utah to its goal of zero road deaths, but officials in the state -- like their counterparts elsewhere -- hope the messages will get people talking and thinking about highway safety.

"I don't know that anybody is going to say that an electronic message board is going to change the world, but it can be part of that plan," said John Gleason, a spokesman for the Utah Department of Transportation.

A study commissioned by the Federal Highway Administration shows that drivers in four cities responded positively to more straightforward safety messages, such as "Click it or ticket" and "Slow down, save a life." Survey respondents said the on-road messages would be more likely to change their behavior than messages shared in other media, such as TV commercials. The study did not track drivers' actual behavior in response to the signs. The messages were less effective for younger drivers, those with lower education levels and those who received a ticket or were in a crash in the last five years, according to the survey.

Utah launched its effort this spring with "That seat belt looks good on you," which is still the message that received the most positive feedback. The state only displays the safety messages on Mondays, but it also shows the year-to-date count of road deaths every Friday.

Gleason said Utah got the idea, along with some of the messages, from other states. Massachusetts, for example, got a lot of attention last year for a campaign that played off of the regional dialect, with signs such as "Changing lanes? Use yah blinkah" and "Make yah ma proud, wear yah seatbelt."

Iowa began posting safety witticisms nearly two years ago. It's taken inspiration from pop culture ("May the 4th be with you. Text I will not" on Star



An Iowa highway sign alludes to Star Wars in a message displayed on May 4. (Iowa Department of Transportation)

Wars Day) and used humor ("Get your head out of your apps") to get its points across. One of the most popular messages, though, succeeded on its content and clever formatting ("Pass on left; drive on right," with the message divided accordingly).

"What we found is that the more popular ones are the ones where we're pushing the envelope a little bit and not sounding like a government agency," said Andrea Henry, a spokeswoman for the Iowa Department of Transportation.

Iowa, like Utah, focuses most of its messages on five driver behaviors: distracted driving, sober driving, drowsy driving, seat belt use and speeding. But the agency will also address seasonal topics, such as work zone safety and awareness of pedestrians and cyclists.

Iowa road deaths in the last two years, while the Transportation Department has displayed the signs, are lower than in prior years. At this point it's impossible to say how much of a role the messages played in that decline, but Iowa recorded 365 road deaths in 2012, compared with 317 in 2013 and 321 in 2014.

"Our more attainable goal is to get recognition in people noticing the boards, talking about the boards," Henry said. The agency hopes the messages will "enter [drivers'] consciousness as they're getting behind the wheel."

The Illinois Tollway, which operates a number of highways primarily in the Chicago region, asked residents this spring to propose safety messages and then, using an online vote, to choose which ones would end up on electronic message boards. More than 22,000 people participated in the contest.

"The new safety messages have only been displayed along our roadways for about two and a half months, so it's too soon to have any measurable results," said spokesman Dan Rozek. "But the contest

in and of itself was successful in focusing media and public attention on the public safety challenges."

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

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sured in hundreds of thousands of acre-feet a year."

The plan has come under attack from environmentalists and many Northern California elected officials. They say the tunnels represent a Southern California "water grab" that will worsen, not improve, fish and waterfowl habitats in the Delta by pumping more water south.

They are particularly critical of Brown's decision to reduce a habitat conservation plan by two-thirds, to 30,000 acres, and to separate that into a separate project that isn't tied to the tunnels' construction.

"Restoration of the Delta is now a lower priority than the twin tunnels," Rep. Doris Matsui, D-Sacramento, said in a prepared statement last week. She said the tunnels "will only harm the health of the Delta's waterways."

Cowin said the 30,000 acres represent a first step in restoring the Delta's fragile habitat. And instead of working methodically over 50 years to fix the habitat, the governor is demanding improvements begin no later than 2018, his last year in office. "We're talking about a substantial increase in pace," Cowin said.

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