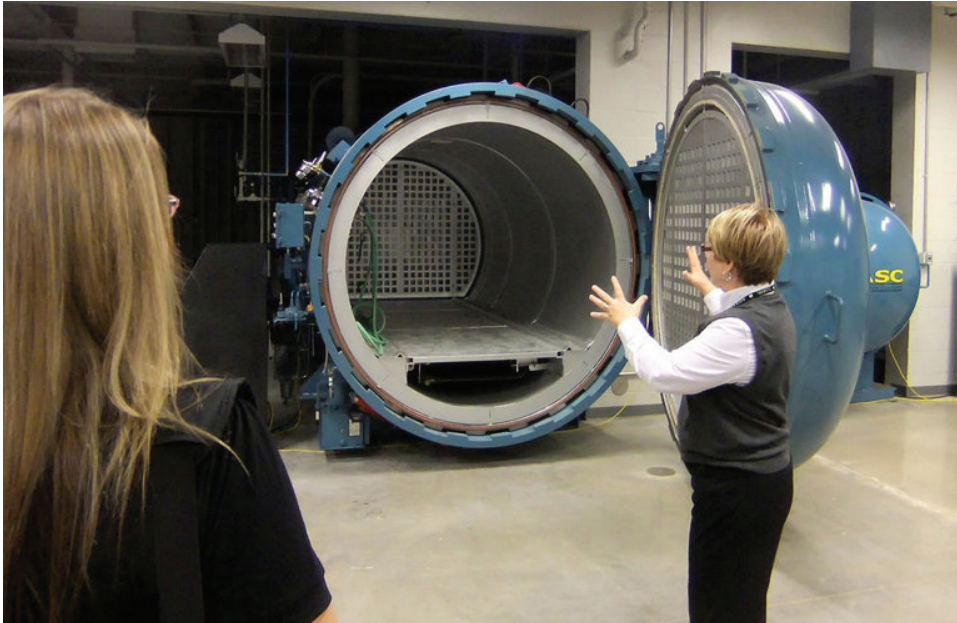


SBE TODAY

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What Cities Need to Close the Skills Gap for 'Smart Jobs'



A woman conducting a workshop at the National Center for Aviation Training in Wichita. (FlickrCC/Ted Eytan)

By Mike Maciag

It may seem that Wichita, Kan., is exaggerating just a bit when it calls itself the "Air Capital of the World." But the city is home to several major aircraft manufacturers that play an outsized role in supporting the region's economy. So when industry executives said they were having trouble finding workers with the latest skills, local leaders listened. The result was a partnership of area governments, colleges and businesses that led to the birth of the National Center for Aviation Training.

Five years after its opening, the state-of-the-art facility now churns out a steady pool of graduates ready to work for area firms. It is creating the type of skills pipeline that all regions seek in developing an educated workforce.

Aerospace manufacturers were the major reason Wichita ranked near the top in a Brookings Institution report published earlier this year that identifies a set of 50 "advanced industries" likely to be key in supporting sustainable economic growth. These companies invest heavily in technology research and development while employing substantial numbers of workers with science, technology, engineering and math (STEM) skills. Advanced industries employ roughly 12 million workers nationwide spanning the manufacturing,

energy and services sectors. Although they account for just 9 percent of total employment, they directly or indirectly support nearly a quarter of the country's jobs.

Mark Muro, the policy director of Brookings' Metropolitan Policy Program, says education and STEM training matter more today than ever as technology plays a larger role in products, services and the production process itself. In 1980, 63 percent of advanced industry workers had never attended college. By 2013, this share had dropped to just 25 percent. Meanwhile, millions of low-value production jobs have moved overseas.

It's not too surprising then that many of the metro areas faring best in the report tended to benefit from higher educational attainment and the presence of a top university science program. Advanced industry jobs account for 30 percent of total employment in the San Jose-Sunnyvale-Santa Clara, Calif., metro area. This is by far the highest share nationally. Roughly a fifth of the adults in the region hold STEM degrees, also the highest of any large metro area.

In Wichita, advanced industries make up about 15 percent of total employment, the third largest share nationally. Aerospace-oriented firms in the Wichita area have clustered geographically, enabling them to share skilled labor, laboratories and local supply chains. This is true of other advanced

manufacturing areas such as Virginia Beach, Va., where the focus is on shipbuilding, and San Francisco, where it is on computer systems.

In the few years leading up to the recession, Wichita aerospace manufacturers began to see baby boomers head for retirement, and they couldn't find enough qualified workers to take their place. A technical training board of business and community leaders was formed to seek a solution to the region's growing skills gap. That solution, the National Center for Aviation Training, serves approximately 1,350 students, who earn associate degrees, technical certifications and 90-day certificates covering about 20 aviation-specific programs, such as composite technology and robotics. "We're so closely aligned with industry that we're often using their subject matter experts and equipment to help teach, so that we're really serving as a pipeline," says Joe Ontjes, a vice president at Wichita Area Tech-

Continued on page 4

SMALL BUSINESS EXCHANGE

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

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California Sub-Bid Request Ads

Project Name: Transbay Block 8

Project Location: San Francisco, CA

Pre-Bid Meeting: June 22, 2015 at 2:00PM

Bid Due Date: July 2, 2015

Meeting Location:

SFPUC Contractors Assistance Center

5 Thomas Mellon Cir

Suite 168

San Francisco, CA 94134

(415)467-1040

Related California and Tenderloin Neighborhood Development Corporation are currently requesting bid proposals from qualified subcontractors and material suppliers based in San Francisco, including those certified with the Office of Community Investment and Infrastructure (OCII), Successor to the San Francisco Redevelopment Agency (SFRA), for the construction of the Transbay Block 8 Project. The OCII has established a subcontractor participation goal for this project at 50% SBE participation.

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 2, 2015 via hard-copy delivery to 44 Montgomery, Suite 1050, San Francisco, CA 94104 to the attention of: Jeff Lucas.

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

Sub Bids Requested From Qualified

WBE, MBE, DBE

Subcontractors & Suppliers for

County of Napa - Greenwood Avenue Culvert

Replacement Project, RDS 14-21

Location: Napa County, CA

Bid Date: June 15, 2015 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: masonry; SWPPP; culvert demolition; clearing & grubbing; joint seal; reinforcing steel; concrete piles; timber bridge rail; timber guard rail; channel reconstruction and habitat structures; and revegetation (planting & irrigation).

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.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603

Phone: (510) 632-7676 • Fax: (510) 562-5209

Contact: Keith Ones

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C.C. MYERS, INC. IS REQUESTING BIDS FROM QUALIFIED DBE SUBCONTRACTORS AND SUPPLIERS FOR THE FOLLOWING PROJECT:

I-5 Poly Concrete Deck Rehab - Santa Nella Project

Merced County, Caltrans Contract No. 10-0X6104,

Engineer Est. \$1,810,000 No. of Working Days: 175

Bid Date: June 16, 2015 at 2:00 pm

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (12% Goal), and solicit their subcontractor or material quotation for the following types of work. This is a highway project with the typical items of work associated, but not limited to: Lead Compliance Plan, Construction Area Signs, Traffic Control System, Type III Barricade, Traffic Stripe and Markers, Remove Traffic Stripe and Markers, Channelizers, Portable Changeable Message Sign, Temporary Railing, Crash Cushion, SWPPP, Temp Concrete Washout, Asbestos Compliance Plan, Treated Wood Waste, Rapid Setting Concrete, Remove Poly Concrete Overlay, Salvage Metal Bridge Railing, Reconstruct Beam Barrier and Guardrail, Cold Plane Asphalt Concrete Pavement, Prep Concrete Bridge Deck, Bridge Removal, Roadway Excavation, Shoulder Backing, Structure Excavation, Structure Backfill, Imported Borrow, Hot Mix Asphalt, Shoulder Rumble Strip, Place Hot Mix Asphalt Dike, Tack Coat, Individual Slab Replacement, Grind Existing Concrete Pavement, Structural Concrete, Paving Notch Extension, Drill and Bond Dowel, Joint Seal, Rebar, Concrete Barrier, Maintaining Existing Traffic Management System Elements During Construction, Construction Rentals and Equipment, Trucking.

C.C. Myers, Inc. is willing to break down items of work into economically feasible units to encourage DBE participation. If you are interested in any of this work, please provide us with a scope letter or contact us immediately. Plans and Specifications are available from the Caltrans website at http://www.dot.ca.gov/hq/esc/oe/contractor_info/.

Conditions or exceptions in Subcontractor's quote are expressly rejected unless expressly accepted in writing. Subcontractor and Supplier quotes are required 24 hours prior to the bid date to enable thorough evaluation.



C.C. Myers, Inc.

3286 Fitzgerald Rd. • Rancho Cordova, CA 95742 • 916-635-9370 • Fax 916-635-1527

Each Subcontractor shall be prepared to submit faithful performance and payment bonds equal to 100% of their quotation. The Contractor will pay standard industry rates for these bonds.

Contact C. C. Myers, Inc. for assistance with bonds, insurance, lines of credit, equipment, supplies or project plans and specifications. C.C. Myers, Inc., is a Union Contractor.

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REQUESTING BIDS FROM QUALIFIED DBE SUBCONTRACTORS AND SUPPLIERS FOR THE FOLLOWING PROJECT:

I-5 Poly Concrete Overlay & Reconstruct AC Approaches Project, Shasta and Siskiyou Counties

Engineers Estimate: \$4,020,000; 220 Working Days

Caltrans Project No. 02-4F6104, Bid Date: June 9, 2015 at 2:00 pm

We hereby encourage responsible participation of local Disadvantaged Business Enterprises (9% Goal), and solicit their subcontractor or material quotation for the following types of work. This is a highway project with the typical items of work associated, but not limited to: Lead Compliance Plan, Construction Area Signs, Traffic Control System, Type III Barricade, Temp Pavement Marking, Portable Changeable Message Sign, Temporary Railing, Temp Crash Cushion, Job Site Management, SWPPP, Temporary Erosion Control, Public Safety Plan, Rapid Setting Concrete (Patch), Remove Chain Link Fence, Remove Guardrail, Remove Traffic Stripe, Remove Asphalt Concrete Dike, Remove Inlet, Remove Asphalt Concrete Surfacing, Cold Plane Asphalt Concrete Pavement, Remove Unsound Concrete, Prep Concrete Bridge Deck Surface, Furnish Poly Concrete Overlay, Remove Chip Seal, Remove Concrete, Bridge Removal, Roadway Excavation, Shoulder Backing, Class 2 Aggregate Base, Hot Mix Asphalt, Tack Coat, Structural Concrete, Aggregate Base, Minor Concrete, Paving Notch Extension, Drill and Bond Dowel, Clean Expansion Joint, Joint Seal, Rebar, Galvanic Anode, Flume Downrain, Rock Slope Protection, Minor Concrete, Misc. Iron and Steel, Fence and Railing, Alternative In-Line Terminal System, Concrete Barrier, Pavement Marking and Striping, Maintaining Existing Traffic Management System Elements During Construction, Modify Service, Inductive Loop Detector, Construction Equipment and Rentals, Trucking.

CTM Construction, Inc. is willing to break down items of work into economically feasible units to encourage DBE participation. If you are interested in any of this work, please provide us with a scope letter or contact us immediately. Plans and Specifications are available from the Caltrans website at http://www.dot.ca.gov/hq/esc/oe/contractor_info/.

Conditions or exceptions in Subcontractor's quote are expressly rejected unless expressly accepted in writing. Subcontractor and Supplier quotes are required 24 hours prior to the bid date to enable thorough evaluation.



CTM Construction, Inc.

3300 Fitzgerald Rd. • Rancho Cordova, CA 95742

916-852-6294 • Fax 916-914-2107

Each Subcontractor shall be prepared to submit faithful performance and payment bonds equal to 100% of their quotation. The Contractor will pay standard industry rates for these bonds.

Contact CTM Construction, Inc. for assistance with bonds, insurance, lines of credit, equipment, supplies or project plans and specifications. CTM Construction, Inc., is a Union Contractor.

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California Sub-Bid Request Ads



591 Camino de la Reina, Suite 1250 | San Diego, CA 92108
 TEL: (619) 814-3705 | FAX: (619) 814-3770
 acale@pulice.com; kbell@pulice.com
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Invitation to Bid for:

SMALL AND MINORITY FIRMS, WOMEN'S BUSINESS ENTERPRISE AND LABOR SURPLUS AREA FIRMS

Subcontractors, Material and/or Suppliers, and Professional Services for:

RICHARD A. REYNOLDS DESALINATION FACILITY PHASE II EXPANSION

OWNER: Sweetwater Authority

Project No.: B.P. 20084022

LOCATION: Chula Vista, CA

Bid Deadline Date to: June 18, 2015.

The project generally consists of the following:

MODIFICATION TO AN EXISTING BRACKISH GROUNDWATER DESALINATION FACILITY, INCLUDING THREE REVERSE OSMOSIS TRAINS, IRON AND MANGANESE FILTRATION SYSTEM, DEGASSIFIER, FLUORIDE SYSTEM, CHEMICAL SYSTEM MODIFICATION, AND EXTENSIVE ELECTRICAL, INSTRUMENTATION, SCADA AND PUMP AND MOTOR INSTALLATION, CONSTRUCTION OF WELLHEAD FACILITIES AND WELL BUILDINGS AT FIVE NEW WELLS.

Plans and Specifications are available free of charge online at:

<http://www.ebidboard.com/public/projects/index.asp?mbrguid=D0757BD8-8C21-406F-97F9-D160301A9BAF>

Quotes for Services & Supplies are requested for the following items including, but not limited to:

SWPPP, Landscaping and Irrigation, Masonry, HVAC, Sheetmetal, Doors & Louvers, Painting & Coatings, Composite Roofing/Insulation, Welded Steel Tank, Electrical & Instrumentation, Water Treatment Pumps and Process Equipment, Process and Waterworks Pipe & Valves, Reinforcing Steel, Concrete & Aggregates, Paving, Striping, Minor Concrete, Rough Carpentry, Fencing

Opportunities for quotations will be needed throughout the life of the project. Terms and conditions should be made part of the quotations. 100% performance and payment bonds may be required for the full amount of the subcontract price. Pulice Construction, Inc. will assist with obtaining bonding, lines of credit, and insurance by encouraging the subs and vendors to work with state supportive services programs. Responsive subcontractors must possess a current contractor's license, insurance, and worker's compensation coverage complying with Pulice Construction, Inc. requirements and will be required to sign a standard Subcontract Agreement.

Pulice Construction, Inc. will analyze and consider each quote received, including those that are broken down into economically feasible units to facilitate bidding. Quotes must be valid for the same period of time as specified by Owner for contract award. Any conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing.

Pulice Construction, Inc. is committed to ensuring that subcontractors and vendors have the maximum opportunity to successfully perform on this project, and to making good faith efforts to utilize small, minority, and women's business enterprises.



Project Name: CA Corridor – Robert Pitts
Location: San Francisco, California
Bid Date: June 29, 2015 @2:00 PM
Pre-Bid Conference: TBD
Location: Nibbi Office - 1000 Brannan St., Suite 102, San Francisco, CA

Nibbi Brothers has been selected as the General Contractor for the Robert Pitts Housing Renovation project in San Francisco, CA. We are in receipt of the bid documents and are currently requesting bid proposals from subcontractors for DIV 2-23. The Developers and Nibbi Brothers strongly encourage LBE's to submit bids and participate on the following project. This project consists of renovation of 37 buildings over two city blocks consisting of 203 units. The scope of work includes general renovations and accessibility upgrades. Site scope includes replacement of paving, landscaping, and play areas, provision of new irrigation, and fencing, guardrail and handrail repairs. Building exterior scope includes replacing the wood siding and trim with fiber-cement siding and trim where deteriorated. Windows, security grilles and roofing will be replaced. Stairs and landings will be replaced where deteriorated. Downspouts will be replaced. Interior scope, in addition to the accessibility upgrades, many interior components will be replaced, including: cabinetry, plumbing fixtures and fittings, light fixtures, appliances, floor finishes, doors and hardware. Fire alarm system will be modified, and exterior building mounted lighting will be replaced. Sprinkler heads will be replaced. In addition new structural anchoring of exterior stairs will be provided at front and rear.

To obtain bid and contract documents please email Kristin Medwick at kristinm@nibbi.com.

For specific questions regarding this project please contact Igor Bershteyn, Lead Estimator via email, igorb@nibbi.com.

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

Mission Bay Hwy 280/Mariposa Street Ramp 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, Streetlights, Signing, Striping and Traffic Signals.

Project carries a 100% DBE or SBE or LBE 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**

Sub Bids Requested From Qualified **WBE, MBE, DBE** Subcontractors & Suppliers for
County of Yolo - CR 86A Bridge Replacement Project Cottonwood Slough
Bridge 22C-0184 / Work Order 4544
Location: Yolo County, CA
Bid Date: June 16, 2015 @ 2:00 PM

McGuire and Hester is seeking qualified subcontractors in the following trades: lead compliance plan; construction area signs; SWPPP; metal beam guard rail; bridge demolition; hydroseeding; furnish & drive steel piling; pre-stressed cast-in-place concrete; joint seal; reinforcing steel; concrete barrier; and striping. 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.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603 • Phone: (510) 632-7676 • Fax: (510) 562-5209

Contact: **Keith Ones**

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California Drought Cuts Power Production at Many Dams

By Rosanna Xia

Shasta Dam, more than 600 feet tall and gate-keeper of the largest man-made lake in California, was designed to perform two crucial functions: store water and generate power.

And for decades, the huge concrete dam has channeled water to cities and farms while generating up enough electricity to power more than 532,000 homes.

But after four years of drought, the reservoir is drained to 50 percent of capacity, cutting the dam's power production by about a third, according to federal reclamation officials.

The story is the same at many dams across California, where electricity production at some is expected to be less than 20 percent of normal because of low water levels.

The shortfall shouldn't cause brownouts, officials said, because California relies on dams for power far less than it did in past decades, due in part to the emergence of solar and wind energy.

But it does come at a price.

Hydropower, even with its diminished profile, is important to California's energy mix as a quick, reliable and inexpensive source of electricity — a buffer during times of peak demand.

A reduced supply from dams forces the grid operator to turn to more expensive sources of power, such as natural gas.

"Consumers have paid more than a billion dollars more for electricity than they otherwise would've. And our greenhouse gas emissions are higher than they would otherwise have been," said Peter Gleick, president of the Pacific Institute, an environmental study group in Oakland. "Over the last three years, and continuing this year, the costs are going to continue."

In the 1950s, hydropower supplied almost 60 percent of the state's electricity. Now, it provides 14 percent to 19 percent in a normal year, and even less during a drought — accounting for about 8 percent of the state's total power last year. Renewable energy, on the other hand, provided more than 20 percent, according to the California Energy Commission. Making up the difference from less hydropower has not been cheap. The cost to Californians could have been as high as \$1.4 billion from 2012

through 2014, according to a report by the Pacific Institute.

Renewable energy, especially solar, helped make up for about 55 percent of the reduction in hydroelectricity in 2013 and 2014, state officials said. Natural-gas-fired power made up the rest.

Burning more natural gas to compensate for the reduced hydropower led to an 8 percent increase in carbon dioxide emissions from California power plants over three years, said Gleick, author of the Pacific Institute study. Hydropower produces little to no air pollution.

"If the drought continues," Gleick said, "if one of the impacts is a permanent reduction in hydropower, we need to ramp up other renewables even more than we are."

When hydropower plants were first built in California a century ago, they were sold as a way to handle two precious commodities: power and water. In 1909, while creating the Los Angeles Aqueduct, officials began building hydroelectric plants that helped power the construction equipment.

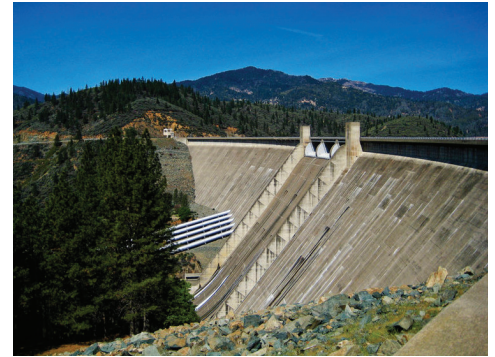
Hydropower is created when water passes through a turbine, which spins a generator and creates an electrical field. The power is sent to an electrical substation and enters the electric grid. Generating the power does not require extra water; after going through the turbines, usually in a power plant at a dam, the water returns to the river or canal system.

Unlike solar or wind-produced power, which depend on whether the sun comes out or the wind is blowing, hydropower is more controllable, officials said. At reservoirs, officials can turn a valve to increase the water flow whenever more electricity is needed. Energy suppliers rely on hydro as reserve power, and as a quick way to respond to surges in demand for electricity.

In drought years, it's a difficult balancing act because hydropower isn't always an immediate option.

"It's a much bigger operational challenge," said Colin Cushnie, Southern California Edison's vice president of energy procurement and management. "The hydro energy plays a very important role in maintaining system reliability, because of the flexibility it provides system operators."

Edison's hydropower plants are expected to produce less than one-fifth of its usual production this year, but this will not affect Edison's ability to keep



After four years of drought in California, Shasta Dam (pictured) is drained to 50 percent of capacity. Flickr/Ron Lute

the lights on for its 14 million customers, Cushnie said. Even in an average year, the hydropower Edison produces is only 5 percent of its total energy supply.

When hydropower is not as available, Edison has to rely more on natural-gas-fired power plants, which take longer to turn on and are more complicated to operate, Cushnie said. Wind and solar, and power purchased from other providers, have also helped Edison make up for the lack of hydropower.

Officials said costs will go down and there will be less reliance on natural gas to make up the difference as solar and wind power continue to grow. Wind and solar, accelerated by state mandates to focus on using renewable energy, have gone up more than 2.5 times in the past two years, said Robert Weisenmiller, chair of the California Energy Commission.

Wind and solar will also get cheaper and more reliable as more plants are installed, officials said.

But until this happens, Californians will have to stay drought-conscious, even when it comes to energy. Although it takes water to make electricity, it also takes electricity to move water from reservoirs to California's farms and showers.

"Saving water and saving energy are tied together," Weisenmiller said. "You can help save water by reducing energy use. It's really important that going forward, we use both energy and water wisely."

Source: (c)2015 Los Angeles Times

'Smart Jobs'

Continued from page 1

nical College, where the training center is located.

Most recently, busloads of high schoolers have been showing up on campus. That's because Kansas lawmakers passed a bill funding technical training for the students, allowing them to complete dual-credit courses that give them an early advantage in their careers.

If the first few years of the recovery are any indication, advanced industries should loom large in propping up regional economies. Since 2010, the advanced sector's employment and output growth rates have been double those of the rest of the economy. The Brookings study also reported that workers employed in these STEM-intensive occupations earned an average of \$90,000 in total compensation as of 2013, nearly twice that of other workers.

Still, America's historical advantage over other nations in this area appears to be slipping. Advanced industries' share of national employment declined 2.2 percent since 2000, the largest decline among 14 countries Brookings reviewed. "It's not going to be possible for the nation to have a prosperous economy without a truly vibrant and competitive advanced industries sector," says Muro.

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