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Ruth Bader Ginsburg Blasts Colleagues For 'Hubris' In Eviscerating Voting Rights Act



By Ryan Rainey, The Huffington Post

Supreme Court Justice Ruth Bader Ginsburg issued a sharply worded opinion Tuesday, lighting into her colleagues in her dissent from the high court's decision to strike down a crucial part of the Voting Rights Act.

Ginsburg labeled the majority opinion's rejection of Section 4 of the historic 1965 law an act of "hubris."

Section 4 lays necessary procedural groundwork for Section 5, which requires that voting law changes in certain states with a history of racial discrimination must be "precleared" by the Justice Department or a special federal court before being implemented. But Chief Justice John Roberts, writing for the majority in *Shelby County v. Holder*, held that "things have changed dramatically" in the South in the nearly 50 years since the Voting Rights Act was signed.

"In the Court's view, the very success of §5 of the Voting Rights Act demands its dormancy," Ginsburg responded. "Hubris is a fit word for today's demolition of the VRA."

She wrote that the law was a landmark solution to an important problem in history.

"The Voting Rights Act became one of the most consequential, efficacious, and amply justified exercises of federal legislative power in our Nation's history," Ginsburg declared. "Thanks to the Voting Rights Act, progress once the subject of a dream has been achieved and continues to be made."

Ginsburg then cited a long list of voting rights transgressions that states have committed in the last half-century, which she said "fill the pages of the legislative record." She concluded that the Supreme Court had "erred egregiously" with its decision.

Appointed by President Bill Clinton, Ginsburg is part of the Supreme Court's liberal wing. The court overturned the VRA on a 5-4 vote, with the conservative wing and swing vote Justice Anthony Kennedy in the majority. Justices Stephen Breyer, Sonia Sotomayor and Elena Kagan joined Ginsburg in dissent.

In his majority opinion, Roberts wrote that Congress may draft new language to fill the void left in Section 4's absence.

Source: The Huffington Post

Supreme Court Justice Ruth Bader Ginsburg

What to the Slave Is the Fourth of July?

By Frederick Douglass
July 5, 1852

Mr. President, Friends and Fellow Citizens:

He who could address this audience without a quailing sensation, has stronger nerves than I have. I do not remember ever to have appeared as a speaker before any assembly more shrinkingly, nor with greater distrust of my ability, than I do this day. A feeling has crept over me, quite unfavorable to the exercise of my limited powers of speech. The task before me is one which requires much previous thought and study for its proper performance. I know that apologies of this sort are generally considered flat and

unmeaning. I trust, however, that mine will not be so considered. Should I seem at ease, my appearance would much misrepresent me. The little experience I have had in addressing public meetings, in country schoolhouses, avails me nothing on the present occasion.

The papers and placards say, that I am to deliver a 4th [of] July oration. This certainly sounds large, and out of the common way, for it is true that I have often had the privilege to speak in this beautiful Hall, and to address many who now honor me with their presence. But neither their familiar faces, nor the perfect gage I think I have of Corinthian Hall, seems to free me from embarrassment.

The fact is, ladies and gentlemen, the distance between this platform and the slave plantation, from which I escaped, is considerable—and the difficulties to be overcome in getting from the latter to the former, are by no means slight. That I am here to-day is, to me, a matter of astonishment as well as of gratitude. You will not, therefore, be surprised, if in what I have to say, I evince no elaborate preparation, nor grace my speech with any high sounding exordium. With little experience and with less learning, I have been able to throw my thoughts hastily and imperfectly together; and trusting to your patient and generous indulgence, I will proceed to lay them before you.

This, for the purpose of this celebration, is the 4th of July. It is the birthday of your National Independence, and of your political freedom. This, to you, is what the Passover was to the emancipated people of God. It carries your minds back to the day,

and to the act of your great deliverance; and to the signs, and to the wonders, associated with that act, and that day. This celebration also marks the beginning of another year of your national life; and reminds you that the Republic of America is now 76 years old. I am glad, fellow-citizens, that your nation is so young. Seventy-six years, though a good old age for a man, is but a mere speck in the life of a nation. Three score years and ten is the allotted time for individual men; but nations number their years by thousands. According to this fact, you are, even now, only in the beginning of your national career, still lingering in the period of childhood. I repeat, I am glad this is so. There is hope in the thought, and hope is much needed, under the dark clouds which lower above the horizon. The eye of the reformer is met with angry flashes, portending disastrous times; but his heart may well beat lighter at the thought

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Charlotte Mayor Anthony Foxx Sworn in as 17th U.S. Secretary of Transportation



Charlotte Mayor Anthony Foxx Swearing in

Charlotte Mayor Anthony Foxx was sworn in as the nation's 17th Secretary of Transportation by Judge Nathaniel Jones in a private ceremony at U.S. Department of Transportation headquarters at 11 a.m. today. The ceremony was attended by Foxx's wife, Samara, and their two children, Hillary and Zachary, and used a Bible belonging to Secretary Foxx's great-grandparents, Peter and Ida Kelly. Secretary Foxx worked for Judge Jones as a law clerk for the U.S. Sixth Circuit Court of Appeals after law school and invited Judge Jones to administer the oath of office today.

Secretary Foxx is spending his first full day meeting employees and holding meetings on important issues facing the Department, including transportation safety and hurricane and severe weather preparedness. Foxx was confirmed by the full U.S. Senate in a unanimous vote of 100-0 on June 27.

In a written message to all employees, Secretary Foxx underscored his commitment to safety:

"Safety will remain our top priority at DOT. At the same time, I will work to improve the efficiency and performance of our current transportation system while building the infrastructure we need for future generations," said Secretary Foxx. "In doing so, I look forward to bringing my 'on the ground' experiences as a mayor, while embracing the tremendous knowledge, skill and ingenuity of the DOT workforce and our many stakeholders."

As Secretary of Transportation, Foxx leads an agency with more than 55,000 employees and a \$70 billion budget that oversees air, maritime, and surface transportation.

Prior to his confirmation, Foxx served as the mayor of Charlotte, North Carolina, from 2009 to 2013. During that time, he made efficient and innovative transportation investments the centerpiece of Charlotte's job creation and economic recovery efforts. These investments included extending the LYNX light rail system, expanding Charlotte-Douglas International Airport, and starting the Charlotte Streetcar project. Prior to being elected mayor, Foxx served two terms on the Charlotte City Council as an At-Large Representative, where he chaired the Transportation Committee.

Secretary Foxx is an attorney and has spent much of his time in private practice. In addition to his work as a law clerk, he served as a trial attorney for the Civil Rights Division of the U.S. Department of Justice and as staff counsel to the U.S. House of Representatives Committee on the Judiciary.

Foxx received a law degree from New York University's School of Law as a Root-Tilden Scholar, the University's prestigious public service scholarship. He also earned a bachelor's degree in History from Davidson College.

Source: Department of Transportation

About Mayor Anthony Foxx

The Honorable Anthony R. Foxx is the mayor of Charlotte, North Carolina. He took the oath of office on December 7, 2009, becoming the City's 48th and youngest mayor.

Mayor Foxx's political career began in 2005 with his election to City Council as an At-Large Representative and served two terms before being elected Mayor in 2009. As a Council Member, Foxx chaired the Transportation Committee, was a member of the Economic Development & Planning Committee, and served as Council's representative to the Charlotte-Mecklenburg Development Corporation and the Mecklenburg-Union Metropolitan Planning Organization.

During his first term as mayor, Foxx led a citywide pursuit to bid for the Democratic National Convention. The bid was successful when it was announced in February 2011 that Charlotte was selected to host the convention. Mayor Foxx serves as chair of the Charlotte in 2012 Host Committee, balancing his role as mayor and official host for the convention.

Foxx received a law degree from New York University's School of Law as a Root-Tilden Scholar, the University's prestigious public service scholarship, and earned a bachelor's degree in History from Davidson College. He is a member of the Mecklenburg County Bar and a graduate of its Leadership Institute.

Prior to joining the DesignLine Corporation as Deputy General Counsel in 2009, Foxx was an attorney at Hunton & Williams law firm. He also served as a law clerk for the United States Sixth Circuit Court of Appeals, a trial attorney for the Civil Rights Division of the United States Department of Justice, and staff counsel to the United States House of Representatives Committee on the Judiciary.

He and his wife, Samara, have two children, Hillary and Zachary.

Website: <http://charmack.org/>

Source: City of Charlotte

Editorial Staff

Editor in Chief:
Gerald W. Johnson [gwj@sbeinc.com]

Managing Editors:
Valerie Voorhies [vuv@sbeinc.com]

General Manager:
Kevin Grant [kgrant@sbeinc.com]

Marketing & Sales Staff

Production Staff

Production Manager:
Nabil Vo [nvo@sbeinc.com]

Graphics Design:
Tyler Chen [tchen1129@gmail.com]

Webmaster:
Umer Farooq [umer@octadyne.com]

Writer:
Cheryl Hentz [cheryl.hentz@gmail.com]

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703 Market Street, Suite 1000
San Francisco, CA 94103

Email: sbe@sbeinc.com
Website: www.sbeinc.com
Telephone: (415) 778-6250, (800) 800-8534
Fax: (415) 778-6255
Office Hours: 8:00 a.m. - 5:00 p.m.

MEMBERSHIPS



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NORTHERN & SOUTHERN CALIFORNIA

SUB-BID REQUEST ADS



Current and On-going procurement opportunities for the Expo II Project are Available through the project procurement website:

<https://partners.myskanska.com/usa/clients/buildexpo/Expo2/Outreach/Lists/Bidding%20Opportunities/Bids%20Due.aspx>

Bid Packages Currently available are: Signage & graphics, Flatwork – City of LA, AC Paving, Floor & Wall tile, Bike Racks/Lockers, Permanent Striping & signs

Bid packages will be posted to the site on a continual basis. Plans, Specs and additional information are also available on the site. If you need assistance, please contact Christine Burton at 310-500-1466. SBE and DBE certified firms are encouraged to participate.

Skanska Rados is an Equal Opportunity Employer



Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

Regional Connector Transit Corridor Design-Build Project

Owner: LACMTA

RFP No.: C09080

DBE Goal: 20% Design & 18% Construction

Subcontractor Proposal Due Date: July 18, 2013, 2:00PM

Website: www.teamrcc.com

Team RCC (Skanska Traylor Kiewit JV) is interested in soliciting in Good Faith all subcontractors as well as certified DBE companies for the Regional Connector Transit Corridor Project. Quotes will be requested from Subcontractors, Vendors, Professional Service and Trucking companies. A list of available scopes of work will be available on our website listed above as well as RFP documents, Subcontracting Requirements, Sample Contracting Documents, Project Announcements, Outreach and Contact Information. If you are interested in joining our team for this project, please visit our website, fill out and return the Invitation to Bid form.

Team RCC will assist qualified subcontractors, vendors, and suppliers in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies. If you are a DBE Company, please provide your certification letter with your proposal. If you are a non-DBE, please indicate all lower-tier participation on your quotation as it will be evaluated with your price. In order to assist DBE subcontractors and suppliers, we will divide total requirements into smaller packages, tasks or quantities and establish delivery and construction schedules which will permit maximum participation when feasible. Please visit our website listed above for detailed contracting requirements

Team RCC is an Equal Opportunity Employer

Estimating Dept: 1995 Agua Mansa Rd, Riverside, CA 92509

Ph: (951) 684-5360 • Fax: (951) 788-2449 • Email: info@teamrcc.com

SKANSKA

Sub-Bids Requested From Qualified DBE Subcontractors & Suppliers

Rehabilitate Pavement and Widen Median Shoulders on Route 62 in Riverside County near Desert Hot Springs from Route 10/62 Separation to North Indian Canyon Drive

District 08 on Route 62

Contract No.: 08-491804

DBE Goal: 7%

Bid Date: July 18, 2013 – 2:00PM

Plans and Specifications are available for view at our main office in Riverside or on the Caltrans website: http://dot.ca.gov/hq/esc/oe/weekly_ads/all_adv_projects.php

Quotes requested from Contractors, Suppliers and Service Providers include, but are not limited to:

Construction Site Management, Storm Water Pollution Plan, Street Sweeping, Construction Area Signs, Traffic Control System, Erosion Control, Temporary Pavement Marking, Temporary Traffic Stripe, Temporary Railing, Portable Changeable Message Signs, Temporary Crash Cushion Module, Metal Beam Guard Railing, Roadside Signs, Cold Place Concrete Pavement, Clearing and Grubbing, Roadway Excavation, Develop Water Supply, Erosion Control, Fiber Rolls, Class 2 Aggregate Base, Lean Concrete Base, Hot Mix Asphalt, Place Hot Mix Asphalt Dike, Tack Coat, Concrete Pavement, Seal Pavement Joint, Bar Reinforcing Steel (epoxy coated), Furnish Single Sheet Aluminum Sign, Rock Slope Protection, Transition Railing, Terminal System, Crash Cushion, Thermoplastic Pavement Marking, Thermoplastic Traffic Stripe, Paint Traffic Stripe, Pavement Marker, Furnish & Place Polyester Concrete Overlay, Rumble Strip, Maintain Existing Traffic Management System, Inductive Loop Detector, Piezo-Electric Axle Sensors, Street Sweeping, Water Trucks

Skanska is interested in soliciting in Good Faith all subcontractors as well as certified DBE companies for this project. All interested subcontractors, please indicate all lower tier DBE participation offered on your quotation as it will be evaluated with your price. Please call if we can assist you in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies. Skanska will also review breaking out scope packages and adjusting schedules to help permit maximum participation.

Subcontracting Requirements: Skanska's insurance requirements are Commercial General Liability (GL): \$1M ea. occ., \$1M personal injury, \$2M products & completed operations agg. and general agg.; \$1M Auto Liability; \$5M Excess/Umbrella and \$1M Workers Comp. Endorsements and waivers required are the Additional Insured End., Primary Wording End., and a Waiver of Subrogation (GL & WC). Other insurance requirements may be necessary per scope. Subcontractors may be required to furnish performance and payment bonds in the full amount of their subcontract by an admitted surety and subject to approval by Skanska. Skanska will pay bond premium up to 1%. Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Skanska is signatory to the Operating Engineers, Laborers, Cement Masons, Carpenters Unions and Teamsters. Subcontractors must provide weekly, one original and one copy of all certified payrolls, including non-performance and fringe benefit statements if required by law or by the Prime Contract. Subcontractor scope (including any conditions or exceptions) is required 24 hours prior to bid deadline to allow proper evaluation.

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Skanska Estimating Dept: 1995 Agua Mansa Rd, Riverside, CA 92509

Ph: (951) 684-5360 • Fax: (951) 788-2449 • Email: joe.sidor@skanska.com



I-805 North Improvement Design Build Project
Caltrans Contract No: 11-2T2004

Current and ongoing procurement opportunities for the I-805 North project are available through the project procurement website: www.usa.skanska.com/I805North

Bid Packages available are: CIDH, Electrical

Bid packages will be posted to the site on a continual basis. Plans, Specs and additional information are also available on the site. If you need assistance, please contact Dave Sharpnack at 951-684-5360. UDBE and Non-UDBE subs are encourage to participate.

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L. H. Woods & Sons, inc.
DBE Subcontractor/Supplier Bids Requested

Contract No. IBF. C1055

Westside Subway Extension Project – Advanced Utility Relocations
Los Angeles, CA

Bid Submittal Date: 7/30/13

Owner: Los Angeles County Metropolitan Transportation Authority (METRO)

Performance/Payment/
Supply Bond May Be Required

This advertisement is in response to Metro's DBE program. L. H. Woods & Sons, inc. Intends to conduct itself in "Good Faith" with DBE firms regarding participation on this project. Drawings and Specs may be reviewed in our office Monday thru Friday, 8:00 AM to 4:00 PM. Quotes are requested by COB, July 29, 2013 so that all bids can be fairly evaluated. Please submit bids for the following work (but not limited to): Electrical-Traffic Signal, Aggregates, Trucking, Paving, Concrete-Curb, Gutter & Sidewalk, Survey, Steel Pipe, Supply House Materials, Cathodic Protection Materials

L.H. Woods & Sons, Inc.

An Equal Opportunity Employer (EOE)

Contact: **Teresa Woods** • twoods@lhwoods.com

2115 La Mirada Drive, Vista, CA 92081

Phone (760) 599-5500; Fax (760) 599-5510

If bonds are required, LHWS will pay the cost of the bond to a maximum of 1% of the contract value. Assistance to subcontractors/suppliers in obtaining bonds, lines of credit, and/or insurance is available from LHWS. LHWS is willing to work with qualified subcontractors/suppliers to establish acceptable delivery schedules, when work requirements permit. The schedule is the sole responsibility of LHWS and will not be mutually agreed upon. Subcontractors will be required to abide by the terms of the AGC Master Labor Agreements and to execute an agreement utilizing the latest L. H. Woods & Sons, Inc. Standard Subcontract/Purchase Agreement incorporating prime contract terms and conditions, including payment provisions. Copies of Standard Subcontract/Purchase Agreement are available for review at www.lhwoods.com. L. H. Woods & Sons' listing of a subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote.



A Joint Venture in Association with LAN I TY Lin

Santa Clara Valley Transportation Authority
Design-Build Contract DB1102F
Silicon Valley Berryessa Extension Project C700

Procurement opportunities through Skanska-Shimmick-Herzog will be diverse and ongoing.

Please visit: www.sshjv-c700.com

frequently to see procurement opportunities and project contacts in the Bid Packages folder. Plans, specs, drawings, etc. can be found on the procurement web site.

EEO

NORTHERN CALIFORNIA

SUB-BID REQUEST ADS

**Rosa Parks II - Request for Bid
(1239 Turk Street, SF)**

Cahill Contractors, Inc. is requesting bids for the Rosa Parks II Affordable Senior Housing project from the following trades:

****Note, not all trades are required for all phases**

Phases 1, 2, & 3

Demo & Earthwork, Electrical (telephone, data & security system), Doors / Frames / Hardware (Ph 1, 2 & 3, Alt. #2), Glazing (alum windows, storefronts & misc. glazing), Landscaping & Irrigation & Site Furnishings, Signage, Site Concrete, Unit Pavers & Asphalt Paving & Striping, Site Security, Site Utilities

Phase 2 only

Acoustical Ceilings & Panels, Caulking & Sealants, Drywall & Metal Stud Framing, Elevators, Exterior Cement Plaster, Exterior Scaffolding, Final Cleaning, Finish Carpentry (Ph 2, Alt. #1), Flooring (carpet, VQT, cork, linoleum, rubber flooring) (Ph 2, Alt. #3 & #5), Gypcrete, HVAC, Insulation & Firestopping, Kitchen Appliances (Ph 2, Alt#6), Misc. Specialties (Ph 2, Alt#4 (Rubber Mats), Overhead Coiling Grilles, Painting, Personnel Hoist, Pest Control (pigeon, bedbug & termite), Plumbing (Ph 2, Alt #6), Roofing & Waterproofing, Rough Carpentry, Sheet Metal & Seismic Joints & Metal, Panels, Structural Concrete (formwork, rebar and place & finish), Structural Steel, Metal Stairs & Miscellaneous Metals, Tile & Stone, Toilet & Bath Accessories, Traffic Coating, Stained Concrete, Sealed Concrete, Trash Chutes & Compactors, Window Treatments.

****Please note, Cahill is NOT accepting from the following trades which have already been bid out:

Exterior Building Maintenance System, Fire Protection, Solar Hot Water System

Slated to break ground in Feb '14 and be complete by Nov '15 completed in 3 phases over 22 months:

Phase 1: (2/14 - 3/14) Create a temp. parking lot at the NE corner of Golden Gate Ave. and Webster St & relocate the existing Rosa Parks I main entrance.

Phase 2: (4/14 - 10/15) 4 stories (wood framing) on a concrete podium (total area 94,000 sf). Ground floor: a main lobby, community room, offices and parking. Upper levels: 98 units (studios, 1 & 2 bedroom units). 3 courtyards. Rental apartments units - NOT condos.

Phase 3: (11/15) Convert the temporary parking lot into a permanent parking lot including modifications to the existing site work and relocate the temporary Rosa Parks I main entrance to Turk Street.

This project is funded in part by the MOH/HUD's Section 202 Program. As such, the CMD's LBE, Construction Workforce and Prevailing Wage Policies apply.

Voluntary Pre-Bid Meeting

Date: 06/12/13 @ 1 PM

Location: Cahill SF Office 425 California Street, Suite 2200

Rosa Parks II Bids

Due Date: 07/09/13 @ 2 PM

Plans and Specs can be downloaded from Cahill's file sharing site by going to the link below:

<https://cahillcontractors.box.com/s/ejqoy845jre5pwsnvr5>

CAHILL CONTRACTORS, INC.

Contact: Julie Park (jpark@cahill-sf.com)

Phone: 415-986-0600

**Transbay 6 - Request for Bid
(San Francisco)**

Balfour Beatty & Cahill Contractors, Inc. is requesting bids for the Transbay Block 6 project from the following trades: **Architectural, Structural, & Site Work**

****Please note, The following trades have been bid out and are NOT part of this bid: Earthwork, Dewatering, Shoring, Mechanical, Electrical, Plumbing, Fire Protection, Solar Hot Water System, Building "A" Curtain Wall, Elevators and Metal Stairs.

Slated to break ground in Oct '13 and be complete by July '15 completed

The Transbay Block 6 project consists of combined market rate and affordable apartments with basement level parking, retail shell space, and amenity areas. The buildings include one 32-story tower, one 8-story mid-rise and 7 townhouse units, with one level below grade. SBE and LBE firms are encouraged to submit bids.

This project is subject to SFRA's Small Business Enterprise Policy with a 50% SBE participation goal for the project. As such, the Agency's LBE, Construction Workforce and Prevailing Wage Policies apply.

Voluntary Pre-Bid Meeting

Date: 06/26/13 @ 2 PM

Location: Cahill SF Office 425 California Street, 14th Floor Conference Room

Transbay Block 6 Bids

Due Date: 07/10/13 @ 2 PM

Plans and Specs can be downloaded from BB/CC's file sharing site by going to the link below:

<https://hswc.box.com/s/mjvrkid6xyt80ikjzsmh>

CAHILL CONTRACTORS, INC.

Contact: Arash Baradaran (abaradaran@cahill-sf.com)

Phone: 415-986-0600

BALFOUR BEATTY

Contact: Chet Brians (briansc@hswc.com)

Phone: 510-903-2054

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:

**Hwy 12 - Pavement Rehab/Rebuild, Terminous - Caltrans #10-0G8004
REVISED BID DATE: July 16, 2013 @ 2:00 PM**

We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Construction Area Signs, Type III Barricade, SWPPP, Rain Event Action Plan, Storm Water Sampling & Analysis, Storm Water Annual Report, Temporary Erosion Control, Sweeping, Abandon Culvert, Clearing & Grubbing, Structure Excavation, Geosynthetic Reinforcement, Settlement Platform, Erosion Control, Rumble Strip Ground-In, Data Core, Tack Coat, Prestressing Cast-In-Place Concrete, Structural Concrete, Minor Concrete, Joint Seal, Bar Reinforcing Steel, Roadside Signs, Underground, Drainage Wick, Misc. Iron & Steel, Markers, MBGR, Concrete Barrier, Crash Cushion React 9SCBC, Horizontal Drain, Fencing, Import Borrow - Lightweight Aggregate, Import Borrow, Barrier Gate, Striping & Marking, Electrical and Construction Materials

O.C. Jones & Sons, Inc.

1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990

Contact: Jean Sicard or Dan Palmer

An Equal Opportunity Employer

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.

Sub Bids Requested From Qualified
DBE and SBE Subcontractors & Suppliers for

**Santa Clara Valley Transportation Authority Civil & Station Improvements, Santa Clara
Alum Rock Rapid Transit Project**

Project No. C830(13058)

Location: San Jose, CA

Bid Date: July 16, 2013 @ 2:00 PM

McGuire and Hester is seeking qualified subs for the referenced project in the following trades: trucking; surveying; testing & inspection; sawcutting; clearing & demolition; electrical; pre-fab shelters; fencing; misc. metals; striping; rebar; precast concrete structures; and pipe suppliers.

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 & specs.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603

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

Contact: Charlie Thome

An Equal Opportunity Employer

REQUESTING BIDS FROM QUALIFIED DBE SUBCONTRACTORS AND SUPPLIERS
FOR THE FOLLOWING PROJECT:**Route 50 - Camillia City Viaduct - Caltrans Project #03-0F2304**

***Revised* Bid Date: July 17, 2013 at 2:00 pm**

This is a highway project with the typical items of work associated, but not limited to: Aggregate, Rip Rap Material, Bridge Deck Overlay, CIDH Pile, Clear and Grubbing, Concrete Barrier, Concrete Crack Sealing, Construction Area Signs, Consult - Enviro Compliance, Core and Saw, Demo Bridge, Demo Minor, Earthwork and Base, Imported Borrow, Electrical H'Way, Fence & MBGR, Minor Flat Concrete, Joint Seals, K-Rail, Landscape, Erosion Control, Metal Bridge Rail, Minor Concrete Structure, Pavement Grinding, Paving PCC, Plane A C, Paving ASPH Concrete, A C Dike and Misc, Pile Drive, Pipe - Coor Steel, Precast Concrete Pipe, Prestress Concrete, Ready Mix Concrete, Rebar, Rock Slope Protect, Sign Structures, Signs Roadside, Stripe and Mark, Structure Excavate Bridge, Structure Excavate Site, Traffic Control, 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 Caltrans at: www.dot.ca.gov/hq/esc/oe.

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.

AN EQUAL OPPORTUNITY EMPLOYER.

INVITATION TO BID

Comsa Emte USA, Inc. is requesting quotations from all qualified DBE Subcontractors and Material Suppliers for the following project:

Rail Rehabilitation - Signal and Track Improvements

Contract No. C13071F

Owner: Santa Clara VTA

Engineer Estimate: \$3,000,000 - \$3,600,000

Bids: Thursday, July 22, 2013 at 2:00 pm

City/Location: San Jose, California

Requesting DBE Subcontractor and Supplier Quotes for (including but not limited to): Surveying, SWPPP, Testing, Traffic Control, Demolition/Sawcutting, Concrete, Electrical/Signaling, Misc. Material & Equip. and Trucking.

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

This project is subject to Prevailing Wage that will require Certified Payroll Records be submitted on a weekly basis. Comsa Emte USA is a Union Signatory Contractor. If any utilized Subcontractors employ Operating Engineers and/or Laborers and are not signatory to these Unions, a one-job agreement will be required. Subcontractors must possess a current Contractor's License, Insurance Coverage and Worker's Compensation for the entire length of the contract. Subcontractors should be prepared to submit Payment & Performance Bonds equal to 100% of their quotation.

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

An Equal Opportunity Employer

Comsa Emte USA, Inc.

315 Montgomery St., 9th Flr, San Francisco, CA 94104

Phone: (415) 829-4260 • Fax: (866) 824-3895

Contact: Elizabeth Criss

elizabeth.criss@comsaemte.com

NORTHERN & SOUTHERN CALIFORNIA SUB-BID REQUEST ADS

DRAGADOS USA



Southland Contracting

Equal Opportunity Employers

DRAGADOS / SCHIAVONE / SOUTHLAND, a Joint Venture

3200 Park Center Drive, Suite 600 | Costa Mesa, CA 92626

TEL: (657) 229-7809 | FAX: (657) 549-6547

Regional@Dragados-USA.com | www.dss-jv.com

INVITATION TO BID

Request for Notice of Interest from certified DBE Subcontractors, Material and/or Suppliers, and professional services for:

Regional Connector Transit Corridor

OWNER: Los Angeles County Metropolitan Transportation Authority

LOCATION: Los Angeles, CA

COUNTY: Los Angeles

BID DEADLINE: July 29, 2013

DBE Anticipated Level of Participation (DALP): 20%

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

- | | | | |
|-------------------------|-----------------------|-------------------------|--------------------------|
| • Civil | • Photography | • Waterproofing | • Janitorial |
| • Fencing | • Plumbing | • Bridge Materials | • Printing/Reprographics |
| • Fire Protection | • Structural | • CADD Support | • Site Staff Labor |
| • Landscape/ Irrigation | • Survey/Construction | • Ventilation (tunnels) | Augmentation |
| • Masonry | Staking | • Catering | • Security |
| • Painting | • Trucking/Hauling | • Delivery Services | |

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. DSS JV will assist with obtaining bonding, lines of credit, insurance by encouraging the SBE/DBE to work with state supportive services programs. All responsive subcontractors must possess a current contractor's license, insurance, and worker's compensation coverage complying with DSS JV requirements and will be required to sign the standard DSS JV Subcontract Agreement. A Worker's compensation Waiver of Subrogation will also be required.

The DSS JV will analyze and consider each DBE 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. Subcontractor scope (including any conditions or exceptions) is required by **July 15, 2013** to allow proper evaluation. Proposals are required by **July 22, 2013**. Send DBE certification (CUCP) with quote. Non DBE- Subs/Suppliers: Indicate 2nd tier SBE/DBE participation offered on your quotation as it will be evaluated with your price.

DSS JV is committed to ensuring that DBE has the maximum opportunity to successfully perform on this project, and to making good faith efforts to achieve the DBE goal.

Please register on our website www.dss-jv.com and send your scopes and quotes by fax to: (657) 549-6547 or email to regional@dragados-usa.com. DBE firms must be certified by the California Unified Certification Program (CUCP). Please include a copy of your DBE Certification with your scopes and quotes.

Sub-Bids Requested From Small, Minority, Womens, and Disadvantaged Businesses Subcontractors & Suppliers for:

Auburn Lake Trails Water Treatment Plant
Owner: Georgetown Divide Public Utility District
Location: Georgetown, CA
Bid Date: July 18, 2013 @ 3:00 PM

TRADES: Demolition, Earthwork, Paving, Manholes/Catch Basins, Irrigation, Fencing and Gates, Landscaping, Grouting, Concrete Masonry, Misc. Metal, Waterproofing, Insulation, Roofing, Sealants and Caulking, Metal Doors & Frames, Overhead Doors, Waste Pump Station, Painting, Polymer Feed System, Pumps Mixers Blowers, Chemical Storage Tank, Aluminum Doors/Windows, Fiberglass Grating/Enclosures, Water Clarifications/Filtration Treatment Units, Electrical, Mechanical, Welded Steel Chlorine Tank, Trucking.

SYBLON REID

P.O. BOX 100 • Folsom, CA 95763
 Phone: (916) 351-0457 • Fax: (916) 351-1674
 Contact: **Karen Reichenberger**

If a portion of the work is too large for you to handle, contact us and we will try and break it into smaller portions

Plans and specs are available for review at Syblon Reid office and upon request will provide assistance with drawings and specifications.

Subcontractors and suppliers must be licensed to conduct business in the state of California. Must be able to provide payment and performance bonds. Upon approval of surety company SRC will pay bond premium up to 1.5% of subcontract amount and will assist with insurance compliance. SRC will work with subcontractors on joint check agreements. Plans and specs are available for viewing at our Folsom office and upon request will provide assistance with plans and specifications or help meet other requirements.

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

Civil and Station Improvements Contract
Santa Clara-Alum Rock Bus Rapid Transit Project
Contract No.: C830 (13058)

Owner: Santa Clara VTA

Engineers' Estimate: \$60,000,000.

BID DATE: July 16, 2013 @ 2:00 PM

Items of work include but are not limited to: Trucking, Electrical, Construction Area Signs, Striping, Clear & Grub, Fence, Underground, SWPPP, Minor Concrete, Survey, Buildings, Landscape, Misc. Metals.

Granite Rock Company dba Pavex Construction Division 'Pavex' is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. 100% payment and performance bonds in the amount of the subcontractors bid will be required from a qualified surety company. Bonding assistance is available. Pavex will pay bond premium up to 1.5%. Subcontractors must possess a current contractor's license, insurance and worker's compensation coverage. Subcontractors are encouraged to contact Pavex Estimating for insurance requirements, or if any other assistance is needed. Subcontractors will be required to enter into our standard contract. Pavex intends to work cooperatively with all qualified firms seeking work on this project.

Granite Rock Company DBA Pavex Construction Division

120 Granite Rock Way, San Jose, CA 95136

Phone (408) 574-1400 Fax (408) 365-9548

Contact: Paul Brizzolara

Email: Pavexestimating@graniterock.com

We Are An Equal Opportunity Employer

Requests sub-bids from qualified California Department of General Services (DGS) certified Small Businesses and Micro Businesses and all other Business Enterprise Subcontractor and/or Supplier Quotes.

<http://www.dgs.ca.gov/dgs/home.aspx>

Subcontractors and Suppliers for the following project:

Rinconada Water Treatment Plant Residuals Management and Treated Water Valves Upgrade Project

Project #: 93294051 & 93294056

Owner: Santa Clara Valley Water District

Bid Date: July 24, 2013 @ 2:00 P.M.

Subcontractor and Supplier Quotes are due

NO LATER THAN July 19, 2013 at 5 PM.

DGS Certified Small Businesses and Micro Businesses wanted for the following items, including, but not limited to: Aggregate Supply, Aggregate Surfacing, Asphalt Paving, Barrier Rail (MBGR), Expansion Joints, Concrete & Cement Supply, Concrete (Structural), Concrete Curb & Gutter, Concrete Pumping, CIDH Subcontractor, Concrete Reinforcement Supply & Install, Concrete Work, Demolition, Dewatering, Drainage, Drainage Culverts, Clear & Grub, Drug Testing, Electrical, Erosion Control, False Work/Scaffolding, Fencing & Gates, Fuel Supply, Geotechnical Services, Hazardous Mat Management/Remediation, Hydro Seeding, Landscaping, Lumber/Form Supply, HVAC, Materials Testing (Laboratory) / Quality Control, Mechanical Equipment, Misc. Metal Supply, Misc. Metal Installation, Noise/Vibration Monitoring, Office Equipment, Office Supplies, Pipe Supply, Precast, Quality Assurance, Safety Professionals, Safety Supplies, Sanitation Facilities, Signage, Site Security, Street Sweeping, Striping, Support of Excavation, Surveying, SWPPP, Temporary Power, Trash Service/Waste Disposal, Tree Removal, Trucking & Hauling, Utility Relocations and Water Truck.

Bonding, insurance, lines of credit and any technical assistance or information related to the plans or specification and requirements for the work will be made available to interested DGS certified small and micro business suppliers and subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or related assistance or services for this project will also be offered to interested DGS certified small and micro business suppliers and subcontractors.

Plans are available for viewing at our office and on our subcontractor/supplier website, SmartBidNet. All subcontractors that are registered in our database and have a valid trade code that reflects the type of work you perform 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.



KIEWIT INFRASTRUCTURE WEST CO.

4650 Business Center Drive Fairfield, CA 94534

Attn: **Matt Easter matt.easter@kiewit.com**

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

100% Performance Bond and Payment Bonds are required for this project.

An Equal Opportunity Employer

CA Lic. #433176

Looking for Subcontractors, Vendors, and Suppliers?

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.



Call 1-800-800-8534 or visit us at www.sbeinc.com

NORTHERN & SOUTHERN CALIFORNIA

SUB-BID REQUEST ADS

REQUEST FOR SBE SUBCONTRACTORS AND SUPPLIERS FOR:

**Civil and Station Improvements, San Jose
Santa Clara-Alum Rock Bus Rapid Transit Project
Contract C830(13058)**

**Santa Clara Valley Transit Authority
REVISED BID DATE: July 30, 2013 @ 3:00 PM**

We are soliciting quotes for (including but not limited to): Trucking, Traffic Control, SWPPP, Cold Plane AC, Roadside Signs, Electrical, Import Borrow, Geotextile Wrap, Minor Concrete, Striping & Marking, Object Marker, Paint Curb, Fencing, Cobble Median, King Road Decorative Concrete Pavement, Import Topsoil, Landscaping & Irrigation, Underground, Adjust Utilities, Ticket Vending Machine, Card Reader, Concrete Grinding, Adjust Manhole & Valves, QC/QA Material Testing, Tree Removal, Concrete Demolition, Slurry Seal, Fencing & Railings and Construction Materials

O.C. Jones & Sons, Inc.

1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990

Contact: Jean Sicard or Dan Palmer

An Equal Opportunity Employer

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 SBE Participation. Plans & Specs are available for viewing at our office.

Requesting Bids from DBE/MBE/WBE and Other Subcontractors and Suppliers for:

**Westside Subway Extension Project - Advanced Utility Relocation
(Fairfax Station), IFB No. C1055**

**Project Owner: Los Angeles County Metropolitan Transportation Authority (Metro)
Bid Date: 7/30/2013 @ 2:00PM (Please respond prior to bid date)**

Subcontractors/Vendors: Paving & Grind & Cap; Traffic Control; Trucking; Disposal of AC Concrete and Earthwork; Special Inspections, Saw Cutting; Archaeological & Paleontological Services.

Suppliers: Water Line Materials; Conduit Materials; Electrical Vaults; Asphalt; Concrete; Traffic Control Materials

This advertisement is in response to Metro's DBE requirements and W A Rasic Construction Company, Inc. is an Equal Opportunity Employer and will conduct itself in good faith with DBE firms seeking subcontract opportunities for this contract. W A Rasic will assist in obtaining access to the plans, specifications, bonding, lines of credit, insurance, materials and supplies. When submitting bids, please provide any certification you may have.

Plans and specs for this Project may be obtained from the Los Angeles County Metropolitan Transportation Authority (Metro), 1 Gateway Plaza, Los Angeles, CA 90012-2952. Refer to IFB No. C1055. They are also available to view at the office of W A Rasic. If needed, an FTP site will be available upon request.

For Questions or assistance, please contact Dustin Do via email at ddo@warasic.com.
Phone (562)928-6111 or FAX (562)928-7339.

An Equal Opportunity Employer

Requesting Bids from DBE/MBE/WBE and Other Subcontractors and Suppliers for:

**Regional Connector Transit Corridor Project - Advanced Utility Relocation
IFB C0981R**

**Project Owner: Los Angeles County Metropolitan Transportation Authority (Metro)
Bid Date: 7/22/2013 @ 2:00PM (Please respond prior to bid date)**

Subcontractors/Vendors: Paving & Grind & Cap; Traffic Control; CCTV Cameras; Trucking; Disposal of AC Concrete & Earthwork; Special Inspections; Saw Cutting; Sewer Manholes

Suppliers: Water Line Materials; Conduit Materials; Electrical Vaults; Asphalt; Concrete; Traffic Control Materials

This advertisement is in response to Metro's DBE requirements and W A Rasic Construction Company, Inc. is an Equal Opportunity Employer and will conduct itself in good faith with DBE firms seeking subcontract opportunities for this contract. W A Rasic will assist in obtaining access to the plans, specifications, bonding, lines of credit, insurance, materials and supplies. When submitting bids, please provide any certification you may have.

Plans and specs for this Project may be obtained from the Los Angeles County Metropolitan Transportation Authority (Metro), 1 Gateway Plaza, Los Angeles, CA 90012-2952. Refer to IFB No. C0981R. They are also available to view at the office of W A Rasic. If needed, an FTP site will be available upon request.

For Questions or assistance, please contact Dustin Do via email at ddo@warasic.com.
Phone (562)928-6111 or FAX (562)928-7339

An Equal Opportunity Employer



Arntz Builders, Inc.

19 Pamaron Way • Novato, CA 94949 • 415-382-1188 • Fax: 415-883-7529

Contact: Kathy Rowen or Adrienne Lewis
bid@arntzbuilders.com

REQUESTS QUOTATIONS FROM LOCAL SUBCONTRACTORS & SUPPLIERS, CERTIFIED DVBE, LBE, SBE, MBE, WBE, DBE & ALL SUBCONTRACTORS & SUPPLIERS FOR ALL TRADES FOR THE FOLLOWING PROJECT:

**JOHN F. KENNEDY HIGH SCHOOL – SCIENCE BUILDING RENOVATION
WEST CONTRA COSTA UNIFIED SCHOOL DISTRICT
RICHMOND, CA**

**BID DATE: JULY 17, 2013 AT 2:00 PM
ESTIMATE: \$4,500,000.00**

Trades needed but not limited to: Hazmat, demolition, earthwork, paving, underground, concrete, rebar, structural steel, metal fabrication, expansion joint covers, rough carpentry, sheathing, countertops, casework, FRP wall panels, bituminous dampproofing, water repellents, building insulation, under slab vapor barriers, underlayments, built up roofing, fluid applied roofing, flashing & sheet metal, gutters and downspouts, firestopping, joint sealants, steel doors & frames, wood doors, FRP faced doors, access panels, unit skylights, finish hardware, glass & glazing, fire rated glazing and framing, plaster, drywall, tackable wallboard systems, ceramic tile, acoustical ceilings, resilient flooring & carpet, painting & coatings, visual display boards, metal wall louvers, ceiling mounted LCD projectors, identifying devices, fire extinguishers cabinets and accessories, fume hoods, fire alarm system, plumbing, HVAC, electrical and communications.

Bonding, Insurance, Technical assistance available. Plans available in GC's Plan room. Successful subcontractors will be required to sign Arntz Builders Inc standard subcontract agreement which includes the right for Arntz Builders Inc to require subcontractors to provide a 100% faithful performance and payment bonds of the subcontract price from a treasury listed surety company acceptable to Arntz Builders. Bond premium to be included in bid as a separate item. Subcontractors will be required to provide a waiver of subrogation endorsement to their workers compensation insurance.

WE ARE WILLING TO DISCUSS BREAKING DOWN BID ITEMS INTO ECONOMICALLY FEASIBLE UNITS FOR LBE, DVBE, SBE, MBE, WBE, DBE PARTICIPATION

SUBCONTRACTORS WHOSE PRICE EXCEEDS \$500,000 MUST BE PREVIOUSLY PREQUALIFIED WITH THE DISTRICT

WE ARE SIGNATORY TO THE CARPENTER'S AND LABORER'S COLLECTIVE BARGAINING AGREEMENTS

AN EQUAL OPPORTUNITY EMPLOYER

PSOMAS

REQUEST FOR BIDS & NOTICE OF INTEREST

Psomas is bidding on the following project as a Prime Contractor:

**As-Needed Project Management/Construction Management and Related Services
for
County of Los Angeles Department of Public Works (LADPW)
Bid Date: July 18, 2013 @ 3:00 pm**

Psomas is seeking interest, qualifications, bids, and quotes from **disabled veterans, disadvantaged business enterprises, and minority and women-owned business enterprises** in the following disciplines:

Project Control Systems (cost, change, schedule and document control), value engineering, environmental documentation, and public outreach.

This proposal is in alignment with the L.A. County Community Business Enterprise (CBE) Program. In addition, Psomas can provide assistance to interested CBEs in obtaining the required bonds, lines of credit, and/or insurance. Psomas intends to conduct itself in good faith in regards to all CBE and OBE firms.

All interested firms should **email a two-page firm overview with recent LADPW experience and CBE documentation** to amy.oelrich@psomas.com no later than EOD on **July 11, 2013**.

Sub Bids Requested From Qualified MBE, WBE, DBE, UDBE, OBE Subcontractors & Suppliers for
**East Bay Municipal Utility District
Dingee Pipeline and Claremont Center
Aqueducts Replacements
Spec. No. 2059
Location: Alameda County, CA
Bid Date: July 17, 2013 @ 1:30 PM**

McGuire and Hester is seeking qualified subs for the referenced project in the following trades: welding; electrical & instrumentation; trucking; rebar; misc. metals; sawcutting; drilling; tree pruning; traffic control; fencing; 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 & specs.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603
Phone: 510-632-7676 • Fax: 510-562-5209
Contact: Jim Falk
An Equal Opportunity Employer

Sub Bids Requested From Qualified MBE, WBE, DBE, UDBE, OBE Subcontractors & Suppliers for
**City of San Mateo - South Trunk Sanitary
Sewer Relief Project - Phase 1
City Project No. 469911
Location: San Mateo, CA
Bid Date: July 18, 2013 @ 2:00 PM**

McGuire and Hester is seeking qualified subs for the referenced project in the following trades: sawcutting; microtunneling; drilling; electrical; traffic control; SWPPP; rebar; grouting; survey; fencing; masonry; and CIDH piles.

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 & specs.

McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603
Phone: 510-632-7676 • Fax: 510-562-5209
Contact: Duane Schulze
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across ethnic and gender lines as well
as traditional industry segments.



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How The Supreme Court's Same - Sex Marriage Rulings Affect Small Businesses

By Darryl K. Henderson, J.D

On June 26th, the U.S. Supreme Court, in *United States v. Windsor*, declared unconstitutional Section 3 of the federal Defense in Marriage Act (DOMA), which prohibited the federal government from recognizing marriages between same-sex couples. Section 3 defines "marriage" as a union between a man and a woman, and "spouses" as a husband or wife of the opposite sex, excluding same-sex partners.

In a second case, *Hollingsworth v. Perry*, the Court ruled that citizens challenging a California state court decision that made same-sex marriage legal (which overturned a California ballot initiative called Proposition 8) lacked standing to do so (i.e., authority). The Court's decision makes same-sex marriage legal again in California.

The Windsor decision does not make same-sex marriage the law of the nation. The Court has allowed such a determination to remain with the states. Same sex marriage is lawful in only 13 states and the District of Columbia: Connecticut, Delaware, Iowa, Maine, Maryland, Massachusetts, Minnesota, New Hampshire, New York, Rhode Island, Vermont, Washington, and California.

The Small Business Administration definition of a "small business" is dependent upon the industry, the average number of employees for the preceding 12-months, and sales averaged over 3-years. The range is: 1 to 1,500 employees and up to \$21.5M in sales.

For small businesses, like large businesses, the impact of the Windsor decision is in the application of employment laws. These laws apply to employers based upon the size of an employee population. Applicability ranges from employers with 1 to 50 employees.

No federal employment law prohibits discrimination on the basis of

sexual orientation. However, more than 21 states and numerous municipalities prohibit discrimination based on sexual orientation, marital status, or civil-union status.

The most direct application of the Windsor decision may be to the following employment laws:

- Title VII of the Civil Rights Act of 1964: Prohibits employment discrimination and retaliation based on race, color, religion, sex, and national origin. Title VII also prohibits harassment and pregnancy discrimination. (15 or more employees)
- Employee Retirement Income Security Act (ERISA): Prohibits improper administration of specific types of employee benefits for an employee and the employee's spouse or dependents, including health benefits, 401(k) plans, and pension plans. (20 or more employees)
- Family and Medical Leave Act (FMLA): Prohibits employer from interfering with family or medical leave rights that the law provides for an employee and his or her spouse or other "covered" family members. (50 or more employees)
- Consolidated Omnibus Budget Reconciliation Act (COBRA): Requires health benefit continuation for a spouse or dependent. (20 or more employees)
- Similar state employment laws.

The Windsor decision now may also require that employers avoid discrimination in the application of policies and practices like bereavement leave, company gatherings, company trips, and family discounts. Said differently, failing to treat an employee's same-sex spouse or civil-union partner the same as an opposite-sex spouse, in states where such relationships are recognized, could lead to claims of sex discrimination.



Darryl K. Henderson,

Over 1,000 federal laws contain provisions applicable to spouses. We can expect additional governmental and judicial guidance in coming months.

Source: streetarticles.com,

AB 366: Expanding Eligibility for Minority Businesses to Create Jobs and Grow Minority - Owned Enterprises

By Assemblymember Chris Holden

Since the passage of Proposition 209 in 1996, consideration of ethnicity in the areas of public education, employment and public contracting has been banned. This has had a chilling effect on minority business enterprises. According to a 2006 study, only one-third of the minority businesses certified to contract with the California Department of Transportation were still in business, and surviving women-owned businesses still struggle to win contracts and overcome gender bias in the transportation construction industry.

Earlier this year, I introduced legislation that I believe will promote corporate diversity and open pathways for minorities, disabled veterans and women. The goal of Assembly Bill 366 is to build upon the Public Utilities - Supplier Diversity Program and encourage companies to open up their boardrooms and executive management teams to minority business leaders.

It is my intention to broaden and include more minority businesses in the PUC Supplier Diversity Program for financial and legal services only. The original legislation that created the program authorized publicly-owned businesses (corporations) to participate if 51% of the stock was owned by minorities, disabled-veterans or women. AB 366 does not change this requirement. As amended May 1, 2013, this bill – and only for corporations offering financial and legal services – would permit corporations to participate if their board of directors and executive management team is diverse; that means 51% of their board and managers must be minorities.

The California Black Chamber of Commerce has signaled its support and the Black Economic Council, while recently critical, has renewed its optimism in the ability of Assembly Bill 366 to usher in a new era of opportunity for African American businesses.

Historically, utility companies have struggled to contract with minority-owned companies that offer financial and legal services. AB 366 is designed to provide more opportunity for minority-owned businesses by adding 'teeth' to the language to expand the definition for which publicly traded companies can qualify for these contracts.

In 1986, the Public Utility Commission adopted General Order 156 to promote competition among utility suppliers and encourage greater economic opportunity for minority-owned

businesses. Existing law directs PUC to require every electrical, gas, water, wireless telecommunications service provider, and Telephone Corporation with annual gross revenues exceeding \$25 million to encourage, recruit, and utilize minority, women and disabled veteran-owned business enterprises in the procurement of contracts.

The intention of AB 366 is not to force smaller businesses to compete with publicly-owned businesses. AB 366 is narrowly tailored to financial and legal services where smaller businesses have been unable to compete.

To prevent fraud and manipulation, the composition of the board of directors must consist of a diverse majority for at least five years prior to the certification of a publicly owned business as a minority business enterprise.

AB 366 also includes a sunset date of five years, in order to provide the opportunity for the legislature to carefully examine the efficiency of the expanded definition. Diversity opens pathways to ownership as corporate board members and executive officers associate in corporate circles of power that offer opportunities for minorities, women, and disabled veterans that are clearly and currently underrepresented in these areas.

As President Obama said in his State of the Union Address, an economy built to last is one where if we all play by the same rules and everyone is given a fair chance, America can succeed. This bill supports the President's vision by seeking to promote diversity in corporate America through the PUC's Supplier Diversity Program.

I am delaying action on AB 366 until next year in order to continue good faith discussions with minority business enterprises about how to maximize the bill's benefits on small businesses.

Source: The Los Angeles Sentinel

About Chris Holden

Chris Holden is a longtime San Gabriel Valley Democratic leader who brings to Sacramento decades of experience in public service and business. He was elected to the State Assembly in November 2012 with an overwhelming 62% of the vote and was soon appointed Majority Whip. Throughout his years of public service he has been a champion in creating jobs, preserving vital services and strengthening the economic vitality of the San Gabriel Valley.

Assemblymember Holden represents the new 41st Assembly District that covers two counties and includes the communities of Altadena, Pasadena, Sierra Madre, South Pasadena, Monrovia, La Verne, San Dimas, Claremont, San Antonio Heights, Alta Loma and Upland.

In addition to his appointment as Majority Whip, Holden also serves on the Appropriations Committee; Business, Professions and Consumer Protection Committee; Labor and Employment Committee and the Assembly Committee on Legislative Ethics. Mr. Holden also sits on the Transportation Committee where he continues his efforts in promoting light rail to connect the Foothills region and Los Angeles. He was recently appointed to the Governing Board of the Santa Monica Mountains Conservancy and the Select Committee on Community Colleges as well as the Select Committee on Innovative Green Financing Mechanisms.

Prior to his election to the Assembly, Holden served 23 years as a Pasadena City Councilmember and Mayor. He was the youngest City Councilmember at age 28 and only the second African American to serve as Mayor.

Holden has been a vigorous advocate for job creation, economic vitality and expanding light rail in the San Gabriel Valley. While on the city council, he fought for the city's first living wage ordinance, which ensured that workers could earn decent pay and contribute to the economy. He also managed deregulation of the city's public utility in a way that preserved jobs while keeping rates lower than in the private marketplace.

In addition to his accomplishments as a city councilmember, he served as a Commissioner and President of the Burbank-Glendale-Pasadena Airport Authority and on the Pasadena Light Rail Alignment Task Force.

Chris owns CHMB Consulting, a real estate firm. Assemblymember Holden is a lifelong resident of the district and currently lives in Pasadena with his wife, Melanie, and his five children: Nicholas, Alexander, Austin, Mariah and Noah.

Source: 2013 California State Assembly Democratic Caucus

SBE Southern California

Website: www.sbeinc.com

Minority Business Development Agency's Business Centers Expand Reach

Celebrated since 1963, National Small Business Week recognizes the contributions of America's entrepreneurs and small business owners. Entrepreneurship is an integral part of our country's DNA and increasing numbers of minorities are becoming entrepreneurs. However, starting a business can be challenging in that the majority of small- to medium-sized businesses often lack access and visibility to helpful resources.

Through a national network of nearly 40 business centers and a wide range of domestic and international strategic partners, the Minority Business Development Agency provides minority-owned businesses with technical assistance and access to capital, contract opportunities and new markets to create new jobs and support the economy. Nationwide MBDA Business Centers help provide heightened visibility and access to valuable opportunities for minority-owned firms through partnerships with multi-national corporations, industry coalitions, and government agencies.

For Kevin Robinson, CEO of RFS Group, LLC, in Indianapolis, IN, hard work and determination helped get his

full service janitorial company off the ground. However, taking the business to the next level required some help. Robinson contacted the MBDA Business Center in Indianapolis for direction. The Center provided Robinson with procurement assistance and business counseling. As a result, RFS secured several contracts valued at \$16,700, and it was able to hire eight additional employees. Within six months of partnering with the Center, RFS saw its revenues increase by 10 percent.

The impact of MBDA's work in supporting the growth of minority businesses spans several decades; however, the recent launch of the MBDA Federal Procurement Center has proven to expand MBDA's reach. The Federal Procurement Center is the first MBDA Business Center that solely focuses on increasing federal agency contracting with minority-owned businesses. The establishment of this business center is part of the Obama Administration's commitment to ensuring that all U.S. businesses share in the jobs and opportunities created by federal government activities. The business center consultants have extensive federal procurement

knowledge and contracting experience that they use to leverage their clients' capabilities and unique products and services to the federal government as well as provide assistance in developing customized near-term and long-term marketing strategies.

In fiscal year 2012, MBDA helped its clients create or retain 16,730 jobs in the U.S. This was achieved in large part by helping clients obtain over \$3.6 billion in contracts and capital awards. MBDA remains committed to helping small and medium-sized minority-owned businesses grow and successfully compete in the domestic and global markets by facilitating access to contracts and capital in a wide range of industry sectors. MBDA and the small business community together continue to strengthen the future of America's economy.

Website: <http://www.mbda.gov/blogger/mbda-agency/mbda-business-centers-expand-reach>

SOURCE: Minority Business Development Agency

Southern California Events & Seminar

Mastering Business Growth, Sponsored by Southern California Gas Company

The curriculum is designed for businesses under \$1M in revenue and in operation less than 3 years. It includes a series of ten (10) course modules that business owner participants a toolkit for business planning and implementation. The participants must be Diverse Business Enterprise (DBE) woman-owned, minority-owned and disabled veteran-owned.

Tuesday July 9, 2013 at 8:00 AM PDT

-to-

Tuesday September 10, 2013 at 1:00 PM PDT

United States University
6251 Katella Ave.
Cypress, CA 90630
Driving Directions
Contact

Randy Odhiambo
Infinity Business Solutions
(877) 827-4779

mbgregistration@ibsconsultingservices.com

**SBA 8(a) Federal Certification Workshop
"Page by Page" 9:00 AM - 12:30 PM
Event date: 7/18/2013**

Location:

US Small Business Administration
330 N. Brand Blvd. #1200
Glendale, CA 91203

Sponsor of the event:

US SBA
LAC Office of Small Business/PTAC

**Federal Government Sub-Contracting
(9:00 AM - 12:00 PM)**

Event date: 7/19/2013

Location:

US SBA
330 N. Brand Blvd., Glendale, CA 91203

Sponsor of the event:

US SBA
OSB PTAC

Teaming Agreements (9AM-12PM)

Event date: 08/02/2013

Event URL: www.ptassist.com/services/ptac_register.php?id=ECCF140335

Location:

ISD Room G-101
1100 N. Eastern Ave., Los Angeles, CA 90063

Sponsor of the event:

LA County OSB & PTAC
Instructor: CMG Alliance

2013 California Construction Expo (CalCon)

Event date: 8/22/2013

Event URL: <http://calconexpo.com/>

Location:

Long Beach Convention & Entertainment Center
300 East Ocean Blvd., Long Beach, CA 90802
Sponsor of the event: CalCon

**Department of the Navy Small Business
Procurement Event**

Event date: 8/26/2013

Event URL: <http://www.navygoldcoast.org/>

Location:

San Diego Convention Center
111 West Harbor Drive
San Diego, CA 92101

Sponsor of the event:

San Diego Chapter of NDIA (National Defense Industrial Association) and Navy

Please visit the L.A. County Events website for more details about this and other events
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SBE Southern California Transportation Bids & News

Website: www.sbeinc.com

Opportunities and Challenges for TODs in Southern California

By Anastasia Loukaitou-Sideris

WHEN THE CONCEPT OF TRANSIT-ORIENTED DEVELOPMENT (TOD) first appeared in the 1980s, many planners and academics enthusiastically endorsed it as a way to increase transit ridership and mitigate sprawl. But actual implementation of TOD projects in Southern California was slow to follow. Developers and funding institutions worried about TODs viability in a region married to the car. Today, however, the concept of TOD has moved from academic debates to implementation around the country. In Los Angeles County, private developers have built many housing and mixed-use projects near transit stations, and more are planned.

Municipalities, metropolitan planning organizations (MPOs), and even many developers are enthusiastic about building near transit. Why has development around transit become popular? What are the motivations, incentives, constraints, and problems of building adjacent to stations? What strategies will likely attract development around stations?

To address these questions, I will use the examples of two Los Angeles County light-rail lines. The Blue Line, which opened in 1990, connects downtown Los Angeles to downtown Long Beach. This line used the existing right-of-way of an earlier railway. The Blue Line has been operating for 22 years but, by and large, has not catalyzed development around its stations. With the exception of a few TODs, primarily near the Long Beach stations, there has been little development along this transit corridor. On the other hand the Gold Line, which opened in 2003 and links downtown Los Angeles to Pasadena, has generated considerable development around many of its stations. In the thirteen years that separate the inauguration of the two lines, many changes—which are partly responsible for the new-found popularity of TODs—took place in the region.

LEARNING FROM PAST MISTAKES

When the Blue Line was still in the design stage, rail advocates emphasized various benefits beyond mobility that the project would bring to surrounding depressed inner city neighborhoods, such as station-related amenities and economic development. But years after the inauguration of the line, empty lots and classic signs of inner city decay dominate the vicinity of many stations. Indeed, the Blue Line has suffered from four types of problems.

Planning problems have haunted the line, including a lack of planning by municipalities, a lack of coordination among public-sector agencies, and failure on the part of transportation agencies to initiate joint development opportunities. Environmental problems related to contaminated sites and incompatible land uses have precluded development in the vicinity of Blue Line stations. Indeed, much of the land along the corridor was not fit for housing or was zoned for uses incompatible with TODs. Social problems, including poverty, unemployment, crime, and gang violence, have stymied investment in many station neighborhoods. With mostly minority and immigrant residents, these neighborhoods also lacked the clout to voice their opinions in public hearings or demand more resources. Finally, economic problems such as high land costs near stations, combined with a lack of development incentives, frustrated progress along the line.

The Blue Line corridor also had characteristics that counteracted successful development opportunities around its stations. These included: 1) the peripheral location of many stations, which are located in the industrial back lot of metropolitan Los Angeles, away from the center of communities and characterized by low residential densities and a complete lack of neighborhood amenities; 2) poor station interface with other transportation modes and absence of pedestrian connections to surrounding neighborhoods; 3) lack of an urban design framework for station-area development and significant regulatory barriers, such as antiquated zoning and lengthy permitting processes; 4) lack of institutional commitment and missed opportunities for land acquisition on the part of public agencies; and 5) lack of community involvement in the planning process.

PRESSING ISSUES, COUNTERVAILING TRENDS

In the years between the construction of the two lines, many municipalities realized that growth and development around station areas does not simply happen through the mere presence of a transportation network. Pressing issues and trends in the Southern California region forced decision-makers to consider new ways to accommodate urban growth.

The population of LA County was over 9.5 million by the time the Gold Line was built, and the regional MPO, the Southern California Association of Governments (SCAG), projected an additional 30 percent increase by 2025. Accommodating Southern California residents in single-family homes dotting the region's landscape would require leapfrogging into farmland and extending urban sprawl. Demographic changes, such as a growing population of transit-dependent Latino households and seniors willing to consider alternatives to suburban single-family housing, further supported the case for more TODs.

At the same time, housing affordability reached a record low in the Southern California region. This issue, combined with the recent economic crisis, meant that an increasing share of households could no longer afford single-family homes, and instead had to consider different and more affordable housing options, including duplexes, town homes, apartments, and condominiums.

According to SCAG, the Los Angeles region has the worst traffic congestion in the nation. Living in close proximity to jobs and retail opportunities is now a desirable option for urbanites wishing to avoid long commutes in congested traffic.

Solo driving has become much more expensive in recent years with gasoline prices up to \$4.70 per gallon in 2011 as compared to \$1.60 in 2001. Many Angelenos increasingly appreciate having more transportation options, including walking and riding the bus or the train. While the private car remains the undisputed travel mode of choice for most households in the region, transit has slowly increased its share.

Finally, The South Coast Air Basin has the worst air quality in the nation, and automobile emissions contribute greatly to the region's air pollution. Southern Californians typically rank the environment as an important concern in opinion polls.

These demographic, economic, and environmental trends have expanded the market for TODs and encouraged a larger segment of the public to seek alternatives to the singlefamily house.

AN ENABLING POLICY ENVIRONMENT

A lack of institutional commitment and initiative contributed to the lackluster effect of the Blue Line on its adjacent neighborhoods. This seems to have changed in recent years. In 2006, California voters approved Proposition 1C, a \$2.8 billion bond for affordable housing that includes \$300 million for a TOD infrastructure implementation program. An additional provision of Prop 1C is the availability of loans for mixed-use, housing, and commercial developments within one quarter mile of a transit station. In 2008, LA County voters passed Measure R, dedicating a half-cent sales tax to transit and traffic congestion relief projects.

SCAG has initiated the Compass Blueprint strategy, which directs most future development towards existing and emerging centers, near transit hubs, and along major transportation corridors. In Los Angeles, the Department of City Planning has made TOD the focal point of new Specific Plans. The combined effect of these multi-jurisdictional actions has been to create an enabling policy environment, which was absent a decade ago; developers are responding.

A CHANGING MINDSET OF DEVELOPERS

For a long time developers were reluctant to build TODs because they assumed that such developments would appeal only to a narrow market segment: singles, young professionals, and "empty nesters." However, this narrow market segment is becoming much larger. Developers building along the Gold Line corridor also targeted a broader market segment that included different age groups, families, seniors, two-income households, and single-income earners. Developers have also responded positively to development incentives such as increased floor-area ratios, reduced parking ratios, relaxed open space requirements, and public subsidies. Importantly, these developers and their architects now see more potential for TODs, acknowledging the demand for more homes, schools, and offices in the metropolitan core instead of the suburban and exurban periphery.

TENSIONS AND CHALLENGES

While incentives and market conditions prompt municipalities and developers to pursue TODs, some challenges still remain. When TODs are developed near single-family districts, residents of these areas often resist changes that alter the established character of their neighborhoods. Designers must confront the challenge of making higher-density developments appear less dense, and TOD proponents must confront the broader challenge of bringing the public along to support the concept of TOD.

Market realities may also prevent the inclusion of pedestrian-oriented retail in station areas. Many small bakeries, coffee shops, and flower shops cannot afford the high rents in newly established TOD districts. At the same time, municipal desires for tax revenue may encourage commercial uses that are not necessarily pedestrian- or transit-friendly.

High rents and sale prices in some TOD areas mean that residential units are more likely to be occupied by affluent tenants with multiple cars than by transit-dependent households. This is problematic for transit agencies, planners, and public officials who wish to boost transit ridership. Additionally, the introduc-

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Opportunities and Challenges for TODs in Southern California

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tion of high-density development in a neighborhood without a simultaneous change from driving to walking, biking, or transit will likely increase traffic congestion in the immediate area, a concern raised by many critics of high-density projects. Thus a tension arises between more local traffic and regional reductions in vehicle-miles traveled.

Parking requirements for TODs also raise questions. Too much parking may prompt people to drive rather than ride the train, whereas too little parking may frustrate residential and commercial tenants. Low parking requirements may encourage TOD residents to choose transit over cars. Some developers expressed concern about the marketability of their project if it does not have ample parking, but developers can, of course, provide more parking if they think the market demands it.

Deciding whether to provide development incentives or impose development fees in a given station area is a delicate process. Incentives such as density bonuses, higher floor area ratios and building heights, and reduced parking requirements allow developers to improve the profitability of TODs. Development fees and requirements for affordable housing or open space can give cities important amenities but may also serve as disincentives for development.

Proponents of TOD face three additional types of challenges:

- 1) Procedural/Planning challenges, including difficulties associated with coordinating and balancing the various needs of stakeholders in complex joint development and infill projects;
- 2) Economic/Market challenges, including the rising cost of land in station neighborhoods that often follows the announcement of a new transit line, as well as typically higher construction costs for mixed-use projects;
- 3) Physical/Environmental challenges, including noise from transit vehicles and technical difficulties associated with building very close to a transit line.

ADDRESSING THE CHALLENGES

Many factors are working in favor of development around transit in Southern California. These factors include a willingness on the part of municipalities to encourage TODs, a regional vision that encourages development around transportation nodes, an enabling policy environment, developers' changing mindsets, and pressing environmental and transportation concerns in the region prompting an exploration of alternative housing options. Still, certain challenges remain, and the following suggestions respond directly to them.

• Plan stations near people and activities

Good planning for TODs begins with the planning of the transportation line. Station location is the most important factor in attracting development at a particular site. As the failure of the Blue Line to stimulate development has shown, stations should be located at the "front door" of communities, near other urban amenities and existing nodes of activity, such as schools, parks, and retail.

• Zone for TODs

Municipalities that pre-plan for TODs in anticipation of a transit line are in a better position to attract development. Designation of transit overlay zones that extend a half mile around transit stations and have defined guidelines and incentives for TODs can ensure that a city's goals are respected, minimize uncertainty for developers, and streamline the development process.

• Educate and involve the public

In a region not known for its transit culture, educating the public about the potential benefits of TOD is crucial. Ideally, communities can formulate a shared vision as part of a proactive public sector planning process prior to the designation of a TOD district. Residents are more likely to welcome aesthetically appealing TODs in their neighborhoods. Well-designed TODs with smaller, more affordable units (condos, apartments, and lofts) can increase available housing options and attract those priced out of the single-family housing market.

• Develop strong public/private partnerships

TODs provide opportunities for joint development agreements and cost-sharing projects (e.g., parking structures and plazas). Partnerships between developers, municipalities, and transportation agencies can reduce costs for developers and ensure desirable amenities for neighborhoods. Cities can reduce developers' costs by allowing TOD building "by right" if projects comply with the requirements of a transit overlay zone. Cities can also identify empty or underutilized sites and help convert them to developable lots.

• Achieve better coordination among different public entities

Frequently the involvement of different public agencies and actors with different requirements, goals, expectations, and levels of authority stymies opportunities for TOD projects. The establishment of a Corridor Coordinating Council as a Joint Powers Authority, consisting of high-level representatives from different public sector agencies involved in corridor development, can help establish a corridor-level TOD vision and set goals for successful projects.

• Find the right balance between carrots and sticks

Development fees and other requirements can bring desirable amenities to a jurisdiction but may scare developers away. Cities must monitor the balance between incentives and requirements, weighing the condition of the economy and other market forces, the development potential, and desirability of a site for developers.

• Actively recruit pedestrian-oriented, transit-friendly uses

The ideal of a transit village with pedestrian-oriented and transit-friendly uses, neighborhood retail, galleries, drug stores, bakeries, and coffee shops generating foot traffic will not be realized if such commercial tenants cannot afford to rent space in new developments. In certain cases, the municipalities may consider offering tax incentives (for the first few years) to help create a critical mass of desirable pedestrian-oriented tenants.

• Resolve the parking dilemma

To address the parking dilemma for TOD projects, cities can

- 1) decouple parking from residential development and give residents the option to purchase a unit with or without parking;
- 2) develop maximum parking standards for TODs; 3) explore the potential for shared parking; and 4) allow developers to satisfy parking requirements by leasing parking spaces in adjacent structures.

• Make transit more appealing

Most important, cities find TODs appealing because officials expect them to increase transit ridership. This, however, will not happen if transit is inconvenient. Good multimodal linkages should connect transit stops to neighborhoods. To incentivize ridership, cities and developers may consider offering discounted weekend and monthly passes, as well as free shuttle rides connecting stations to neighborhoods.

CONCLUSION

TODs are certainly not a panacea for the region's problems. However, by encouraging development around transit, expanding the supply of housing, and offering convenient transit as a modal choice, TODs are an indispensable component of a regional strategy to reduce traffic and accommodate growth in ways that preserve long-term sustainability.

Anastasia Loukaitou-Sideris is the Associate Dean of Academic Affairs and Professor of Urban Planning in UCLA's Luskin School of Public Affairs (sideris@ucla.edu).

Source: Reconnecting America

FURTHER READING

Anastasia Loukaitou-Sideris. 2010. "A New-Found Popularity for TODs? Lessons from Southern California," *Journal of Urban Design*, 15(1): 49-68.

Anastasia Loukaitou-Sideris and Tridib Banerjee. 2000. "The Blue Line Blues: Why the Vision of Transit Village May Not Materialize Despite Impressive Growth in Transit Ridership," *Journal of Urban Design*, 5(2): 101-125.

Ping Chang. 2007. The State of the Region 2007, Los Angeles: Southern California Association of Governments.

NORTHERN & SOUTHERN CALIFORNIA

SUB-BID REQUEST ADS

REQUESTING SUB-BIDS

From All Qualified Disadvantaged Business Enterprises (DBE) and other Small Businesses (SBE, WBE, MBE, VOSB, UDBE, Other) Subcontractors/Sub-consultants/Suppliers/Vendors registered/certified as a DBE or small business for:

**JOHN S. GIBSON BOULEVARD/1-110 FREEWAY ACCESS RAMP IMPROVEMENTS AND SR 47/1-110 NORTHBOUND CONNECTOR WIDENING
FEDERAL AID PROJECT NO. HPLUL - 5006 (757)
Owner: City of Los Angeles
Port of Los Angeles Harbor Department**

Reyes Construction is requesting bids for:

(Subcontractors): AC Paving Demolition, Asphalt Dike, Asphalt Paving, Bridge Demolition, Bridge Structural Concrete, Cable Railing, Cast-in-Steel Shell Concrete Piling, Chain Link Fence, CIDH Piles, Cold Planing, Communication System, Concrete Barriers, Concrete Paving, Concrete Paving Demolition, Construct Storm Drainage System, Count Station, De-watering, Drill and Bond for PCC Pavement, Earthwork, Environmental Mitigation Monitor, Equipment Rental, Furnish & Install Reinforcing Steel, Hazardous Soil Removal & Handling, House Renovation, Hydroseeding, Install SWPPP Facilities, Janitorial Service, Landscaping & Irrigation, Lighting and Sign Illumination, Masonry Block Wall, Metal Beam Guardrail, Minor Concrete Drainage Structures, Minor Concrete Street Work, Overhead Sign Structures, Pile Cap Structural Concrete, Pile Foundation, Pre-Stressing Cast-in-Place Concrete, Ramp Metering System, Retaining Wall Structural Concrete, Saw-cut, Scheduler, Street Lighting, Street Sweeper, Striping & Signage, Surveying, SWPPP Plan, Time Management System, Trackwork, Traffic Control, Traffic Signal, Tree Removal, Trucking (Suppliers): Aggregate Base CLIII, Aggregate Supplier, Architectural Treatment, Asphalt Supplier, Concrete Piles, Concrete Washout Facilities, Field Office Facilities, Fuel, Geosynthetic Fabric, K-Rail, Lean Concrete Base, Misc. Iron, Miscellaneous Concrete Material, Precast Concrete, Ready Mix Concrete Supplier, Reinforced Concrete Pipe (RCP), Rip Rap, SWPPP Material, Traffic Control Equipment, Traffic Control Signs, Web Cam.

BID DATE: July 30, 2013 @ 2:45 pm

Reyes Construction, Inc.

State License Number 507561
1383 South Signal Drive, Pomona, CA 91766
Phone: 909-622-2259 • Fax: 909-622-3053
Contact: Estimating Mon-Fri 8am-5pm

Assistance will be available for obtaining Bonds,

Lines of Credit, and/or Insurance, necessary equipment, supplies, materials or related assistance services.

Plans and Specifications can be viewed online at no additional cost at

- 1.) <http://www.bidmail.com/Sublogin.aspx> (To request an invite please email estimating@reyesconstruction.com)
- 2.) The Construction Division Business Opportunity Network website <http://www.ebidexchange.com/Default.aspx?cid=9e32d705-ac45-4aff-b90e-bb60e9e88ab7>

Please fax quotes to: 909.622.3053

**BIDDING OPPORTUNITY
Certified MBE/WBE/VBE'S**

Inviting qualified contractors, suppliers, and vendors, specifically MBE/WBE/VBE's certified by one of the following agencies:

- Indiana Minority Supplier Development Council (IMSDC)
- Indiana Department of Administration (IDOA)
- The City of Indianapolis Department of Minority & Women Business Development (DMWBD)
- Women Business Enterprise National Council (WBENC)
- National Women Business Owners Corporation (NWBOC)
- United States Department of Veterans Affairs (with certification from DMWBD)

to contact Shea Kiewit, Joint Venture, regarding subcontracting opportunities in connection with the following heavy construction project. The Work under this contract is located in Indianapolis, Indiana. The Work consists of the **Deep Rock Tunnel Pump Station and Associated Surface Structures and Systems.**

Project No. 92PS00127

BID DATE: August 9, 2013 AT 1:00 PM

Opportunities to participate exist in the following specific areas of soil and rock excavation, hauling, excavation support systems, underground blasting, structural steel, engineering, survey, instrumentation and monitoring services, materials testing, site preparation, environmental investigation, utility installation, paving, fencing and gates, geotechnical and structural instrumentation, slurry walls, shaft construction, cast-in-place concrete structures, reinforcing steel, ground stabilization, rock-bolts, steel dowels, shotcrete, concrete finishing, waterproofing, service utilities, grouting, mechanical equipment, electrical services, plumbing services, fire protection, building construction, architectural finishes, structural steel, metal siding, roofing, pest control, IT services, waste disposal, cleaning services, and security services.

Any business seeking to participate as a MBE/WBE/VBE in the Contract that is not on the current list of certified MBE/WBE/VBE's should contact the DMWBD at 1501 City County Building, 200 East Washington Street, Indianapolis, Indiana 46204; phone (317) 327-5262.

We have established an FTP site where you can view all plans and specifications for your convenience. Please contact Candice Gill at (909) 594-0990 or Brett Campbell at (909) 594-0982 to receive instructions on accessing the FTP Site.

Shea Kiewit, Joint Venture

An EEO Employer
(J.F. Shea Construction, Inc. - Kiewit Infrastructure Co.)
667 Brea Canyon Road, Suite 22 • Walnut, CA 91789
909-594-0990 • 909-869-0827 (fax)
Attn: Dennis Poulton
EEO Officer

TETRA TECH, INC.

17885 Von Karman Ave., Suite 500
Irvine, CA 92614

Tetra Tech is requesting bids from qualified and certified DVBE/DBE/MBE/WBE/OBE subcontractors and suppliers for the following project:

**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
ARCHITECTURAL ENGINEERING DIVISION
LOS ANGELES, CA
AS-NEEDED ENVIRONMENTAL DOCUMENTATION AND REGULATORY PERMIT CONSULTANT
SUPPORT SERVICES
BID DATE: TUESDAY, JULY 16, 2013
PLEASE RESPOND WITH QUALIFICATIONS BY
WEDNESDAY, JULY 10, 2013 BY 5:00 P.M.**

Tetra Tech is seeking qualified DVBEs, DBEs, MBEs, WBEs, and OBEs to support work in the following areas:

- **CEQA/NEPA Compliance** – environmental documents, technical studies with supporting field work, and public meetings.
- **Permitting** – obtaining resource agency permits from USACE, CDFW, and RWQCB: permit applications, specialized studies with supporting field work, and regulatory agency meetings.
- **Geotechnical** – related to soils, geology, and groundwater, and materials testing lab analysis and characterization.
- **Public Outreach** – for any required workshops, public meeting facilitation, press conferences, email bursts, and education programs.

A copy of the County of Los Angeles Department of Public Works RFP is available upon request from Tetra Tech and is also available on the County website. Tetra Tech will assist all interested DVBEs, DBEs, MBEs, WBEs, and OBEs in obtaining bonds, lines of credit, and/or insurance, if required.

Tetra Tech, Inc.

CONTACT: **LEANNE DARINGER**
PHONE (949) 809-5036
LEANNE.DARINGER@TETRATECH.COM

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Requests sub-bids from qualified Small/Micro Business Enterprise (SBE) subcontractors, suppliers, truckers certified by California Department of General Services for the following project:

**Rinconada Water Treatment Plant, Los Gatos
Residuals Management Project (#93294051)
& Treated Water Valves Upgrade Project (#93294056)
Santa Clara Valley Water District
Contract #C0591
Bids: JULY 24, 2013 @ 2:00 pm**

DGS-certified small/micro business enterprises wanted for the following items, including, but not limited to demolition, clear/grub, earthwork, excavation/backfill; shoring; fencing & gates; CIDH piles; grout & cement mortar; piping; valves & actuators; walkway & stairway; FRP Fabrications; metal pipe railing; liner repair; electrical; coating; landscaping.

Proven Management, Inc.

712 Sansome Street, San Francisco, CA 94111-1704
Phone: 415-421-9500 • Fax: 415-421-9600

Bonding, insurance, lines of credit & any technical assistance or information related to the plans or specification & requirements for the work will be made available to interested DGS certified small & micro business suppliers & subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or related assistance or services for this project will also be offered to interested DGS certified small & micro business suppliers & subcontractors.

100% Payment & Performance bonds will be required from a single, Treasury-listed surety company subject to PMI's approval. PMI will pay bond premium up to 1.5%. Subcontractors awarded on any project will be on PMI's standard form for subcontract without any modifications. For questions or assistance required on the above, please call.

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Requests proposals/quotes from all qualified and certified DBE subcontractors, suppliers, and truckers for the following project:

**CONSTRUCTION OF OUTER HARBOR INTERMODAL TERMINAL
SUPPORT YARD, PORT OF OAKLAND
MARAD FY12 TIGER GRANT NO.
DTMA-91-G-2012-0005
Bids: July 17, 2013 @ 2 pm**

Proven Management, Inc.

712 Sansome Street, San Francisco, CA 94111-1704
Phone: 415-421-9500 • Fax: 415-421-9600

100% Payment & Performance bonds will be required from a single, Treasury-listed surety company subject to PMI's approval. PMI will pay bond premium up to 1.5%. Subcontractors awarded on any project will be on PMI's standard form for subcontract without any modifications. For questions or assistance required on the above, please call.

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NORTHERN & SOUTHERN CALIFORNIA

SUB-BID REQUEST ADS

BIDDING OPPORTUNITY

DBE'S CERTIFIED BY
THE CALIFORNIA UNIFIED CERTIFICATION PROGRAM (CUCP)

In response to the Los Angeles County Metropolitan Transit Authority's DBE requirements, we are inviting qualified contractors, specifically DBE's certified by the California Unified Certification Program (CUCP) to contact us regarding subcontracting opportunities in connection with the following project.

Regional Connector Transit Corridor Design/Build Project
Contract C0980

Construction of the underground stations, guideways and tunnels from Alameda and First Streets in Little Tokyo to the existing Metro Center Station located at 7th and South Flower Streets in Los Angeles.

BID DATE: JULY 29, 2013 AT 2:00 PM

Opportunities to participate exist in the following specific areas of: soil and rock excavation, hauling, excavation support systems, structural steel, engineering, survey, instrumentation and monitoring services, materials testing, demolition and site preparation, environmental investigation, utility relocation, paving, curb and sidewalk, fencing, landscaping, geotechnical and structural instrumentation, asbestos and hazardous materials handling and disposal, secant piles, soldier piles, shoring, traffic decking, traffic control, cast-in-place concrete structures, reinforcing steel, ground stabilization, tunnel construction, crosspassage construction, directional grout hole drilling, soil-nails, rock-bolts, steel dowels, steel arch support, shotcrete fiber and non-fiber, concrete pumping, placing and finishing, concrete sealants, masonry, waterproofing, service utilities, grouting, electrical services, mechanical, plumbing and fire protection, architectural finishes, doors and hardware, track works, signals, pest control, IT Services, waste disposal and cleaning services.

Any business seeking to participate as a DBE for this Contract must be DBE certified by the California Unified Certification Program (CUCP) or by a certifying agency in the CUCP in accordance with 49 CFR Part 26-Subpart D Certification Standards as followed by the CUCP. DBE certification status of listed DBE may be verified by contacting Metro Certification Unit via email at CertificationUnit@Metro.net or by calling the DEOD hotline at (213) 922-2600. A copy of the current active DBE certification letter must be provided for each DBE firm listed in the Proposal. **All DBE bids/proposals should be sent to Shea/Walsh/PTG Joint Venture no later than July 10, 2013.**

The Joint Venture has established an FTP site where interested firms can view all plans and specifications for their convenience. Please contact Candice Gill at (909) 594-0990 or Jim Honeycutt at (909) 444-4260 to receive instructions on accessing the FTP Site.

Shea/Walsh/PTG Joint Venture

will provide an equal opportunity to DBEs and will conduct dealings with DBE firms in Good Faith.
(J.F. Shea Construction, Inc./Walsh Construction Company/Parsons Transportation Group, Inc.)
667 Brea Canyon Road, Suite 22; Walnut, CA 91789
Phone 909-594-0990, Fax 909-869-0827

Please visit our website: <http://www.shea-walsh-ptg-regionalconnector.com>

Shimmick Construction Company Inc.
SBE Subcontractor/Supplier Bids Requested For:

Santa Clara Valley Water District
Riconada Water Treatment Plant Residuals Management Project • Contract Number: C0591
Bid Date: Wednesday, July 24, 2013
Fax all quotes to 510-777-5099

Requesting certified SBE Subcontractor and Supplier Quotes on: Architectural, Concrete-Building, Demolition, Earthwork, Electrical, Erosion Control, Fence, Flatwork, Insulation, Landscape, Mechanical, Paint, Paving, Rebar, Signs, Stripes-Markers, Structural Steel, Survey, Trucking, Utility Work, Waterproof, Welding, Aggregate, Architectural Items, Doors, Fabrication, Lumber, Mechanical Equipment, Miscellaneous Metal, Pipe-PVC, Pipe-Steel, Precast-Utility, Pump, Ready Mix, Utility Pipe-CMP, Utility Pipe-Plastic, Utility Pipe-DIP, Utility Pipe-VCP, Valves and Fittings.

Bid Documents are available in both paper and electronic (pdf) formats. Request form and information available online: <http://www.valleywater.org/Programs/Construction.aspx>; Paper copies may be purchased from owner (408) 630-3088 or may be viewed at Shimmick Construction's Office by appointment only: 8201 Edgewater Drive, Suite 202, Oakland, CA 94621; Phone (510) 777-5000

Subcontractors and Suppliers interested in this project may contact Matt Azzi by phone at (510) 777-5086.

100% Performance and Payment bonds with a surety company subject to approval of Shimmick Construction Company, Inc. are required of subcontractors for this project. Shimmick Construction will pay bond premium up to 1.5%. Subcontractors will be required to abide by terms and conditions of the AGC Master Labor Agreements and to execute an agreement utilizing the latest SCCI Long Form Standard Subcontract incorporating prime contract terms and conditions, including payment provisions. Shimmick Construction's listing of a Subcontractor is not to be construed as an acceptance of all of the Subcontractor's conditions or exceptions included with the Subcontractor's price quote. Shimmick Construction requires that Subcontractors and Suppliers price quotes be provided at a reasonable time prior to the bid deadline to enable a complete evaluation. For assistance with bonding, insurance or lines of credit contact Scott Fairgrieve at (510) 777-5000.

Shimmick Construction Company Inc.

8201 Edgewater Drive, Suite 202 • Oakland, CA 94621 • Phone (510) 777-5000 • Fax (510) 777-5099

An Equal Opportunity Employer



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.



Atkinson Contractors, LP

An Equal Opportunity Employer is requesting quotations from all qualified DBE sub-contractors and/or material suppliers for the following project:

I-15/I-215 Interchange Improvements, Devore (Design-Build)
Design and Construction on State Highway in Devore
Located in: San Bernardino County, CA
OWNER: California Department of Transportation (Caltrans)
Bid Date: Ongoing Solicitation

Atkinson Contractors, LP is requesting bids for the following trades and/or material suppliers: Request for certified DBE sub-contractors and suppliers for the following, but not limited to: Rebar, Bridge Barriers, Overhead Signs Install, Joint Sealer, Demolition, Erosion Control, Flatwork, Grinding, Jack And Bore, Pipe Liner, Painting Column Wraps, Crane Rental, Prestressing, Concrete Pumping, Utility Work, Signs, Staining New/Existing Work, Misc Trucking, Site Security, Site Janitorial, Aggregate, Bearing Pads, Column Casing/Steel Wrap, 72" CMP, 84" CMP, 120" CMP, 108" CMP, 12.2' x 11' CMP Plate, 48" CMP, Corr. Metal Pipe Total, Silt Fence - Small, Temp ESA Fence, Metal Stakes, Plastic Sheeting 4 Mil, Fiber Roll/Erosion Control Materials, Inlet Protection Bag, Enter/Exit Gravel Whl Clean, Washout Material, Bin Rental, Concrete Washout Signs, Erosion Control Total, Approach Slab Filter Fabric, Deck Drain Bridge, Misc Metal Bridge, Soffit hatch, Misc Bridge Total, Geocomposite Drain, Filter Fabric, Debris Rack, Steel Plate, Grated Line Drain, Inlet Frame & Grate (HY), Inlet Steps, Misc I&S Beam (GT), Misc Iron and Steel (Drainage), 24" Grade Rings, Misc Piping, Misc Drainage Total, Purchase Dowel Baskets, Dowel Basket Clips, Tie Bars, Cocking tubes, Tie Bar Epoxy, Wire Materials, LCB Cure, Dowel Bars, LCB Header Material, LCB Misc Supplies, LCB Tools, Paving Supply Total, Precast Beam Purchase, 4" PVC Pipe - SDR 35, 24" ADS Pipe, 18" ADS TYPE S (CPLNG), 30" ADS Pipe, 18" Flared End Section, 36" ADS Pipe, 48" ADS Pipe, 6" FES, 12" FES, 24" FES, 36" FES, Plastic Drainage Total, Riser Material, 24" R/G RCP 4600D, 84" R/G RCP 4600D, RCP Total, RIP RAP Total, Traffic Signs, Telescoping Flag Trees, Construction Area Signs, Portable Delineators w/Epoxy, Traffic Cones, Crash Cushions (90, 180, 320), Sand, Type 2 Barricade, Type 3 Barricade, Type 3 Barricade, Purchase K Rail, K-Rail Paint, Airless Paint Sprayer, K-Rail Anchor Pins, K-Rail Nuts/Washers, K-Rail Epoxy, K-Rail Reflectors, Traffic Control / K-Rail Total, 6" Ductile Iron Pipe, 20" Ductile Iron Pipe, 20" DIP Fitting, 6" Gate Valve, 16" Gate Valve Assy., 20" Gate Valve Assy., Valve Cans, Fire Hydrant Assy (2 Way), Reduced Pressure Detect Assy., 4" AVAR Assy., W-Beam Connections, Waterstop, 10" Steel Casing, 12" Steel Casing, 20" Steel Casing, 26" Steel Casing, 30" Steel Casing, Waterline Total, Water Meter, Maintain Tower, Misc Equipment Rental, Overhead Signs Material, Fuel, Concrete Supplier.

Name and Contact for Chief Estimator: Andrew Nelson, 909-383-6093

DBE Compliance Manager: Antonio Dupré, 714-973-1335, tdupre@padillainc.com

Preliminary Plans and Specifications are available for download at:

<http://www.dot.ca.gov/hq/oppd/designbuild/devore-index.htm>

An appointment only "Plan Room" has been made available at the Atkinson Contractors, LP Conference Room, 505 N Arrowhead Ave 3rd Floor, San Bernardino CA 92401 to view the RFP package and related specifications. Please contact Renee Vanderpool at (909) 383-6083 or via email: susan.vanderpool@atkn.com to schedule an appointment between 8a.m.-4p.m. Assistance in obtaining bonding, lines of credit, insurance, equipment, supplies and materials is available upon request. Atkinson analyzes and considers each DBE quote, including those that are broken down into economically feasible units to facilitate bidding. Quotations must be valid for same duration as specified by Owner for contract award. Performance and Payment bonds by an admitted surety, naming Atkinson Contractors, LP as obligee, in the full amount of the subcontractor's bid, or comparable security or collateral in such amount, may be required at the request and expense of Atkinson Contractors, LP. Non-DBE Subs/Suppliers: Indicate 2nd tier DBE participation offered on your quotation as it will be evaluated with your price. Atkinson intends to conduct itself in good faith with DBE/SBE firms for participation on the Project. This DBE Bid/Proposal solicitation is in response to Caltrans's DBE Program.

Requesting sub-bids from qualified MBE/WBE/SBE/DVBE Subcontractors and Suppliers

J.F. Shea Construction, Inc. is bidding this project and solicits your participation in preparation of this bid. We are particularly interested in bids from subcontractors/suppliers for the following work items: DEMOLITION, CLEARING & GRUBBING, FENCING, HYDROSEEDING & REVEGETATION, DEWATERING, SHORING, READY-MIX CONCRETE, REINFORCING STEEL, STEEL PIPE, STEEL LINER, WELDING, GROUTING, FIELD APPLIED CEMENT MORTAR LINING, PAINTING & COATINGS, ELECTRICAL, CATHODIC PROTECTION, AND ACOUSTIC FIBER OPTIC MONITORING SYSTEM MODIFICATIONS

Pipeline 3 Relining Sweetwater to Lower Otay, Specification 613
Location: South of Sweetwater Reservoir, proceeding in southeastern direction along SDCWA's Aqueduct through the City of Chula Vista to the lower Otay Reservoir

Owner: San Diego County Water Authority (SDCWA)

Estimated Cost: \$36,000,000 - \$44,000,000

Bid Date: July 17, 2013 @ 2:00 P.M.

J.F. Shea Construction, Inc.

(An Equal Opportunity Employer)

667 Brea Canyon Road, Suite 30 • Walnut, CA 91788-0489

Phone: 909-595-4397 • Fax: 909-444-4268

Contact: Lori Olivas, lori.olivas@jfshea.com

Plans are available from: SDCWA, 4677 Overland Avenue, San Diego, CA 92123-1233, Contract Documents - \$16, Full Size Plans - \$9, Half Size Plans - \$40, \$5 per document for mailing. Contact: Ilene Story, Phone: (858) 522-6829, Fax: (858) 268-7802 or email: istory@sdcwa.org

Free download available at

<http://www.sdcwa.org/contracting-opportunities> from Ebidboard or TheNetwork.

Bidders are required to read and understand owner's requirements including warranty requirements. Bidder's or manufacturer's standard warranties will not be accepted unless they comply fully with owner's requirements.

J.F. Shea Construction, Inc. is an equal opportunity employer and intends to negotiate in good faith with interested DBE firms and intends to utilize the lowest responsive bidder.

NORTHERN & SOUTHERN CALIFORNIA PUBLIC LEGAL NOTICES



GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

NOTICE INVITING BIDS

The Golden Gate Bridge, Highway and Transportation District (District) seeks bids for **Contract No. 2014-BT-2, Landscape Improvements at the San Rafael Bus Facility**. Interested Bidders must submit sealed bids to the Office of the Secretary of the District on **Tuesday, July 30, 2013, by 2:00 p.m., PST**, at which time bids will be publicly opened and read.

This Public Works Project consists of, in general, upgrading landscaping to four specific areas at the San Rafael Bus Facility. The work includes selective removal and disposal of existing grass, plants and trees; installation of new plants and trees; health and safety compliance; and all other work items as required to complete the Project titled Landscape Improvements at the San Rafael Bus Facility and as specified in the Contract Documents.

A non-mandatory pre-bid conference will be held at the San Rafael District Conference Room, Administration Building, 1011 Andersen Drive, San Rafael, CA, on **Tuesday, July 9, 2013, at 9:00 a.m., PST**.

This is a Public Works contract. Bidders bidding as the prime contractor shall possess either a valid a **State of California Class A General Engineering Contractor's License, a State of California Class B General Building Contractor's License, or a State of California Class C27 Landscaping Contractor's License** with a minimum of three (3) projects' experience with public agencies in the past five (5) years at the time of Contract award.

Bids must be accompanied by a deposit either in the form of cash, a certified or cashier's check, irrevocable standby letter of credit, or Bidder's bond, as described in the Contract Documents, which shall be applied to damages sustained by District if the successful Bidder fails or refuses to enter into a Contract awarded to it.

In accordance with Section 1720 et seq. of the Labor Code, the general prevailing wage rates as established by the Director of the California Department of Industrial Relations will apply to this Contract. The prevailing wage rates established by the California Department of Industrial Relations can be viewed at Prevailing Wage Unit, Division of Labor Statistics and Research, Department of Industrial Relations, P.O. Box 420603, San Francisco, CA 94142 and <http://www.dir.ca.gov/DLSR/#PWD>.

The successful Bidder shall furnish a performance bond and a payment bond in amounts equal to one hundred percent (100%) of the total price of the Contract.

The Bid Documents are available for download on the District's web site. To download the Bid Documents, go to the District's web site home page at <http://www.goldengate.org>, click on Contract Opportunities, scroll down to the Bus Division and look for Contract No. 2014-BT-2.

To inspect and obtain Bid Documents, please contact the Office of the Secretary of the District, Administration Building, Golden Gate Bridge Toll Plaza, San Francisco, CA, 94129, by telephone at (415) 923-2223, or by e-mail at districtsecretary@goldengate.org, or by facsimile at (415) 923-2013.

/s/ Janet S. Tarantino, Secretary of the District

Dated: June 27, 2013

6/27, 7/3/13

CNS-2501306#

SMALL BUSINESS EXCHANGE



UCLA

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, Los Angeles, sealed bids for a lump-sum contract are invited for the following work:

DENEVE DRIVE TRAFFIC IMPROVEMENTS Project Number 946720.01

DESCRIPTION OF WORK: Street improvements along De Neve Drive from the intersection of Sproul Landing to the Hitch Suites Residential Complex. Work shall consist of new rolled curbs along the east side of street, new street ramps at Lot 15, relocation of fire hydrants and street lighting, provision of new speed bumps, traffic tables and wheel chair crossings; and the creation of approximately 20 to 30 new parking spaces and a bike lane. De Neve Drive shall remain operational as a one-way street during construction.

BIDDING DOCUMENTS:

1. Bidding Documents will be available beginning on July 1, 2013 and will be issued at:

ARC
2435 Military Ave.
Los Angeles, CA 90064
Telephone (310) 477-6501
Website: <http://socal.fordgraphics.com/>



UCLA

ADVERTISEMENT FOR BIDS

Subject to conditions prescribed by the University of California, Los Angeles, sealed bids for a Unit Price Job Order ("UPJO") contract are invited for the following work:

CONCRETE UNIT PRICE JOB ORDER - FACILITIES MANAGEMENT 2013 Project Number 3744142

DESCRIPTION OF WORK: The University is seeking to hire a contractor to perform concrete construction work on an "as needed" basis that will be delivered by Unit Price Job Order (UPJO), and occurring on the UCLA Westwood campus. As described in more detail in the Bidding Documents, work under the UPJO will be limited to the following:

Concrete construction work related to Minor Capital Improvement Projects as well as work which includes repairs of, or alterations to, campus buildings, structures, or facilities to continue their usability at the designed level of service. Each Job Order shall have at least 51% of the work within the advertised license classification specified herein. Work outside said license classification may be self-performed by Contractor when said work is considered incidental and supplemental. In such cases, the value of said incidental and supplemental work shall not exceed 5% of the Job Order Sum. If the work outside the Contractor's license classification exceeds 5% of the Job Order Sum, then Contractor must either hold the appropriate additional specialty license classification or subcontract the work to an appropriately licensed subcontractor.

Refer to Exhibit 20 of the bidding documents for concrete construction work excluded from this UPJO.

The total combined cost for all Job Orders issued will not exceed the Maximum Contract Value of \$1,000,000.00 during the 1-year Base Term and

2. Bidders may view the Bidding Documents online at the ARC PlanWell Public Plan Room, and purchase digital and/or hard copies of the Bidding Documents by contacting ARC as indicated above. All parties will make arrangements with and payment to ARC directly. (NOTE: Bidding Documents will not be issued at the University's office.)

BID DEADLINE: Bids will be received only at the following location:

Contracts Administration
University of California, Los Angeles
1060 Veteran Avenue, Suite 125
Box 951365
Los Angeles, California 90095-1365
310-825-7015

and must be received at or before:

2:00 p.m., July 22, 2013

MANDATORY PRE-BID CONFERENCE & JOB WALK: A mandatory Pre-Bid Conference and mandatory Pre-Bid Job Walk will be conducted on July 9, 2013 beginning promptly at 10:00 a.m. Only bidders who participate in both the Conference and the Job Walk, in their entirety, will be allowed to bid on the Project as prime contractors. Participants must arrive at or before 10:00 a.m. Persons arriving later than said time will not be allowed to bid on the Project as prime contractors. Participants shall meet at Capital Programs Building, 1060 Veteran Avenue (follow signs to the meeting room), UCLA campus (refer to the online UCLA Campus Map at www.ucla.edu/map).

\$1,000,000.00 during each 1-year Option Term, if exercised by University. When the work of a job consists only of the trade of this UPJO, the cost of any individual Job Order Authorization will be from \$50,000.00 to \$500,000.00. When the work of a job consists of multiple trades, the cost of any individual Job Order Authorization for this UPJO will be from \$1.00 to \$500,000.00.

BIDDING DOCUMENTS:

1. Bidding Documents will be available beginning on July 3, 2013, and will be issued at:

ARC
2435 Military Ave.
Los Angeles, CA 90064
Telephone (310) 477-6501

Website: <http://socal.fordgraphics.com/>

2. Bidders may view the Bidding Documents online at the ARC PlanWell Public Plan Room, and purchase digital and/or hard copies of the Bidding Documents by contacting ARC as indicated above. All parties will make arrangements with and payment to ARC directly. (NOTE: Bidding Documents will not be issued at the University's office.)

BID DEADLINE: Bids will be received only at the following location:

Contracts Administration
University of California, Los Angeles
1060 Veteran Avenue, Suite 125
Box 951365
Los Angeles, California 90095-1365
310-825-7015

and must be received at or before:

2:00 p.m., July 31, 2013

MANDATORY PRE-BID CONFERENCE: A mandatory Pre-Bid Conference will be conducted on July 10, 2013 beginning promptly at 10:00 a.m. Only bidders who participate in the Conference in its entirety, will be allowed to bid on the Project as prime contractors. Participants must arrive at or before 10:00 a.m. Persons arriving later than said time will not be allowed to bid on the Project as prime contractors. Participants shall meet at Capital Programs Building, 1060 Veteran Avenue (follow signs to the meeting room), UCLA campus

[edu/map](http://www.ucla.edu/map)). For further information, contact Wayne Chiu at 310-206-0980.

(NOTE: Bidders are advised that parking may be difficult. Bidders should allow ample time to drive to the above location in heavy traffic, find a parking space, walk to the building, and arrive in the designated Meeting Room prior to the required time. It is currently anticipated that the Conference/Job Walk will last at least 2 hours.)

LICENSE REQUIREMENTS: The successful Bidder will be required to have the following California current and active contractor's license at the time of submission of the Bid:

A License (General Engineering)

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA

(Visit our website at:

<http://www.capitalprograms.ucla.edu>)

(refer to the online UCLA Campus Map at www.ucla.edu/map). For further information, contact Steven Chang at 310-983-3151.

(NOTE: Bidders are advised that parking may be difficult. Bidders should allow ample time to drive to the above location in heavy traffic, find a parking space, walk to the building, and arrive in the designated Meeting Room prior to the required time. It is currently anticipated that the Conference will last at least 2 hours.)

LICENSE REQUIREMENTS: The successful Bidder will be required to have one of the following California current and active contractor's licenses at the time of submission of the Bid:

C-8 License (Concrete)

PREQUALIFICATION: To be allowed to submit a bid, Bidders must have the minimum experience set forth in the Prequalification Questionnaire contained in the Bidding Documents and posted on the website listed below. Bidder's completed Prequalification Questionnaire must be received at the above-listed University Contracts Administration office in a sealed envelope no later than:

3:00 p.m., July 17, 2013

Bid Security in the amount of \$25,000 shall accompany each Bid. The surety issuing the Bid Bond shall be, on the Bid Deadline, an admitted surety insurer (as defined in California Code of Civil Procedure Section 995.120).

Every effort will be made to ensure that all persons have equal access to contracts and other business opportunities with the University within the limits imposed by law or University policy. Each Bidder may be required to show evidence of its equal employment opportunity policy. The successful Bidder and its subcontractors will be required to follow the nondiscrimination requirements set forth in the Bidding Documents and to pay prevailing wage at the location of the work.

The work described in the contract is a public work subject to section 1771 of the California Labor Code.

THE REGENTS OF THE UNIVERSITY OF CALIFORNIA

(Visit our website at:

<http://www.capitalprograms.ucla.edu>)

FICTITIOUS BUSINESS NAME • CHANGE OF NAME

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0351635-00

Fictitious Business Name(s):
HH Realty
Address
601 Van Ness Avenue, Suite 2056, San Francisco, CA 94102
Full Name of Registrant #1
Hilary Hedemark
Address of Registrant #1
74 Calvert Avenue, South San Francisco, CA 94080

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **6/7/2013**

Signed: **Hilary Hedemark**

This statement was filed with the County Clerk of San Francisco County on **6/10/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Jennifer Wong, Deputy County Clerk 6/10/2013**

6/13/13 + 6/20/13 + 6/27/13 + 7/3/13

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0350997-00

Fictitious Business Name(s):
Legacy Media
Address
4800 California Street, San Francisco, CA 94118
Full Name of Registrant #1
Albert Wong
Address of Registrant #1
580 41st Avenue, San Francisco, CA 94121

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **1/1/2002**

Signed: **Albert Wong**

This statement was filed with the County Clerk of San Francisco County on **5/10/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Guillermo Sandoval, Deputy County Clerk 5/10/2013**

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0351350-00

Fictitious Business Name(s):
Pacific Commerce Group
Address
1626 Shafter Avenue San Francisco, CA 94124
Full Name of Registrant #1
Michael Cheng
Address of Registrant #1
1626 Shafter Avenue San Francisco, CA 94124

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **5/28/2013**

Signed: **Michael Cheng**

This statement was filed with the County Clerk of San Francisco County on **5/28/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Jennifer Wong, Deputy County Clerk 5/28/2013**

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0351148-00

Fictitious Business Name(s):
Jody Worthington Graphic Design
Address
2905 Van Ness #206, San Francisco, CA 94109
Full Name of Registrant #1
Jody Louise Worthington
Address of Registrant #1
2905 Van Ness #206, San Francisco, CA 94109

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **5/16/2013**.

Signed: **Jody Worthington**

This statement was filed with the County Clerk of San Francisco County on **5/17/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Melissa Ortiz, Deputy County Clerk 5/17/2013**

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0351350-00

Fictitious Business Name(s):
Pacific Commerce Group
Address
1626 Shafter Avenue San Francisco, CA 94124
Full Name of Registrant #1
Michael Cheng
Address of Registrant #1
1626 Shafter Avenue San Francisco, CA 94124

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **5/28/2013**

Signed: **Michael Cheng**

This statement was filed with the County Clerk of San Francisco County on **5/28/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Jennifer Wong, Deputy County Clerk 5/28/2013**

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0350874-00

Fictitious Business Name(s):
Seam's Possible
Address
11 Milton Street, San Francisco, CA 94112
Full Name of Registrant #1
Maria J. Castillo
Address of Registrant #1
11 Milton Street, San Francisco, CA 94112

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **4/30/13**

Signed: **Maria J. Castillo**

This statement was filed with the County Clerk of San Francisco County on **5/6/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Maribel Jaldon, Deputy County Clerk 5/6/2013**

CLASSIFIED AD INFORMATION

DEADLINE:
Wednesday before 3:00 PM.
SBE Weekly Newspaper is published every Thursday

FICTITIOUS BUSINESS NAME STATEMENT
File No. A-0350994-00

Fictitious Business Name(s):
Citi-TV
Address
536 Leavenworth Street, #3 San Francisco, CA 94109
Full Name of Registrant #1
Michael D. Zook
Address of Registrant #1
536 Leavenworth Street, #3 San Francisco, CA 94109

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **Not Applicable**.

Signed: **Michael D. Zook**

This statement was filed with the County Clerk of San Francisco County on **5/10/2013**.

Notice: This fictitious name statement expires five years from the date it was filed. A new fictitious business name statement must be filed prior to this date. The filing of this statement does not of itself authorize the use in this state of a fictitious business name in violation of the right of another under Federal, State or Common Law

Filed: **Michael Jaldon, Deputy County Clerk 5/10/2013**

TO PLACE AN AD: Email your ad to **NABIL VO** at **nvo@sbeinc.com** or by fax **415-778-6255**.

Please include credit card number and expiration date.
PAYMENT: All ads must be paid in advance. Money order, or imprinted checks. Credit Cards by telephone, mail, or fax; American Express, VISA, and MASTERCARD.

First line has 15 spaces, subsequent lines have 22 spaces. Every letter, punctuation mark, or space between words counts as a space.

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 - Hardwood ○
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 - Landscaping ○
 - Legal Services ○
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What to the Slave Is the Fourth of July?

■ Continued from page 1

that America is young, and that she is still in the impressible stage of her existence. May he not hope that high lessons of wisdom, of justice and of truth, will yet give direction to her destiny? Were the nation older, the patriot's heart might be sadder, and the reformer's brow heavier. Its future might be shrouded in gloom, and the hope of its prophets go out in sorrow. There is consolation in the thought that America is young. Great streams are not easily turned from channels, worn deep in the course of ages. They may sometimes rise in quiet and stately majesty, and inundate the land, refreshing and fertilizing the earth with their mysterious properties. They may also rise in wrath and fury, and bear away, on their angry waves, the accumulated wealth of years of toil and hardship. They, however, gradually flow back to the same old channel, and flow on as serenely as ever. But, while the river may not be turned aside, it may dry up, and leave nothing behind but the withered branch, and the unsightly rock, to howl in the abyss-sweeping wind, the sad tale of departed glory. As with rivers so with nations.

Fellow-citizens, I shall not presume to dwell at length on the associations that cluster about this day. The simple story of it is that, 76 years ago, the people of this country were British subjects. The style and title of your "sovereign people" (in which you now glory) was not then born. You were under the British Crown. Your fathers esteemed the English Government as the home government; and England as the fatherland. This home government, you know, although a considerable distance from your home, did, in the exercise of its parental prerogatives, impose upon its colonial children, such restraints, burdens and limitations, as, in its mature judgment, it deemed wise, right and proper.

But, your fathers, who had not adopted the fashionable idea of this day, of the infallibility of government, and the absolute character of its acts, presumed to differ from the home government in respect to the wisdom and the justice of some of those burdens and restraints. They went so far in their excitement as to pronounce the measures of government unjust, unreasonable, and oppressive, and altogether such as ought not to be quietly submitted to. I scarcely need say, fellow-citizens, that my opinion of those measures fully

accords with that of your fathers. Such a declaration of agreement on my part would not be worth much to anybody. It would, certainly, prove nothing, as to what part I might have taken, had I lived during the great controversy of 1776. To say now that America was right, and England wrong, is exceedingly easy. Everybody can say it; the dastard, not less than the noble brave, can flippantly discard on the tyranny of England towards the American Colonies. It is fashionable to do so; but there was a time when to pronounce against England, and in favor of the cause of the colonies, tried men's souls. They who did so were accounted in their day, plotters of mischief, agitators and rebels, dangerous men. To side with the right, against the wrong, with the weak against the strong, and with the oppressed against the oppressor! here lies the merit, and the one which, of all others, seems unfashionable in our day. The cause of liberty may be stabbed by the men who glory in the deeds of your fathers. But, to proceed.

Feeling themselves harshly and unjustly treated by the home government, your fathers, like men of honesty, and men of spirit, earnestly sought redress. They petitioned and remonstrated; they did so in a decorous, respectful, and loyal manner. Their conduct was wholly unexceptionable. This, however, did not answer the purpose. They saw themselves treated with sovereign indifference, coldness and scorn. Yet they persevered. They were not the men to look back.

As the sheet anchor takes a firmer hold, when the ship is tossed by the storm, so did the cause of your fathers grow stronger, as it breasted the chilling blasts of kingly displeasure. The greatest and best of British statesmen admitted its justice, and the loftiest eloquence of the British Senate came to its support. But, with that blindness which seems to be the unvarying characteristic of tyrants, since Pharaoh and his hosts were drowned in the Red Sea, the British Government persisted in the exactions complained of.

The madness of this course, we believe, is admitted now, even by England; but we fear the lesson is wholly lost on our present ruler.

Oppression makes a wise man mad. Your fathers were wise men, and if they did not go mad, they became restive under this treatment. They felt themselves the victims of grievous wrongs,

wholly incurable in their colonial capacity. With brave men there is always a remedy for oppression. Just here, the idea of a total separation of the colonies from the crown was born! It was a startling idea, much more so, than we, at this distance of time, regard it. The timid and the prudent (as has been intimated) of that day, were, of course, shocked and alarmed by it.

Such people lived then, had lived before, and will, probably, ever have a place on this planet; and their course, in respect to any great change, (no matter how great the good to be attained, or the wrong to be redressed by it), may be calculated with as much precision as can be the course of the stars. They hate all changes, but silver, gold and copper change! Of this sort of change they are always strongly in favor

These people were called Tories in the days of your fathers; and the appellation, probably, conveyed the same idea that is meant by a more modern, though a somewhat less euphonious term, which we often find in our papers, applied to some of our old politicians.

Their opposition to the then dangerous thought was earnest and powerful; but, amid all their terror and affrighted vociferations against it, the alarming and revolutionary idea moved on, and the country with it.

On the 2d of July, 1776, the old Continental Congress, to the dismay of the lovers of ease, and the worshipers of property, clothed that dreadful idea with all the authority of national sanction. They did so in the form of a resolution; and as we seldom hit upon resolutions, drawn up in our day whose transparency is at all equal to this, it may refresh your minds and help my story if I read it. "Resolved, That these united colonies are, and of right, ought to be free and Independent States; that they are absolved from all allegiance to the British Crown; and that all political connection between them and the State of Great Britain is, and ought to be, dissolved."

Source: teachingamericanhistory.org

For the full article please visit:
www.sbeinc.com/resources/news.cfm

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NORTHERN CA SUB-BID REQUEST AD

SKANSKA

Sub-Bids Requested From Qualified SBE Subcontractors & Suppliers

Civil & Stations Improvements Contract for the Santa Clara Alum Rock Bus Rapid Transit Project
Owner: Santa Clara Valley Transportation Authority (VTA)

Contract No.: C830(13058)

SBE Goal: 16.78%

Bid Date: July 16, 2013 - 2:00PM

Plans and Specifications are available for view at our main office in Riverside, by request from Tom Evans or on VTAs EBidBoard website: <http://www.ebidboard.com/public/projects/index.asp?mbrguid={1ADA0E11-FF23-43F0-86DD-F6B77472318F}>

Quotes Requested from Contractors, Suppliers and Service Providers include, but are not limited to: AC Grinding, AC Paving, Adjust Utilities, Anti-Graffiti Coatings, Building Demo, Construction Area Signs, CIDH, Clear & Grub, Electrical, Fence, Flatwork, Landscaping, PCC Grinding, QC/QA, Railings, Roadside Signs, Shelter Erection, Slurry Seal, Striping, Sweeping, Traffic Control, Trucking, Underground, Asphalt Concrete, Misc. Metals (Inlets & Tree Grates), Pipe Material (RCP, PVC, DIP), Station Furnishings, Station Shelters

Skanska is interested in soliciting in Good Faith all subcontractors as well as certified SBE companies for this project. All interested subcontractors, please indicate all lower tier SBE participation offered on your quotation as it will be evaluated with your price. Please call if we can assist you in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies. Skanska will also review breaking out scope packages and adjusting schedules to help permit maximum participation.

Subcontracting Requirements: Skanska's insurance requirements are Commercial General Liability (GL): \$1M ea. occ., \$1M personal injury, \$2M products & completed operations agg. and general agg.; \$1M Auto Liability; \$5M Excess/Umbrella and \$1M Workers Comp. Endorsements and waivers required are the Additional Insured End., Primary Wording End., and a Waiver of Subrogation (GL & WC). Other insurance requirements may be necessary per scope. Subcontractors may be required to furnish performance and payment bonds in the full amount of their subcontract by an admitted surety and subject to approval by Skanska. Skanska will pay bond premium up to 1%. Quotations must be valid for the same duration as specified by the Owner for contract award. Conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing. Skanska is signatory to the Operating Engineers, Laborers, Cement Masons, Carpenters Unions and Teamsters. Subcontractors must provide weekly, one original and one copy of all certified payrolls, including non-performance and fringe benefit statements if required by law or by the Prime Contract. Subcontractor scope (including any conditions or exceptions) is required 24 hours prior to bid deadline to allow proper evaluation.

Skanska is an Equal Opportunity Employer

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• List location(s) of where your company will work: _____

FINE LINE CONSTRUCTION Is Requesting Bids from Certified DVBE; SLBE and LBE Companies

John F. Kennedy High School - BID NO. 3601211-13

Location: 4300 Cutting Boulevard, Richmond, CA 94804

Bid Date: Wednesday, July 17th, 2013 @ 2:00 PM - (BIDS TO FINE LINE CONSTRUCTION BY 12:00 PM)
ENGINEERS EST. \$4,500,000

JOB Duration 365 consecutive calendar days

THIS HAS A PROJECT LABOR AGREEMENT AND ALSO HAS LOCAL HIRING REQUIREMENTS

PROJECT DESCRIPTION: Generally described as: "Removal of all hazardous material, removal of all interior finishes, interior walls, ceiling, saw cutting and removal of portions of the concrete floor, mechanical, plumbing and electrical systems. Work also includes installation of new interior finishes, new doors and frames, patching of concrete slab, new casework, new mechanical, plumbing and electrical systems and fixtures.

REQUESTING BIDS FOR WORK CONTAINED IN THE FOLLOWING DIVISIONS:

- | | |
|---|-----------------------------------|
| DIVISION 2- SITE WORK | DIVISION 10- SPECIALTIES |
| DIVISION 3- CONCRETE | DIVISION 11- EQUIPMENT |
| DIVISION 5- METALS | DIVISION 13- SPECIAL CONSTRUCTION |
| DIVISION 6- WOOD AND PLASTICS | DIVISION 15- PLUMBING |
| DIVISION 7- THERMAL AND MOISTURE PROTECTION | DIVISION 16- ELECTRICAL |
| DIVISION 8- DOORS AND WINDOWS | DIVISION 17- TECHNOLOGY |
| DIVISION 9- FINISHES | HAZARDOUS MATERIAL ABATEMENT |

PLANS AND SPECIFICATIONS CAN BE OBTAINED AT THE FOLLOWING LOCATIONS: Contract documents may be obtained through BPXpress located at: 4903 Central Avenue, Richmond, CA; phone (510) 559-8299, fax (510) 559-8398. The cost for a complete set of documents is \$175.00 non-refundable. You may also contact our office and make arrangements to have them sent through yousendit.

RESOLUTION 242-12

On June 28, 2012 San Francisco Board of Supervisors designated the Small Business Exchange newspaper as a minority outreach newspaper for the following communities for FY 12-13:

- AFRICAN AMERICAN
- CHINESE
- HISPANIC



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