

**Community Outreach**

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# SMALL BUSINESS EXCHANGE

Vol 31, Edition 27 • SEPTEMBER 24, 2015 Voice of Small, Emerging Diversity Owned Businesses Since 1984 • NEWS • INFO • BIDS

**PURCHASING**

See "The Basics" of DOD's Subcontracting Program here  
[www.sbeinc.com/resources/helpful\\_links.cfm](http://www.sbeinc.com/resources/helpful_links.cfm)

## SAIC Awarded \$210 Million Supply Chain Management Contract by DLA

The Defense Logistics Agency (DLA) awarded Science Applications International Corp. (NYSE: SAIC) an indefinite-delivery, indefinite-quantity contract to provide tailored logistics support (TLS) for maintenance, repair and operations (MRO) requirements at Department of Defense (DoD) and federal installations located in Maryland, Virginia, West Virginia, and Washington D.C. The single-award, firm-fixed-price contract has a five-year period of performance and an estimated total contract value of \$210 million.

The MRO TLS program allows its customers to order supplies and equipment to fulfill their missions. Under the contract, SAIC will employ commercial business practices to reduce total MRO logistics cost to DLA Troop Support and its customers. SAIC will provide sourcing, procurement and delivery of MRO supplies and incidental MRO services to DoD and federal entities in the northeast region of the United States. Retail storefront services are also included in SAIC's offering.

**About SAIC**

SAIC is a premier technology integrator providing full life cycle services and solutions in the technical, engineering, intelligence, and enterprise information technology markets. SAIC is Redefining Ingenuity through its deep customer and domain knowledge, talented people, effective processes, and innovation to enable the delivery of systems engineering and integration offerings for large, complex projects. SAIC's approximately 15,000 employees are driven by integrity and mission focus to serve customers in the U.S. federal government, state/local, and global commercial markets. Headquartered in McLean, Virginia, SAIC has annual revenues of about \$4.4 billion. For more information, visit <http://www.saic.com>. For ongoing news, please visit our newsroom.

Certain statements in this announcement constitute forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. These statements involve risks and uncertainties and a number of factors could

■ Continued on page 5

## SF Chamber Report An Update from the San Francisco Center for Economic Development - Bay Area Home Sales

**Prices Drop in August**

Bay Area home sales slowed in August compared with July and home prices also dipped, according to figures released Thursday by CoreLogic.

The median price paid for a new or existing home or condo in the nine-county Bay Area was \$650,000 last month — down 1.3 percent from July. The 6.2 percent price increase over August 2014 was the smallest since January.

"The downshifting (in sales) between July and August was pronounced and not necessarily expected," said CoreLogic analyst Andrew LePage.

A total of 8,062 homes were sold, down 11.7 percent from July and up 4.5 percent from August of last year. The 4.5 percent year-to-year gain was the smallest increase since sales began to rise by that measure in March.

Over the past 25 years, Bay Area home sales have risen an average of 2 percent between July and August.

It's too soon to say whether the market changed fundamentally in August or simply took a breather. Sales in June and July were the highest in nine and 10 years, respectively. "One question since late spring has been whether we can replenish inventory fast enough to keep sales at this higher, more normal level," LePage said.

He does not think the stock market selloff in late August had much impact on home sales or prices because most deals recorded in August were started in July or early August. But affordability, which continues to get worse, was probably a factor.

CoreLogic reported that absentee buyers, mostly investors, bought 17.9 percent of all homes sold in August. That compares to 16.8 percent in July, 18.9 percent last August and a peak of 28.4 percent in February 2013. Cash buyers represented 21.3 percent of August home sales, up from 20.1 percent in July and down from 22.5 percent last August. Cash sales peaked at 32.9 percent of transactions in February 2013.

The San Francisco Chamber of Commerce is San Francisco's and most vibrant business network. A global economic force, San Francisco is the most inclusive and passionate city for innovation and entrepreneurship, and we work hard on its behalf.

*The Chamber is a private, nonprofit 501(c)6 membership organization led by an active Board of Directors. The Chamber also works to create a better San Francisco through our foundation, which includes: the San Francisco Center for Economic Development; ChinaSF; Leadership San Francisco; and Chambers for Innovation and Clean Energy.*

Source: <http://sfced.org/bay-area-home-sales-prices-drop-in-august/>

**Guy F. Atkinson**

18201 Von Karman Ave, Suite 800.  
Irvine, CA 92612  
socal.estimating@atkn.com  
Phone: 949-382-7145 • Fax: 949-553-0252  
Contact: Drew Nelson

**Caltrans Contract 07-1193U4  
Construction on State Highway 10  
in Los Angeles County  
Bids Thursday, October 15, 2015**

■ See Page 4 for the full ad

**Syblon Reid**

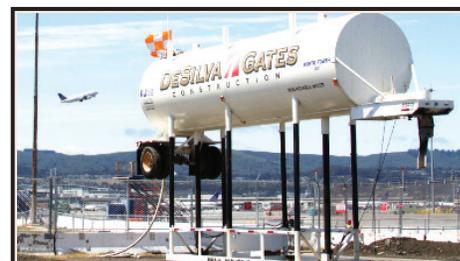
P.O. BOX 100 • Folsom, CA 95763  
Phone: (916) 351-0457 • Fax: (916) 351-1674  
Contact:

Michelle Dorenkamp or Karen Reichenberger

**Owner: McKinleyville Community  
Services District  
McKinleyville Wastewater Management  
Facility Improvements  
MCSD Contract No. 2015-01  
K/J Project No. 1368004**

**Bid Date: October 22, 2015 @ 2:00 PM**

■ See Page 4 for the full ad

**DeSilva Gates Construction**

11555 Dublin Boulevard • P.O. Box 2909  
Dublin, CA 94568-2909  
(925) 829-9220 / FAX (925) 803-4263  
Estimator: STEVE LIPPIS

**HAZEL AVENUE WIDENING PHASE 2,  
Federal Aid Project No. STPL-5924(222),  
Contract No. 4279**

**OWNER:  
COUNTY OF SACRAMENTO  
9660 Ecology Lane, Sacramento, CA 95827  
BID DATE: October 8, 2015 @ 2:00 P.M.**

■ See Page 6 for the full ad

This is a Complimentary Copy. Paid subscribers receive first class mail.

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# Community Outreach

## US DOT's Women and Girls in Transportation Initiative (WITI)

### About the Program

On July 26, 2010 U.S. Department of Transportation Secretary Ray LaHood announced the expansion of the Women's Internship program to encourage young women to pursue careers in transportation.

The U.S. DOT Women's Internship Program will now expand from one to all eleven Office of Small and Disadvantaged Business Utilization (OSDBU) regions, enabling young women from colleges and universities across the country to participate. Administered through the department's 11 Small Business Transportation Resource Centers (SBTRC) which provide resources, technical assistance and outreach to all 50 states and U.S. territories, each SBTRC will be responsible for placing qualified female college students in transportation related internships throughout their regions.

The expanded program, based on a successful pilot with Spelman College that Secretary LaHood announced with Congressman John Lewis and OSDBU Director Neal in Atlanta in 2009, is part of a broader effort led by the White House to ensure that federal programs and policies take into account the distinct needs and concerns of women and girls.

### Goals of the Program

The goals of the program are to increase the participation of women in the transportation industry and prepare young women to become our nation's future leaders. To accomplish these goals, the program will:

1. Identify the current situation and challenges for women participating in the transportation infrastructure industry, address those challenges, and seek to improve the status quo.

2. Educate WITI participants on the exciting opportunities available in the transportation infrastructure industry and inspire them to enter the science, engineering, and technology fields.

3. Attract WITI participants into transportation related fields through the WITI internship program and internships provided by partner organizations.

4. Retain female WITI participants in transportation fields.

5. Serve as a resource to all WITI participants regarding information in transportation related fields.

Source: <http://www.transportation.gov/osdbu/women-and-girls>



## Emerging Women Live Presents Third Annual Leadership Conference in San Francisco on October 8th -11th, 2015

Emerging Women, a multi-tiered platform for women leaders is heading into their third annual Emerging Women Live Conference at the Park Central Hotel in San Francisco on Thursday, October 8th to Sunday, October 11th, 2015. The immersive four-day conference consists of integrative practices, workshops and networking circles, in addition to outstanding keynotes and stellar panel discussions, which inform, educate and highlight attendees' authentic leadership skills. Keynote speakers this year include world renowned environmentalist and humanitarian Jane Goodall; #1 New York Times Bestselling author of *Daring Greatly* and *The Gifts of Imperfection*, Brené Brown; International voice for quality education and women's empowerment Dr. Tererai Trent; Creativity expert and best-selling author of *Eat, Pray, Love* - and on tour for her newest novel *Big Magic*, author Elizabeth Gilbert; Psychotherapist, organizational consultant, and Ted.com sensation with over 6.5M views, Esther Perel; MD, entrepreneur and bestselling author of *TalkRX*, Dr. Neha Sangwan; and founders of innovative companies such as Portfolia, New Belgium Brewery, Stitch Fix, Merge Lane and executive leaders from larger corporations such as Cisco, LinkedIn, and Google, among others.

"Emerging Women Live is important because belonging in a tribe is important for women," states Brené Brown.

Emerging Women is proud to present a lineup of speakers who are each movers and shakers in their own industry and will be headlining the Emerging Live Speaker Panel. Emerging Women is a multi-tiered platform that exists to support and inspire women to express themselves authentically through the work that they do. Chantal Pierrat,



a University of Colorado MBA graduate and former VP of Sales and Marketing of a multimedia publishing company, created Emerging Women in September 2012 in order to support the integration of consciousness and business. Chantal's ultimate vision is to weave feminine leadership and authenticity into businesses, and to create a world where women have a strong voice in the shaping of our future.

"Emerging Women Live offers cutting edge leadership technologies for women that are based

in authenticity, collaboration and heart, said Chantal Pierrat, Emerging Women Founder. "We are about creating an ecosystem for women who are on fire to change our current leadership paradigms by putting our humanity at the center of everything we do."

Over five hundred women come together annually for this one-of-a-kind immersive experience focused on empowering women to lead from a place of personal and collective power. Four days of keynote speakers, workshops and mentoring

circles become the catalyst for women to embody their most impactful leadership identity in both their personal and professional lives. Limited tickets are still available for Emerging Women Live and can be purchased here. Ticket pricing is also available at Corporate Group Ticket Rates. For those unable to come to the conference, Emerging Women Live will be providing a free Live Stream to all women who want to enhance their leadership qualities.

Source: ModCraft, Inc; [www.emergingwomen.com](http://www.emergingwomen.com)

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ISSN 0892-5992

# SCDCL: Southern California District Council of Laborers

## The Southern California Laborers' Union Provides \$182,500 in College Scholarships



Once again, the Southern California District Council of Laborers (SCDCL) is proud to have sponsored the Mike Quevedo, Sr. Scholarship Golf Tournament and Dinner. This scholarship event raises money for the dependent children of Laborers' International Union of North America (LIUNA) members in Southern California to attend post-secondary institutions.

Now in its 20th year, the Mike Quevedo, Sr. Scholarship Fund provided \$182,500 in scholarship monies to 89 students for the 2015 academic year. Southern California District Council of Laborers (SCDCL) Business Manager, Armando Esparza said, "I am so proud of our union for creating this opportunity for our members' children. Laborers in Southern California, and throughout the country, are incredibly hard-working and want nothing more than to provide for their families. If we can help our members, even a little bit with these scholarships, I think we've accomplished our goal as an organization – to improve the lives of our members and their families."

The Mike Quevedo, Sr. Scholarship Fund is a non-profit organization created for the purpose of raising scholarship monies and honoring its namesake. Mike Quevedo, Sr., came to Southern California from New Mexico at the age of 16 in 1926. Mike began his construction career in 1940, worked his way up through the ranks, and eventually became Business Manager of Laborers' Local 300 in Los Angeles. A labor pioneer, Mike Sr., believed it was important to give young people in the community a chance to improve their opportunity in life by attending college and this scholarship fund continues that legacy.

Since 2000, the Mike Quevedo, Sr., scholarship fund has provided more than \$1,250,000 in scholarship monies for more than 800 children of LIUNA members in Southern California. Student recipients have attended local community colleges and universities throughout California, as well as ivy-league institutions across the country.

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

## SUB-BID REQUESTS CALIFORNIA

**ROUTE 8 – EL CENTRO  
CALTRANS #11-413604  
IMPERIAL COUNTY, CA  
\*\*THIS PROJECT HAS A 6% DBE GOAL\*\***

**BID DATE: OCTOBER 21, 2015 · BID TIME: 2:00 P.M.  
Please respond by 5:00 p.m., OCTOBER 20, 2015**

We are seeking quotes from CERTIFIED DBE including, but not limited to, the following work items: Trucking On-Site, Trucking Aggregates, Trucking Asphalt, Street Sweeping, Equipment Rental, Lead Compliance Plan, Progress Schedule (Critical Path Method), Construction Area Signs, Traffic Control System, Temp Traffic Stripe (Paint), Channelizer (Surface Mounted), Traffic Plastic Drum, Temp Pavement Marker, Portable Changeable Message Sign(EA), Temp Railing (Type K), Temp Crash Cushion Module, Job Site Management, Prepare Storm Water Pollution Prevention Plan, Rain Event Action Plan, Storm Water Sampling and Analysis Day, Storm Water Annual Report, Temp Drainage Inlet Protection, Temp Concrete Washout, Temp Fence (Type ESA), Remove Yellow Thermoplastic Traffic Stripe (Hazardous Waste), Treated Wood Waste, Remove Single Thrie Bean Barrier, Remove Thermoplastic Pavement Marking, Remove Pavement Marker, Remove Concrete Pavement (CY), Clearing and Grubbing (LS), Roadway Excavation, Erosion Control (Bonded Fiber Matrix)(Acre), Fiber Rolls, Class 2 Aggregate Subbase, Class 2 Aggregate Base (CY), Crack Treatment, Tack Coat, Drill and Bond (Dowel Bar), Individual Slab Replacement (RSC), Grind Existing Concrete Pavement, Vegetation Control (Minor Concrete), Single Thrie Bean Barrier (Wood Post), Transition Railing (Type STB), Concrete Barrier (Type 60G), Thermoplastic Traffic Stripe, Thermoplastic Pavement Marking, Thermoplastic Traffic Stripe (Sprayable), Pavement Marker (Non-Reflective), Pavement Marker (Retroreflective), Maintaining Existing traffic Management System Elements During Construction, Inductive Loop Detector (EA), Concrete Aggregates, Asphalt, Joint Sealant Pavement, Joint Sealant Bridge Abutments, Asphalt Dike, Slurry Seal, Rumble Strip (Ground-In) Rebar, Road Signs.

Coffman Specialties, Inc. is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. Quotations must be valid for the same duration as specified by the Owner for contract award. Insurance and 100% Payment & Performance Bonds will be required, and will pay up to 1.5% for the cost of the bond. Waiver of Subrogation will be required. We will provide assistance/advice with obtaining Bonds/Insurance/Credit/Equipment. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote. Plans and specs are available at no cost to interested DBE firms from the CALTRANS WEBSITE using the Project ID #11-413604 and/or our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms.

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

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



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

**ROUTE 10 – REDLANDS & YUCAIPA  
CALTRANS #08-0K2924  
SAN BERNARDINO COUNTY, CA  
\*\*THIS PROJECT HAS A 5% DBE GOAL\*\***

**BID DATE: OCTOBER 7, 2015 · BID TIME: 2:00 P.M.  
Please respond by 5:00 p.m., OCTOBER 6, 2015**

We are seeking quotes from CERTIFIED DBE including, but not limited to, the following work items: Trucking, Street Sweeping, Equipment Rental, Lead Compliance Plan, Progress Schedule (Critical Path Method), Construction Area Signs, Traffic Control System, Temp Traffic Stripe (Paint), Channelizer (Surface Mounted), Traffic Plastic Drum, Temp Pavement Marker, Portable Changeable Message Sign(EA), Temp Railing (Type K), Temp Crash Cushion Module, Job Site Management, Prepare Storm Water Pollution Prevention Plan, Rain Event Action Plan, Storm Water Sampling and Analysis Day, Storm Water Annual Report, Temp Drainage Inlet Protection, Street Sweeping, Temp Concrete Washout, Temp Fence (Type ESA), Remove Yellow Thermoplastic Traffic Stripe (Hazardous Waste), Treated Wood Waste, Remove Single Thrie Bean Barrier, Remove Thermoplastic Pavement Marking, Remove Pavement Marker, Remove Concrete Pavement (CY), Remove Concrete Barrier, Clearing and Grubbing (LS), Roadway Excavation, Erosion Control (Bonded Fiber Matrix)(Acre), Fiber Rolls, Class 2 Aggregate Subbase, Class 2 Aggregate Base (CY), Crack Treatment, Tack Coat, Drill and Bond (Dowel Bar), Individual Slab Replacement (RSC), Grind Existing Concrete Pavement, Vegetation Control (Minor Concrete), Single Thrie Bean Barrier (Wood Post), Transition Railing (Type STB), Concrete Barrier (Type 60G), Thermoplastic Traffic Stripe, Thermoplastic Pavement Marking, Thermoplastic Traffic Stripe (Sprayable), Pavement Marker (Non-Reflective), Pavement Marker (Retroreflective), Maintaining Existing traffic Management System Elements During Construction, Inductive Loop Detector (EA), Vehicle Sensor Node Replacement, Microwave Vehicle detection System, Modify Signal.

Coffman Specialties, Inc. is signatory to Operating Engineers, Laborers, Teamsters, Cement Masons and Carpenters unions. Quotations must be valid for the same duration as specified by the Owner for contract award. Insurance and 100% Payment & Performance Bonds will be required, and will pay up to 1.5% for the cost of the bond. Waiver of Subrogation will be required. We will provide assistance/advice with obtaining Bonds/Insurance/Credit/Equipment. Subcontractors must provide contractor's license number and Department of Industrial Relations (DIR) registration number with their quote. Plans and specs are available at no cost to interested DBE firms from the CALTRANS WEBSITE using the Project ID # 08-0K2924 and/or our San Diego Office. We are an EOE & seriously intend to negotiate with qualified firms.

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Phone: (858) 536-3100 • Fax: (858) 586-0164  
e-mail inquiries to: [estimating@coffmanspecialties.com](mailto:estimating@coffmanspecialties.com)

# SUB-BID REQUESTS CALIFORNIA



An Equal Opportunity Employer  
is requesting quotations from all qualified  
DBE

Professional services, sub-contractors and/or material suppliers for the following project:

**Contra Costa Transportation Authority**  
**I-80 San Pablo Dam Road Interchange Project Phase 1**  
**Bid Closing Date: September 29, 2015 @ 2:00 PM**

## Brosamer & Wall Inc.

1777 Oakland Blvd, Suite 110 • Walnut Creek, California 94596  
PH: 925-932-7900 • FAX: 925-279-2269  
Contact: Robert Rosas

### PROJECT SCOPE:

The work in this Contract includes but is not limited General work description: construct an on-ramp, four Caltrans-type masonry sound walls along WB I-80 and the WB on-ramp, retaining walls, city masonry walls, roadway pavement, drainage systems, Riverside Avenue pedestrian overcrossing bridge and electrical work under the Caltrans 2010 Standard Specifications and Standard Plans.

Duration of Project is 525 Calendar Days.

Note: This project includes a Buy America Clause

Please contact Robert Rosas @ rrosas@brosamerwall.com to view plans and specifications.

### Subcontractors and Suppliers being solicited include but not limited to:

Office Trailers Rental, Lead Compliance Plan, CPM Scheduling, Barricades, Pavement Marking, Signs, Traffic Control, Crash Cushion, SWPPP, Rain Event Action Plans, Storm Water Sampling And Reporting, Erosion Control, Run Off Control, Street Sweeping, Concrete Washout, Chain Link Fence, Treated Wood Waste, Noise Monitoring, Public Safety Plan, Abandon Culvert And Pipeline, Destroy Well, Remove Fence, Gate, Guardrail And Post, Remove Irrigation Facility, Remove Water Meter, Remove Striping And Marker, Remove Sign, Remove AC Dike, Remove Culvert, Remove Inlet, Remove Manhole, Remove Retaining Wall, Remove Sewer Pipe, Remove Base And Surfacing, Salvage Irrigation Facility, Reconstruct Wood Fence, Relocate Gate And Sign, Adjust Water Valve Cover, Adjust Inlet, Adjust Manhole, Modify Inlet, Cold Plane, Remove Concrete, Remove Barrier, Remove Glare Screen, Remove Soundwall, Remove Masonry Walls, Cap Inlet, Bridge Remove, Clear & Grub, Roadway Excavation, Structure Excavation, Structure Backfill, Ditch Excavation, Topsoil Testing, Trucking, Class 2 & 4 Aggregate Base, Asphalt Paving (Type A and Open Graded), Data Core, Permanent Erosion Control, Landscape Utilities & Planting, Mulch, Root Barrier, Irrigation, Underground, Place AC Dike, Shoring, Steel Casing, CIDH, Driven Pile, Misc. Concrete Materials & Supplies, Concrete Pumping, Prestressing, Texture, Tile Placement, Joint Seal, Rebar, Sign Structures, Roadway Signs, Masonry Block, Anti-Graffiti, Drainage, Slope Paving, Minor Concrete, Slope Protection, Miscellaneous Metal, Sewer Work, Delineator, Traffic Markers, Railing, Guardrail, Handrail, Barrier, Traffic Stripe & Marker, Signal & Lighting, Electrical, Building Work, . Concrete Supply and Placement and Portable Toilets.

**Requirements:** Brosamer & Wall, Inc. will work with interested subcontractors and suppliers to identify opportunities to break down items into economically feasible packages.

Brosamer & Wall, Inc. is a Union signatory contractor. Subcontractors must possess a current contractor's license, DIR number, insurance coverage and worker's compensation for the entire length of the contract. All subcontractors will be required to sign our standard Subcontract Agreement. 100% payment and performance bonds may be required. If you have any questions regarding this project or need assistance in obtaining insurance, bonding, equipment, materials and/or supplies please allow us the opportunity to help your firm and call Chief Estimator - Robert Rosas at (925)932-7900. Plans and specifications can be viewed at our office located at 1777 Oakland Blvd Suite 110, Walnut Creek, Ca. 94596 or available free electronically. Please email Robert Rosas at rrosas@brosamerwall.com for electronic files. Brosamer & Wall, intends to work cooperatively with all qualified firms seeking work on this project. We are an Equal Opportunity Employer and will work with any interested subcontractor to identify opportunities to break items into economically feasible packages. If you are interested in submitting a subcontractor bid for this project, please call us at 925-932-7900 or fax us your quote at 925-279-2269. PLEASE SUBMIT A COPY OF YOUR CURRENT CERTIFICATION WITH YOUR BID. Dealers/Suppliers and Brokers please confirm your designation code to us on or before the bid date. Please contact Chief Estimator Robert Rosas with any questions.

Sub-Bids Requested From DBE, MBE, WBE, DVBE Subcontractors & Suppliers for:

**Owner: McKinleyville Community Services District**  
**McKinleyville Wastewater Management Facility Improvements**  
**MCSO Contract No. 2015-01**  
**K/J Project No. 1368004**  
**Bid Date: October 22, 2015 @ 2:00 PM**

**Trades:** Electrical, Painting & Coating, Paving, Demolition, Masonry, Roofing, Misc. Metals, Hydroseeding, Chain Link Fence, Grouting & Sealant, Sluice & Slide Gates, Vertical & Submersible Pump, Conveyance Systems, Piping & Valves, Instrumentation

## SYBLON REID

P.O. BOX 100 • Folsom, CA 95763  
Phone: (916) 351-0457 • Fax: (916) 351-1674  
Contact: Michelle Dorenkamp or 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

Subcontractors and suppliers must be licensed to conduct business in the state of California. Must be able to provide payment and performance bonds provided by approved 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 FTP site for electronic viewing of project.



## Pulice Construction, Inc.

591 Camino De La Reina, Suite 1250 | San Diego, CA 92108  
TEL: (619) 814-3700 | FAX: (619) 814-3770  
Contact: Kimberly Bell • Email: kbell@pulice.com  
Equal Opportunity Employer

Invitation to Bid from:

**CERTIFIED SMALL BUSINESS, DBE, SLBE, ELBE, AND DVBE FIRMS**  
Subcontractors, Material and/or Suppliers, and Professional Services for:

### MIRAMAR PUMP STATION REHABILITATION – SPECIFICATION 625

**OWNER: San Diego County Water Authority**

**Project No.: Specification 625**

**LOCATION: San Diego, CA**

**QUOTE DEADLINE: September 29, 2015, 5:00 PM**

**BID DEADLINE: September 30, 2015, 2:00 PM**

**The project generally consists of the following:**

THE CONSTRUCTION OF THE REHAB OF THE MIRAMAR PUMP STATION, INCLUDING REMOVING AND REPLACING THE EXISTING PUMPS, VALVES, ELECTRICAL SYSTEM, HVAC SYSTEM, AND STRUCTURAL IMPROVEMENTS TO THE BUILDING. ALSO INCLUDED IN THE WORK IS THE REPLACEMENT OF THE EXISTING SECURITY FENCE, REPLACEMENT OF PUMP DISCHARGE PIPING, AND CONTROL SYSTEM AND CATHODIC PROTECTION.

Plans and Specifications are available free of charge online at:

<http://www.sdcwa.org/opps/contracts.phtml>

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

SWPPP, FENCING, HVAC, DOORS, PAINTING & COATINGS, ELECTRICAL & INSTRUMENTATION, PUMPS & MOTORS, WELDED STEEL PIPE AND FITTINGS, FIELD WELDING, VALVES, REINFORCING STEEL, AND REDI-MIX CONCRETE.

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

Pulice Construction, Inc. will analyze and consider each quote received, including those that are broken down into economically feasible units to facilitate bidding. Quotes must be valid for the same period of time as specified by Owner for contract award (90 days). Any conditions or exceptions in Subcontractor's quote are expressly rejected unless accepted in writing.

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

### Guy F. Atkinson Requests

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

### Caltrans Contract 07-1193U4

**Construction on State Highway 10 in Los Angeles County in and near West Covina, Covina,  
San Dimas and Pomona from 0.2 Mile East of Hollenbeck Street Undercrossing to  
Route 57/10 Separation**

**Bids Thursday, October 15, 2015**

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

Aggregates, AC Paving, Asphalt Paving, Bridge Barrier, Cold Planing, Concrete, Demolition, Drainage, Drilled Piling, Driven Piling, Earthwork, Electrical, Environmental, Erosion Control, Fence/MBGR, Flatwork, Formliner, Gawk Screen, Ground Anchor, Inertial Profiling, K Rail, Landscape, Overhead Sign Structure, Paint/Stain, Pavement Markings, Paving Supply, Pipe Supply, Precast Bridge, QA/QC, Rebar, Retaining Wall, Road Barrier, Road Joint Seal, Sewer, Signs, Soil Nail Walls, Soundwall, Survey, Traffic Control, Trucking, Utility (Refer to project specs for complete bid item list. Addendum 1 was issued 09/04/2015). This project has a 10% DBE Goal.

### Guy F. Atkinson

18201 Von Karman Ave, Suite 800. Irvine, CA 92612  
social.estimating@atkn.com  
Phone: 949-382-7145 • Fax: 949-553-0252  
Contact: Drew Nelson

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

To download plans, specs, addenda and supplemental information:

Please go to [http://www.dot.ca.gov/hq/esc/oe/project\\_ads\\_addenda/07/07-1193U4/](http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/07/07-1193U4/)

# Legislative

## Secretary Anthony Foxx Remarks as Prepared for Delivery National Press Club – Infrastructure Funding Panel

Washington, D.C.  
September 9, 2015

Thank you, David. It is great to be here today with President Hoffa and Governor Barbour. And I want to thank all the members of the National Press Club for convening this discussion.

Friends, we have been lulled into sleep by the boldness and sacrifices of past generations. America is not exceptional just because of what previous generations did. We are exceptional because every generation picks up from where the last generation left off and carries it forward.

That generational ethic is under assault right now. Transportation is the one thing we all must do together. We can't imagine it by ourselves. We can't pay for it by ourselves. We can't build it by ourselves. But look at what is done for us generation after generation.

Are we the same country that built the Erie Canal and Transcontinental Railroad? Are we the same country that built the Golden Gate Bridge, iconic train stations, and completed the Eisenhower Interstate Highway System? Are we the same country that led the way in moving freight and building mass transit?

The answer is "yes" – we are the same country. But if you were to ask me if we were holding up that legacy for your kids and my kids, the answer is "no." As evidence of that, let's just focus for a second on what counts for success in transportation right now. What yardstick are we using to measure success?

There are a ton of bills over in Congress that are in one way or another designed to bring the Highway Trust Fund back into solvency. Is that our goal – solvency of the Highway Trust Fund?

You could argue that back in 1956 making the Highway Trust Fund solvent was tantamount to addressing the nation's transportation needs. Back then we were building a new system. But today has anybody in Congress or any commentators helped you to understand what plugging the hole in the Highway Trust Fund actually does in terms of filling potholes or fixing broken bridges or building the new projects that are needed for a growing country or even reducing traffic?

We are not thinking clearly about what the Highway Trust Fund is supposed to do. And that, my friends, is the greatest threat because it has so much to do with what we do now. This is about what do we want transportation to do for us in the 21st century?

The Highway Trust Fund is not an outcome. It is not a result. It is a tool. If your dishwasher is broken, you are not fixing the problem by finding the wrench. The wrench may help you but only if you focus on what's wrong with the dishwasher.

The Highway Trust Fund is one of our wrenches, one of our tools, to address our transportation needs.

What do we want for the future? Do we want commutes tomorrow to be longer? Do we want roads to be in such disrepair that we can't even keep up with maintenance? Do we want our bridges to fall into such a state of disrepair that they are impassable?

That is not how we got here. That is not how we are going to move this country forward.

So where are we right now? We're on our 34th short-term funding extension. It's gotten to a point where I feel like an auctioneer. Except instead of saying going once, going twice, I am now saying, going 33, going 34.

We saw the Senate pass a bipartisan bill before August recess. The House is anticipated to move a bill out of Committee this month.

Meanwhile, Americans want their transportation problems solved. I have been to quite a few community roundtables over the last couple of years – more than 100, in fact, all over the country. And the American people are talking about this. They're tired of the traffic. They're tired of the projects that keep getting promised and either get shelved or take forever to happen.

They're talking about the cost of transportation, which for many families is the second biggest expense they have.

And as much as the American people want a better transportation system, they know the political system is failing them. It is not delivering them the benefits they need and want today.

That's their reality. Then you come to Washington – and what's the reality in Washington?

In Washington, it's not a question of how much we need; it's a question of how much money do we have. And then the talk goes into "offsets," "pay-fors" and "pension smoothing."

Well, guess what? The American people know we need a better transportation system. They know we need to pay for it. They want it. Let's give it to them.

Now I want to be clear about this. When I say let's give it to them I don't just mean a solvent Highway Trust Fund. I mean, give them a better transportation system. Use the Highway Trust Fund as the tool it was intended to be to drive outcomes in America.

Let me give you an example. In many parts of the country people get stuck in traffic for an hour or more on a single trip.

A lot of commuters wake up every morning and know that if they get on the road even 10 or 15 minutes late, that means they'll be spending an additional 60 minutes or 90 minutes inching along through rush-hour traffic. And when you add in the extra cost of fuel to the cost of lost time, it's a lot. Americans are now paying a price of close to a thousand dollars annually to endure all these delays. Americans are now spending a total of close to 7 billion extra hours stuck in traffic.

Maybe one goal of a new transportation bill should be to reduce traffic.

Now I have asked our experts at DOT to do an analysis so we could understand how much we need to invest to reduce traffic and improve commuting times.

The GROW AMERICA Act, which we put forward, twice now, makes substantial investments

■ Continued on page 12

## SUB-BID REQUESTS CALIFORNIA

**O.C. Jones & Sons, Inc.**  
1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990  
Contact: Jean Sicard • An Equal Opportunity Employer

REQUEST FOR DBE SUBCONTRACTORS AND SUPPLIERS FOR:  
**San Tomas Expressway Projects**  
**El Camino Real to Homestead Road**  
**County of Santa Clara**  
**BID DATE: October 1, 2015 @ 2:00 PM**

We are soliciting quotes for (including but not limited to): Trucking, Traffic Control System, Type III Barricade, SWPPP, Adjust Utilities, Clearing & Grubbing, Hydroseed, Roadside Signs, Untreated Lumber & Timber, Soundwall, CIDH Concrete Piling, Temporary Fence with Acoustical Barrier, Underground, Curb & Gutter, Minor Concrete, Storm Drain Manhole, Concrete Paver, Fencing, Removable Bollard, Transition Railing, Terminal System, Concrete Barrier, Striping & Marking, Signal Pole and Foundation, Electrical, Detector Loop, Cold Plane AC, Structure Excavation, Structure Backfill, Crack Seal/Filler, AC Dike, Retaining Wall, Microsurfacing, Sound Wall – Precast Panels & Columns, Misc. Iron & Steel, and Construction Materials

100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ is willing to breakout any portion of work to encourage DBE Participation. Plans & Specs are available for viewing at our office.

**O.C. Jones & Sons, Inc.**  
1520 Fourth Street • Berkeley, CA 94710 • Phone: 510-526-3424 • FAX: 510-526-0990  
Contact: Jean Sicard • An Equal Opportunity Employer

REQUEST FOR DBE Subcontractors and Suppliers for:  
**180/San Pablo Dam Road Interchange – Phase I**  
**Contra Costa Transportation Authority**  
**CCTA Contract No. 416**  
**BID DATE: September 29, 2015 @ 2:00 PM**

We are soliciting quotes for (including but not limited to): Trucking, Lead Compliance Plan, Type III Barricade, Construction Area Signs, Traffic Control System, Portable Changeable Message Sign, SWPPP, Rain Event Action Plan, Storm Water Sampling & Analysis, Sweeping, Treated Wood Waste, Noise Monitoring, Public Safety Plan, Abandon Culvert, Destroy Well, Adjust Utilities, Cold Plane AC, Sand Backfill, Bridge Removal, Clearing & Grubbing, Develop Water Supply, Structure Excavation (Bridge), Structure Excavation (Retaining Wall), Structure Backfill, Pervious Backfill Material, Imported Topsoil Analysis and Testing, Weed Germination, Planting & Irrigation, Imported Biofiltration Soil, Imported Topsoil, Hydroseed, Compost, Lean Concrete Base, Asphalt Treated Permeable Base, Base Bond Breaker, Preparing Inertial Profiler, Grinding, AC Dike, Data Core, Tack Coat, CIDH Concrete Piling, Prestressing Cast-In-Place Concrete, Structural Concrete-Bridge, Structural Concrete-Retaining Wall, Minor Concrete (Minor Structure), Gateway Sign, Joint Seal, Bar Reinforcing Steel, Sign Structure, Roadside Signs, Sound Wall (Masonry Block), Prepare and Paint Concrete Deck, Anti-Graffiti Coating, Underground, Permeable Material, Drainage Inlet Marker, Inlet Depression, Rock Slope Protection, Concrete (Ditch Lining), Slope Paving (Concrete), Minor Concrete, Misc. Iron & Steel, Misc. Metal, Underground, Sewer Manhole, Sewer Cleanout, Fencing, Survey Monument, Delineator, Object Marker, Concrete Barrier Marker, Special Marker, Midwest Guardrail System, Chain Link Railing, Pipe Handrailing, Transition Railing, Crash Cushion, Concrete Barrier, Striping & Marking, Electrical, Guard Post, Geomembrane Liner, Building Work, Temporary Shoring and Construction Materials

100% Performance & Payment Bonds may be required. Worker's Compensation Waiver of Subrogation required. Please call OCJ for assistance with bonding, insurance, necessary equipment, material and/or supplies. OCJ is willing to breakout any portion of work to encourage DBE Participation. Plans & Specs are available for viewing at our office.

### SAIC Awarded \$210 Million Supply Chain Management Contract by DLA

■ Continued from page 1

cause our actual results, performance, achievements, or industry results to be very different from the results, performance, or achievements expressed or implied by such forward-looking statements. Some of these factors include, but are not limited to, the risk factors set forth in SAIC's Annual Report on Form 10-K and other such filings that SAIC makes with

the SEC from time to time, which may be viewed or obtained through the Investor Relations section of our web site at [www.saic.com](http://www.saic.com). Due to such uncertainties and risks, readers are cautioned not to place undue reliance on such forward-looking statements, which speak only as of the date hereof.

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

# SUB-BID REQUESTS CALIFORNIA



## Kiewit

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

Requests sub-bids from qualified

Subcontractors, Consultants, and/or Suppliers seeking to participate in The Reconstruction of County Bridge no. 67 (State Bridge No. 35C) on Lower Crystal Springs Dam in the Unincorporated Area of San Mateo County.

The Reconstruction of County Bridge no. 67 (State Bridge No. 35C-043) on Lower Crystal Springs Dam in the Unincorporated Area of San Mateo County.

**County Project No. R1103**

**Owner: County of San Mateo**

**Bid Date: Thursday October 1, 2015 @ 2:30 P.M.**

**Disadvantaged Business Enterprises (DBEs)**

Minority Business Enterprise (MBE), Women Business Enterprise (WBE), certified by California Unified Certification Program wanted for the following scopes, including, but not limited to:

[http://www.dot.ca.gov/hq/bep/dbe\\_program.htm](http://www.dot.ca.gov/hq/bep/dbe_program.htm)

Minor Concrete, Ac Paving, Aggregate Supply, Rebar, Concrete Supply, Water Truck, Fencing, Landscaping, MOT, Pavement Marking, Noise Monitoring, Railing and Barriers, Bollards, Signage, Survey, Sweeper Truck, Trucking & Hauling, Cast in Place Concrete, Tree Removal/Planting, Clearing & Grubbing, Concrete Pumping, Manhole Supply.

Bonding, insurance and any technical assistance or information related to the plans or specification and requirements for the work will be made available to interested Certified DBE, MBE, WBE business, suppliers and subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or services for this project will be offered to interested suppliers and subcontractors.

**Subcontractor and Supplier Scopes are due**

**NO LATER THAN September 28, 2015 and Quotes by September 30, 2015 at 4 P.M.**

Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company to be able to receive bidding information.

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. Cost of bond will be reimbursable.

All contractors and subcontractors who bid or work on a public works project **must** register and pay an annual fee to the California Department of Industrial Relations (DIR).

**An Equal Opportunity Employer CA**  
Lic. #433176



## Kiewit

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

Requests sub-bids from qualified Subcontractors, Consultants, and/or Suppliers seeking to participate in the City of Fresno Southeast Surface Water Treatment Facility Project.

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

Subcontractors, Consultants and Suppliers  
for the following project:

**Southeast Surface Water Treatment Facility Project**

**Client Project No. 3369 - Phase Two**

**Owner: City of Fresno**

**Bid Date: September 29, 2015 @ 3:00 P.M.**

**Disadvantaged Business Enterprises (DBEs)**

Minority Business Enterprise (MBE), Women Business Enterprise (WBE), Small Business Enterprise (SBE), Small Business in a Rural Area (SBRA), Labor Surplus Area Firm (LSAF), or Historically Underutilized Business (HUB) Zone Business Concern or a concern under a successor program wanted for the following scopes, including, but not limited to:

AC Paving, Aggregates, Cathodic Protection, Concrete, Concrete Formwork, Concrete Reinforcing, Minor Concrete, Precast Concrete, CIDH, Conveying Systems, Doors & Windows, Earthwork, Electrical & Instrumentation, Mechanical Equipment & Pumps, Erosion Control, Fencing, Finishes, Fire Protection, Furnishings, HVAC, Janitorial Services, Landscaping, Masonry, Metals, Painting & Coating, Pavement Markings, Piping & Valves, Quality Control, Security, Signage, Specialties, Support of Excavation, SWPPP, Temp Facilities, Thermal and Moisture Protection, Traffic Control, Trucking & Hauling, Utility Locating, Water & Sweeping Trucks, Well Drilling & Abandonment, Wood & Plastics.

Bonding, insurance, and any technical assistance or information related to the plans or specification and requirements for the work will be made available to interested CUCP, MBE, SBE, SBRA, LSAF or HUB Certified DBE business suppliers and subcontractors. Assistance with obtaining necessary equipment, supplies, materials, or services for this project will be offered to interested certified suppliers and subcontractors.

**Subcontractor and Supplier Scopes are due**

**NO LATER THAN September 18, 2015 and**

**Quotes by September 25, 2015 at 5 P.M.**

Plans are available for viewing at our office at our address below and through SmartBidNet (SBN).

All subcontractors that are registered in our SBN database will receive an invitation to bid. Please visit <http://www.kiewit.com/districts/northern-california/overview.aspx> to register your company to be able to receive bidding information.

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

110% Performance Bond and Payment Bonds are required for this project.

Davis Bacon Act, Buy American Act and American Iron and Steel provisions apply.

**An Equal Opportunity Employer**  
CA Lic. #433176

## DeSilva Gates Construction

11555 Dublin Boulevard • P.O. Box 2909 • Dublin, CA 94568-2909  
(925) 829-9220 / FAX (925) 803-4263

Estimator: Victor Le

Website: [www.desilvagates.com](http://www.desilvagates.com)  
An Equal Opportunity Employer

DeSilva Gates Construction, L.P. is soliciting for DBEs for the following project:

**FOR CONSTRUCTION ON AND ADJACENT TO STATE HIGHWAY IN CONTRA COSTA COUNTY IN SAN PABLO ON ROUTE 80 FROM McBRYDE AVENUE OVERCROSSING TO EL PORTAL DRIVE UNDERCROSSING, CALTRANS PROJECT ID 0413000365,**

**FEDERAL-AID PROJECT ATPL-6072(019)**

**CCTA CONTRACT NO. 416**

**OWNER:**

CONTRA COSTA TRANSPORTATION AUTHORITY  
2999 OAK ROAD, SUITE 100,  
WALNUT CREEK, CA 94597

**BID DATE: September 29, 2015 @ 2:00 P.M.**

We hereby encourage responsible participation of local Disadvantaged Business Enterprises, and solicit their subcontractor or materials and/or suppliers quotation for the following types of work including but not limited to:

**AC Dike, Bridge, Concrete Retaining Wall, Soundwalls, Masonry Walls, Building Work, Clearing and Grubbing / Remove Conc. Barrier, Retaining Wall, Soundwall & Masonry Wall, Concrete Barrier, Construction Area Sign, Crash Cushion, Develop Water Supply, Electrical, Erosion Control, Geomembrance Liner, Fencing, Landscaping / Irrigation, Lead Compliance Plan, Guardrail, Minor Concrete, Minor Concrete Structure, Lean Concrete Base, Roadside Signs, Sign Structure, Striping, Survey Monument, SWPPP Prep/ Water Pollution Control Plan Prepare, Temporary Erosion Control, Underground, Vegetation Control, Well Drilling & Sealing, Trucking, Street Sweeping, Class 2 Aggregate Base Material, Class 4 Aggregate Base Material, Hot Mix Asphalt (Type A) Material, Hot Mix Asphalt (Open Graded) Material, Asphalt Treated Permeable Base Material, Rubberized HMA (Gap Grade) Material**

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by DeSilva Gates Construction, L.P. DeSilva Gates Construction, L.P. will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates Construction, L.P.'s requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

## DeSilva Gates Construction

11555 Dublin Boulevard • P.O. Box 2909 • Dublin, CA 94568-2909  
(925) 829-9220 / FAX (925) 803-4263

Estimator: STEVE LIPPIS

Website: [www.desilvagates.com](http://www.desilvagates.com)  
An Equal Opportunity Employer

DeSilva Gates Construction, L.P. is soliciting for DBEs for the following project:

**HAZEL AVENUE WIDENING PHASE 2,**

**Federal Aid Project No. STPL-5924(222),**

**Contract No. 4279**

**OWNER: COUNTY OF SACRAMENTO - 9660 Ecology Lane, Sacramento, CA 95827**

**BID DATE: OCTOBER 8, 2015 @ 2:00 P.M.**

We hereby encourage responsible participation of local Disadvantaged Business Enterprises, and solicit their subcontractor or materials and/or suppliers quotation for the following types of work including but not limited to:

**CONCRETE RETAINING WALL, CLEARING AND GRUBBING/DEMOLITION, ELECTRICAL, FENCING, JOINT TRENCH, LANDSCAPING, MINOR CONCRETE, MINOR CONCRETE STRUCTURE, ROADSIDE SIGNS, SLURRY SEAL, SOUNDWALL (MASONRY), STRIPING, SWPPP/WATER POLLUTION CONTROL PLAN PREPARATION, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL, RUBBERIZED HMA (GAP GRADE) MATERIAL.**

100% Performance and Payment Bonds may be required for full amounts of the subcontract price. Surety company will have to be approved by DeSilva Gates Construction. DeSilva Gates Construction will pay bond premium up to 2%. Subcontractors must possess current insurance and worker's compensation coverage meeting DeSilva Gates Construction's requirements. Please call if you need assistance in obtaining bonding, insurance, equipment, materials and/or supplies. Plans and specifications are available for review at our Dublin office.

## With SBE you can:

**FIND**  
Subcontractors, Vendors,  
and Suppliers

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Sub-Bid Request Ad  
Public Legal Notices  
Job Listings

Contact us at 800-800-8534 or [sbe@sbeinc.com](mailto:sbe@sbeinc.com)

# SUB-BID REQUESTS CALIFORNIA

## CAHILL CONTRACTORS, INC.

Contact: Julie Park  
estimating@cahill-sf.com, (415) 986-0600

### Bid Requests from Certified LBE Subcontractors and Suppliers for the following SELECT TRADES:

Earthwork/Site Clearing/Demolition, Site Utilities, Structural Concrete, Gypcrete, Masonry, Rough Carpentry, Waterproofing/Roofing, Metal Stud Framing & Drywall, Tile & Stone, Flooring, Painting, Toilet & Bath Accessories, Signage, Trash Chutes, Appliances, Elevators, Parking Lifts, Scaffold, Site Security, Final Clean

### Hunters Point Shipyard Phase I, Block 52 Building 5

This is a SF OCII project with construction workforce and prevailing wage, LBE & local workforce hiring goals.

Hunters Point Shipyard Phase I, Block 52 Building 5  
11 Jerrold Avenue, San Francisco, CA 94124

**Bid Date: 9/28/15 @ 2 PM**

Voluntary Pre-bid Meeting & Job Walk on 9/16/15 at 10:00 AM at  
Hunters Point Shipyard Auditorium -  
Building 101, located at 101 Horne Ave, San Francisco, CA 94124.

## Taber Construction Inc.

2278 Pike Court Concord CA 94520  
Phone (925) 682-6133 • Fax (925) 682-6122

**Project: Emergency and Imaging Department Expansion @ Contra Costa County  
Regional Medical Center  
Location: Martinez CA  
Owner: Contra Costa County  
Project 0927-WH504B**

**Bid Date: October 22, 2015 @ 2:00 PM VIA FASCIMILE**

Taber Construction Inc. is requesting proposals from all qualified subcontractors and suppliers for the above referenced Project. This project is subject to the terms and conditions of a Project Labor Agreement (PLA); refer to Division D.

The project includes at least the following divisions of work: Demolition, fire stopping, joint sealants, hollow metal doors, wood doors, counter shutters, non-structural framing, drywall, acoustical ceilings, sheet rubber floor, interior painting, casework, fire protection, plumbing, medical gasses, HVAC, electrical, communications, concrete, BMS, temporary facilities, infection control, negative air, construction cleaning, site security, quality control services, construction scheduling, trucking.

The engineer's estimate is \$3,000,000; the work shall be completed in Phases; Phase 1 120 calendar days, Phase 2 60 calendar days. Liquidated damages are \$1,500.00 per day.

All questions must be submitted in writing, by fax or email. Hard copy sets of plans and specs can be viewed in our office by appointment; contact Bret @ 925-682-6133 for assistance. Plans may also be reviewed at the County's office or various Builders Exchanges It is imperative that all prospective bidders carefully review and account for all safety, quality, and testing provisions; no additional compensation will be made for failure to include the aforementioned requirements in your proposal. All subcontractors will be required to execute a standard Taber Construction Inc subcontract agreement without modifications; a copy of the standard agreement will be furnished upon written request. Taber Construction Inc is an equal opportunity employer. We encourage participation from DBE, WBE, SBE, LBE, DVBE, MBE, OBE, and all other subcontractors and suppliers. Taber Construction Inc. is signatory to the Carpenters and Laborer's Collective Bargaining Agreements. All Subcontractors shall be required to provide 100% performance and payment bonds from a surety acceptable to Taber; Taber will reimburse subcontractor up to 1.5% for the bond premium. Listing of a subcontractor by Taber shall not be deemed acceptance of all subcontractor's proposal terms and conditions. Please contact our office for assistance with bonding, lines of credit, equipment, materials, and insurance. Taber will make every effort to break-out work into smaller more economically feasible packages.

## IBI Group

### REQUEST FOR BIDS & NOTICE OF INTEREST

IBI Group is bidding on the following project as a Prime Contractor:  
**AS-Needed Architectural and Engineering Design and/or Design Review Services  
for the  
County of Los Angeles, Dept of Public Works.**

IBI Group is seeking certified **Community Business Enterprise (CBE)** firms interested in submitting qualifications as sub-consultants as part of the IBI team. All CBE firms including disabled veterans, **disadvantaged business enterprises, and minority-women-and other owned business enterprises** may submit information for the following disciplines: Landscape Architecture, Mechanical/HVAC/Plumbing, Structural, Civil, Electrical, Low-voltage Electrical, Cost Estimation, Geotechnical, Elevator, Hardware, Food Services, LEED/Sustainability, Building Commissioning, Specification, Security, Signage/Graphics, Supplemental Specialized Technical Services; Environmental, Surveyor, Acoustical, Fire Protection/Code.

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

All interested firms should email a two-page firm overview including resumes and a recent project list in, SF330 form, that is similar in scope to the County of L.A., Dept of Public Works, As-Needed Architectural/Engineering and Support Services Request for Proposals, and certification documentation no later than EOD on September 30, 2015 to kirk.shimazu@ibigroup.com.

A copy of the RFQ can be provided upon request by contacting Ms. Janie Inguito at 213-769-0011.

Specific questions regarding this RFQ may be emailed to kirk.shimazu@ibigroup.com

## McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603 • Phone: (510) 632-7676 • Fax: (510) 562-5209  
Contact: Keith Ones • An Equal Opportunity Employer

Sub Bids Requested From Qualified DBE Subcontractors & Suppliers for  
**County of Madera - Road 600 Bridge Replacement at Madera Canal (Bridge No. 41C-0210)**  
**Location: Madera, CA • Project # 09-06-RD**  
**Bid Date: October 7, 2015 @ 2:00PM**

McGuire and Hester is seeking qualified subcontractors in the following trades: survey; construction area signs; traffic control; temporary traffic signal; clearing & grubbing; bridge demolition; precast prestressed concrete slabs; reinforcing steel; concrete barrier; attenuating crash cushion; SWPPP; and striping. We will pay up to and including one and one-half percent (1-1/2%) of your bonding cost. Certification assistance is available, as well as viewing plans and specs.

## McGuire and Hester

9009 Railroad Avenue • Oakland, CA 94603 • Phone: (510) 632-7676 • Fax: (510) 562-5209  
Contact: Dave Koerber • An Equal Opportunity Employer

Sub Bids Requested From Qualified DBE Subcontractors & Suppliers for  
**County of Sacramento - Hazel Avenue Widening - Phase 2**  
**Location: Sacramento, CA • Project # 09-06-RD**  
**Bid Date: October 8, 2015 @ 2:00PM**

McGuire and Hester is seeking qualified subcontractors in the following trades: SWPPP; construction area signs; clearing & demolition; tree removal; slurry seal; cold plane AC; minor concrete; striping & signs; fencing; masonry block walls; electrical; joint trench; landscaping & irrigation; and hydroseeding. We will pay up to and including one and one-half percent (1-1/2%) of your bonding cost. Certification assistance is available, as well as viewing plans and specs.

# Indianapolis, IN. Sub-Bid Request Ad

## BIDDING OPPORTUNITY

MBE/WBE/VBE'S Certified with any of the following certifying authorities:

Indiana Minority Supplier Development Council (IMSDC)

Indiana Department of Administration (IDOA)

The City of Indianapolis Division of Minority and 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)

Inviting qualified contractors, specifically MBE/WBE/VBE's certified by any of the authorities listed above, to contact SKJV (Prime Contractor listed below) regarding subcontracting services and material supply opportunities in connection with the upcoming tunnel and shaft project.

The Work under this contract is located in Indianapolis, Indiana. The Work consists of the White River Pogues Run Tunnel Project and associated Shafts and Vortex Drop Shaft Structures.

**Owner: Citizens Energy Group**

**Project No. 92TU00126**

**BID DATE: October 29, 2015 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, demolition and site preparation, environmental investigation, utility relocation, paving, fencing and gates, geotechnical and structural instrumentation, slurry wall, cased auger shaft construction, cast-in-place concrete structures, reinforcing steel, ground stabilization, rock-bolts, steel dowels, shotcrete, concrete finishing, waterproofing, service utilities, grouting, mechanical equipment - hydraulic, sluice & weir gates, electrical services, pest control, IT services, security, waste disposal, cleaning services, and security services.

Any business seeking to participate as a MBE/WBE/VBE in the Contract that is not currently certified MBE/WBE/VBE's by one of the above certifying authorities should contact the DMWBD at 1501 City County Building, 200 East Washington Street, Indianapolis, Indiana 46204; phone (317) 327-5262, any of the other agencies as shown above to obtain current certification.

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

## SKJV

An EEO Employer

(J.F. Shea Construction, Inc. - Kiewit Infrastructure Co.)

667 Brea Canyon Road, Suite 22 • Walnut, CA 91789

909-595-4397 • 909-869-0827 (fax)

Attn: Dennis Poulton, EEO Officer

# SF Chamber Report

## How to solve the housing crisis? Build more housing!

By Bob Linscheid



It's no surprise voters place the cost of housing on top of the list of major issues facing San Francisco. Hardly a day goes by without a news story about rent spikes and bidding wars.

The rising cost of living in The City was recently featured in a slightly satirical "news" article, "Report: San Francisco to shut doors over rising rent." The article notes The City has barely been able to make rent the past few months and that "San Franciscans say they'll likely have to relocate their city to the Sacramento area."

What's not a joke are some of the ideas floating around to remedy the housing crisis. Perhaps the worst we've seen is on the Nov. 3 ballot: Proposition I, which, if passed, would block all new housing development that is not 100 percent affordable, including desperately

needed multifamily housing in the Mission for 18 months.

That's right. For some, the solution to the housing crisis is to stop building housing.

On the other hand, employers believe the solution to the housing crisis is to build more housing, specifically housing that is affordable to all income levels within their workforce. A larger supply of housing will help reduce the pressure on rents everywhere.

Let's be clear: Simply banning the creation of new housing will do nothing to stop or even slow the demand for housing. And it is demand that drives up costs.

All of San Francisco is struggling with questions about the changing city, gentrification and affordability. Yet those who say they want to increase the supply of affordable housing — while blocking market-rate housing — are dooming their cause from the start. Why?

The market-rate homes built by developers help pay for affordable housing units. Developers are required by law to either pay into a fund for affordable housing or to set aside a certain number of units that meet the definition of affordable. This way it's the developers and their full-price paying customers who subsidize affordable homes, partnering with The City to build the full range of housing needed to meet San Francisco's growing population.

When housing construction is stopped, even temporarily, building affordable housing stops, too. Vote no on Prop I.

A much more sensible and needed solution is to vote yes on Proposition A, the affordable housing bond placed on the ballot by Mayor Ed Lee. This \$310 million General Obligation bond will finance construction, acquisition and preservation of housing that is affordable to low- and middle-income households. Funds would be used to buy existing affordable rental units, provide assistance to struggling homeowners and repair public housing. And with the growth in property tax assessments that we're experiencing, property tax rates are not expected to increase to pay the bond.

Yet another winner on the ballot is Proposition D, which seeks approval to make height adjustments necessary to revitalize an asphalt parking lot and historic Pier 48 on Port property south of AT&T Park. The project will provide residential, retail, office and open space and a new Anchor Steam brewery, benefitting The City as a whole.

Propositions A and D are solutions to the housing crisis that everyone can support.

This article first appeared in the Sept. 3, 2015 edition of the San Francisco Examiner.

*Bob Linscheid is president and CEO of the San Francisco Chamber of Commerce.*

Source: [www.sfchamber.com](http://www.sfchamber.com)

## The Chamber's Vice President of Public Policy to serve on Waterfront Land Use Working Group

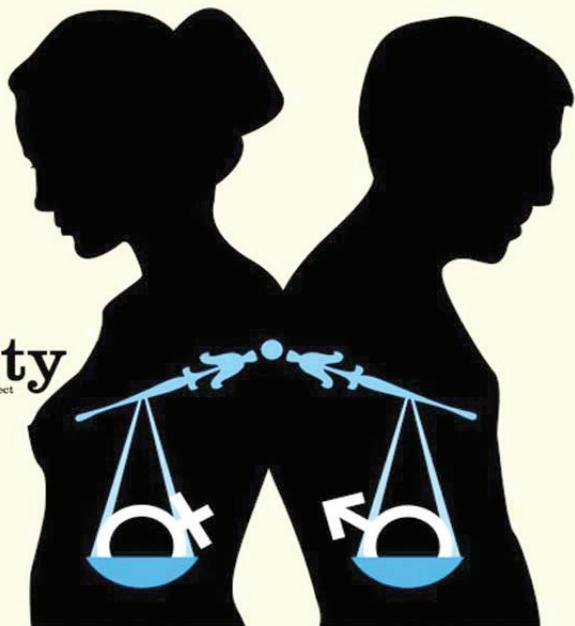
We are excited to announce that the Chamber's Vice President of Public Policy, Dee Dee Workman, has been selected to serve on the Port of San Francisco's Waterfront Land Use Plan Working Group. She will be representing business. The planning process is anticipated to last two years. Please join us in congratulating Dee Dee!



Chamber's Vice President of Public Policy, Dee Dee Workman

## Gender Equality: Taking Stock of Where We Are

**Gender Equality**  
an millennium project



There is a growing consensus among top executives that gender diversity is both an ethical and a business imperative. Yet progress is painfully slow. Despite modest improvements, women are under-represented at every level of today's corporations, especially in senior positions.

We're quite cognizant of how difficult it is to make progress. Despite the fact that McKinsey has, for a number of years, been conducting research that has helped our firm and many other companies improve their gender balance—for example, through our Women Matter initiative, led by Sandrine Devillard, one of this essay's co-authors—we're not yet where we want to be.

Women now represent about 39 percent of McKinsey's entry-level hires, but occupy just 11 percent of the senior-leadership roles within the firm. There are currently four women (including Judith Hazlewood, one of this article's coauthors) on our 30-member Shareholders Council.

These numbers are certainly up from a decade ago, but less than we would like. Our ability to help our clients with their toughest problems depends on attracting and retaining the world's best people, who can offer the diverse perspectives that enhance creative problem solving. Although we are glad to be making progress, including recently being named one of Working Mother magazine's

top ten companies for women, we know we would be a better firm if we had more top female talent. That's why we have committed publicly, through the United Nations' HeForShe initiative and the 30% Club, to some ambitious gender goals for our firm over the next five years—ones that won't be trivial to achieve.

### The persistence of the gender gap

We believe there are several reasons the gender gap so stubbornly persists. For one, in many organizations, senior leadership has only recently committed itself to addressing this challenge. A Women Matter study showed that gender diversity was a top-ten strategic priority for only 28 percent of companies in 2010—and for a third of companies, it was not on the strategic agenda at all. It's widely acknowledged that without a commitment from the top, nearly any major change program will fail.

Our experience has been that top-down targets make a difference. We didn't set explicit gender goals for McKinsey until 2014, and in just one year after doing so, our intake of female consultants has increased by five percentage points. We're encouraged by this, and by the fact that a growing number of companies are recognizing the case for gender parity and declaring their determination to pursue and achieve it. Our hope is that initiatives like HeForShe, in which we are participating, are just the start of a growing wave of increased transparency and more ambitious goals.

A second reason for sluggish progress has to do with the nature of the gender inequality issue itself, which, like many efforts to change organizational cultures, requires companies to take action across a broad range of factors and keep their managers aligned with multiple objectives for years at a time. Our research shows that the focus in these interventions must be to help women better develop as leaders, and to design the conditions in which this

can take place. Crucial aspects include sponsoring (not just mentoring), neutralizing the effects of maternity leave and ongoing parenting responsibilities on career advancement and wage increases, and evolving the criteria companies use for promotions to include a diversity of leadership styles.

The complex dynamics of the gender issue create a variety of challenges. Consider sponsorship: it's easy to say more is needed, but we've found that women at McKinsey are disproportionately sponsored by other women, which places a higher burden on our more senior women relative to senior men. This surely limits the sponsorship they are able to provide. Similarly, while the anytime-anywhere model that currently prevails in the corporate world has placed everyone under more pressure, the weight surely is heavier for women, who continue to shoulder a disproportionate share of the responsibility for managing home and family issues. These forces challenge women at McKinsey—a recent internal diagnostic confirmed the persistence of gender-based roles at home for many women at the firm—and we believe they are emblematic of those faced by women in many organizations.

Addressing these interrelated gender issues is difficult, which brings us to a third reason change has been slow: major transformation efforts require steady, broad-based interventions over time. After an initial commitment from the top, significant changes can typically take as many as eight or more years, requiring the close and visible monitoring of progress by the executive team. It's never easy and it's rarely quick.

Beyond the factors we've mentioned lies at least one other that is mostly exogenous to private-sector institutions. Economic equality for women, to no small degree, depends on achieving a sweeping

■ Continued on page 12

# Public Legal Notices

## Request for proposal Preliminary Engineering Services for the Santa Clara Valley Water District's Expedited Purified Water Program



**Topic:** Preliminary Engineering Services for the Santa Clara Valley Water District's Expedited Purified Water Program

**Who:** Santa Clara Valley Water District is the water resource management agency meeting watershed stewardship needs of and providing wholesale water reliability to Santa Clara County's nearly 1.9 million residents.

The Santa Clara Valley Water District is soliciting proposals from consultant firms to provide preliminary engineering services to further develop the proposed components of a Master Plan so as to refine and identify the final project elements of the District's Purified Water Program (Program).

You are invited to submit a proposal based on your qualifications and understanding of what efforts/work are necessary to assess proposed projects at a Master Plan level of detail and define them further with appropriate analysis to determine if they are to be included in the proposed Program. The full Request for Proposal (RFP) can be viewed at <http://cas.valleywater.org>.

Please submit your proposals electronically to the District's Contract Administration System (CAS) by the date and time specified in the RFP Schedule. Prior to submitting proposals, all firms must be registered in CAS. This can be achieved by going to the web address noted above and following the instructions to create an account. When in the creation process, select the expertise code "IPR 12 - Indirect Potable Reuse General" and add contact information as necessary.

**Contact:** If you need assistance with creating a CAS account, please call (408) 630-2992, or e-mail questions to [ContractAdministration@valleywater.org](mailto:ContractAdministration@valleywater.org).

In addition to submitting proposals electronically through the District's web portal, six (6) hard copies of the proposal must be received by the proposal due date and time specified in the RFP Schedule. Please refer to the RFP for detailed hardcopy delivery instructions.

General questions regarding this solicitation will be accepted by email to **Katherine Oven** at [koven@valleywater.org](mailto:koven@valleywater.org). Questions must be submitted no later than **3 p.m. on October 9, 2015** and will be responded to in writing by **October 14, 2015**.

9/2015\_EA

### CALIFORNIA STATE UNIVERSITY STANISLAUS

#### CENTRAL PLANT SWITCHGEAR REPLACEMENT PROJECT CSU STANISLAUS

One University Circle, Turlock, CA 95382

The Trustees of the California State University will receive sealed bid proposals in room MSR290, at the above address, for furnishing all labor and materials for construction of the Central Plant Switchgear Replacement Project, for the CSU Stanislaus campus.

Proposals will be received in the above-mentioned room until 2:00 p.m. on October 20, 2015 in accordance with the contract documents, at which time the proposals will be publicly opened and read.

In general, the work consists of the replacement of existing high voltage switchgear with new high voltage switchgear in a new location and re-feeding of downstream unit substation. The contractor will be required to maintain electrical service in a continuous fashion, furnish and install new high voltage switchgear, feeders, and related equipment for a complete operable system in accordance with the plans and specifications. Plans and specifications may be seen at the office of the University and Plan Rooms. Engineer's construction estimate is \$90,000.

Plans and specifications will be available for review and purchase after September 29, 2015 by requesting them from ARC by going to [www.e-ARC.com/ca/modesto](http://www.e-ARC.com/ca/modesto) then clicking on "Public Planroom" or by calling the ARC Modesto location at (209) 524-2924 asking for the PlanWell Department. Plans and specifications cost approximately \$100 plus tax and shipping payable to ARC and are non-refundable.

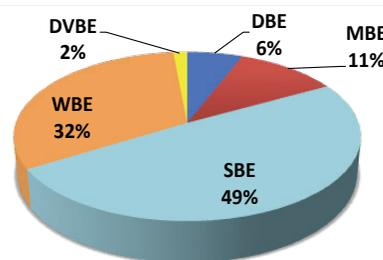
Each bidder offering a proposal must comply with bidding provisions of Article 2.00 et seq. in the Contract General Conditions, and should be familiar with all the provisions of the Contract General Conditions and Supplementary General Conditions.

This project is a public works project and is subject to prevailing wage rate laws (see Contract General Conditions, Article 4.02-c). All contractors and all tiers of subcontractors bidding on this project shall register to bid public works projects with the Department of Industrial Relations (DIR), and maintain current this registration pursuant to Labor Code Section 1725.5. Please go to <http://www.dir.ca.gov/Public-Works/PublicWorks.html> for more information and to register.

A mandatory pre-bid walkthrough has been scheduled for October 6, 2015 at 2:00 pm. interested bidders should assemble at the Facilities Services Training Room, Building #4 on the campus map.

The Trustees require the successful bidder to achieve three percent (3%) DVBE participation in contracting construction projects as established in the bidding documents, and bidders shall identify the DVBEs to be used to satisfy this requirement in their bids. Bidders shall contact the University's DVBE Program Advocate at (209) 667-3243 or Debbie DaRosa at (209) 667-3987.

It will be the responsibility of each bidder to obtain a bid proposal package in sufficient time to fulfill requirements therein. Bid proposal packages are obtainable only by contractors, licensed in the State of California with a C-10 license, and registered with the DIR to bid public works projects. The bid packages must be requested from the Trustees, located at CSU Stanislaus, One University Circle, Turlock, CA 95382, Attention: Debbie DaRosa, (209) 667-3987.



### AUDIENCE PROFILE

**Small Business Exchange, Inc.**  
Whether You're a Small Business Looking for Opportunities, or a Prime or Agency Seeking Small Businesses  
The Small Business Exchange has the resources you need to succeed.

## Have an Idea for Improving Your City? Knight Might Fund It

By Sam Bermas-Dawes

What do efforts to repaint polling stations, spruce up community pools and hand out community conservation kits have in common? All were initiatives proposed by nonprofits, government employees or other people that received money from the John S. and James. L Knight Foundation's Cities Challenge last year.

The Knight Foundation's Cities Challenge offered a share of \$5 million to applicants with ideas for making cities better. This October, it's launching its second search for innovative and unorthodox ideas on ways to develop American cities -- and anyone can enter.

Last year, Ben Bryant received \$297,000 for the "Pop-Up Pool Project" initiative, which rehabilitated a public pool in Philadelphia to promote a public space where community members could come together.

"People have negative perceptions of public pools. They don't know how to use them or when they are open," Bryant said. "It's important to introduce people to a public space assets that already exists and is already great."

Feedback from the community was positive, Bryant said, and the city of Philadelphia is hoping to expand the idea.

Knight received 7,000 proposals last year but gave only 32 grants. Among last year's winning project proposals were tiny, car-sized "Houselets" and communal porch-swings. A design agency (also in Philadelphia) won \$166,394 to create new polling station signs and commission artists to perform at polling stations to bring out more people to vote in local elections. The Central Roxborough Civic Association got \$20,000 for Neighborhood Conservation Kits that could be used by Philadelphia residents.

Proposals are limited to the 26 U.S. cities where the Knight Family has newspapers, including Macon, Ga.; St. Paul, Minn.; and San Jose, Calif.

"Innovation is creativity in action," said Carol Coletta, Knight's vice president of communities and national initiatives. "I think we are looking for people with a sharp idea of what a community can benefit from -- whether it's a problem to be solved, a challenge to be met or an opportunity to be realized."

Applicants to be considered for this year's Knight Foundation Cities Challenge have to submit their proposals by Oct. 27 through [Knightcities.org](http://Knightcities.org). Winners will be announced in spring of 2016. The number of winners and the amount given to each initiative is not predetermined.

"This is for people who are dreamers and doers," Coletta said. "They have got to be both."

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



Tiny houses in Washington, D.C. "Houselets" would basically be tiny homes set up in underutilized or unused spaces like parking lots. (FlickrCC/Inhabitat Blog)

# Fictitious Business Name

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366923-00

Fictitious Business Name(s):

**Rental**  
Address  
**833 York Street,  
San Francisco, CA 94110**  
Full Name of Registrant #1  
**Yana Hoch**  
Full Name of Registrant #2  
**Michael Hoch**

This business is conducted by **A General Partnership**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **N/A**.

Signed: **Yana Hoch**

This statement was filed with the County Clerk of San Francisco County on **9/22/2015**.

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**  
**9/22/015**

9/24/15 + 10/1/15 + 10/8/15 + 10/15/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366869-00

Fictitious Business Name(s):

**Centiment**  
Address  
**1681 Union Street,  
San Francisco, CA 94123**  
Full Name of Registrant #1  
**Kurtis Michael Wassmer**  
Address of Registrant #1  
**1681 Union Street,  
San Francisco, CA 94123**

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **9/18/2015**

Signed: **Kurtis Wassmer**

This statement was filed with the County Clerk of San Francisco County on **9/18/2015**.

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**  
**9/18/015**

9/24/15 + 10/1/15 + 10/8/15 + 10/15/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366673-00

Fictitious Business Name(s):

**#1 Sealed With A Kiss**  
**#2 Brides of the 21st Century**  
Address  
**1535 Eddy Street #404,  
San Francisco, CA 94115**  
Full Name of Registrant #1  
**Jessie Castle Harris**  
Address of Registrant #1  
**1535 Eddy Street #404,  
San Francisco, CA 94115**

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **8/7/2015**

Signed: **Jessie Castle Harris**

This statement was filed with the County Clerk of San Francisco County on **9/8/2015**.

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**  
**9/8/2015**

9/10/15 + 9/17/15 + 9/24/15 + 10/1/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366982-00

Fictitious Business Name(s):

**West Coast Informer Newspaper**  
Address  
**3801 Third Street,  
San Francisco, CA 94124**  
Full Name of Registrant #1  
**Muhammad Al-Kareem**  
Address of Registrant #1  
**1139 Gilman 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 **9/24/2015**

Signed: **Muhammad Al-Kareem**

This statement was filed with the County Clerk of San Francisco County on **9/24/2015**.

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**  
**9/24/015**

9/24/15 + 10/1/15 + 10/8/15 + 10/15/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366930-00

Fictitious Business Name(s):

**SF Landscapes and Construction**  
Address  
**256 Talbert Street,  
San Francisco, CA 94134**  
Full Name of Registrant #1  
**San Francisco Landscapes Co. (CA)**  
Address of Registrant #1  
**256 Talbert Street,  
San Francisco, CA 94134**

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **8/18/2015**

Signed: **Brett Stephens**

This statement was filed with the County Clerk of San Francisco County on **9/22/2015**

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: **Susanna Chin**  
**Deputy County Clerk**  
**9/22/2015**

9/24/15 + 10/1/15 + 10/8/15 + 10/15/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366247-00

Fictitious Business Name(s):

**Rozafa Masonry**  
Address  
**1433A 47th Avenue,  
San Francisco, CA 94122**  
Full Name of Registrant #1  
**Bert Palalej**  
Address of Registrant #1  
**1433A 47th Avenue,  
San Francisco, CA 94122**

This business is conducted by **An Individual**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **8/11/2015**

Signed: **Bert Palalej**

This statement was filed with the County Clerk of San Francisco County on **8/11/2015**.

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**  
**8/11/2015**

8/20/15 + 8/27/15 + 9/3/15 + 9/10/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366918-00

Fictitious Business Name(s):

**Verso**  
Address  
**1525 Mission Street,  
San Francisco, CA 94103**  
Full Name of Registrant #1  
**Soma Lounge, LLC (CA)**  
Address of Registrant #1  
**3201 Fillmore Street,  
San Francisco, CA 94123**

This business is conducted by **A Limited Liability Company**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **9/22/2015**

Signed: **Jeremy Scherer**

This statement was filed with the County Clerk of San Francisco County on **9/3/2015**.

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**  
**9/22/015**

9/24/15 + 10/1/15 + 10/8/15 + 10/15/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366223-00

Fictitious Business Name(s):

**KA Consulting**  
Address  
**1105 Bush Street #203  
San Francisco, CA 94109**  
Full Name of Registrant #1  
**Kaitlyn Arsenault**  
Address of Registrant #1  
**1105 Bush Street #203  
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 **8/10/2015**

Signed: **Kaitlyn Arsenault**

This statement was filed with the County Clerk of San Francisco County on **8/10/2015**.

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: **Fallon Lim**  
**Deputy County Clerk**  
**8/10/2015**

8/13/15 + 8/20/15 + 8/27/15 + 9/3/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366912-00

Fictitious Business Name(s):

**Wildhawk**  
Address  
**3464 19th Street,  
San Francisco, CA 94110**  
Full Name of Registrant #1  
**Sunset Bar LLC (CA)**  
Address of Registrant #1  
**3201 Fillmore Street,  
San Francisco, CA 94123**

This business is conducted by **A Limited Liability Company**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **9/22/2015**

Signed: **Jeremy Scherer**

This statement was filed with the County Clerk of San Francisco County on **9/22/2015**

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: **Susanna Chin**  
**Deputy County Clerk**  
**9/22/2015**

9/24/15 + 10/1/15 + 10/8/15 + 10/15/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366626-00

Fictitious Business Name(s):

**Vara Land Surveying**  
Address  
**893 Ashbury Street,  
San Francisco, CA 94117**  
Full Name of Registrant #1  
**Urba Buena, Inc. (California)**  
Address of Registrant #1  
**893 Ashbury Street,  
San Francisco, CA 94117**

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **9/7/10**

Signed: **Katharine Anderson**

This statement was filed with the County Clerk of San Francisco County on **9/3/2015**.

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**  
**9/3/2015**

9/3/15 + 9/10/15 + 9/17/15 + 9/24/15

## ORDER FOR PUBLICATION OF SUMMONS

### ORDER FOR PUBLICATION OF SUMMONS OR CITATION

Case No. FDI - 15 - 784118

**Name:** Geraldine Miravite Rodriquez  
**Address:** 2021 Geneva Avenue  
**City, State, Zip Code:** San Francisco, CA 94134  
**Telephone Number:** 415-572-9643

### Superior Court of California

**County of San Francisco**  
400 McAllister Street  
San Francisco, CA 94102

**Petitioner:** Geraldine Miravite Rodriquez  
**Respondent:** Magdaleno Jesus Rodriguez

Upon reading and filing evidence consisting of a declaration as provided in Section 415.50 CCP by **Geraldine Miravite Rodriquez**, and it satisfactorily appearing therefrom that the Respondent, **Magdaleno Jesus Rodriguez**, cannot be served with reasonable diligence in any other manner specified in Article 3, Chapter 4, Title 5 of the Code of Civil Procedure, and it also appearing from the verified complaint or petition that a good cause of action exists in this action in favor of the Petitioner, therein and against the Respondent, and that the said Respondent **Magdaleno Jesus Rodriguez**, is a necessary and proper party to the action.

NOW, on motion of **Geraldine Miravite Rodriquez**, Pro Per Petitioner, **IT IS ORDERED** that the service of said Amended summons in this action be made upon said Respondent by publication thereof in **Small Business Exchange** a newspaper of general circulation published in **San Francisco, California**, hereby designated as the newspaper most likely to give notice to said Respondent; that said publication be made at least once a week for four successive weeks.

IT IS FURTHER ORDERED that a copy of said summons or citation and of said complaint or petition in this action be forthwith deposited in the United States Post Office, Post-paid, directed to said Respondent, if his/her address is ascertained before expiration of the time prescribed for the publication of this summons or declaration of this mailing or of the fact that the address was not ascertained be filed at the expiration of the time prescribed for the publication.

On the fourth week of publication, 28 days after the first publication is made, the Court shall acquire jurisdiction over said defendant, respondent, or citee.

Date: 8/26/2015  
Newton Lam  
Judge of the Superior Court

9/3/15 + 9/10/15 + 9/17/15 + 9/24/15

## FICTITIOUS BUSINESS NAME STATEMENT

File No. A-0366345-00

Fictitious Business Name(s):

**JW Hawthorne**  
Address  
**1425 9th Avenue,  
San Francisco, CA 94122**  
Full Name of Registrant #1  
**J W Levy Corporation (CA)**  
Address of Registrant #1  
**1425 9th Avenue,  
San Francisco, CA 94122**

This business is conducted by **A Corporation**. The registrant(s) commenced to transact business under the fictitious business name(s) listed above on **6/27/14**

Signed: **Jeffrey Levy**

This statement was filed with the County Clerk of San Francisco County on **8/18/15**.

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**  
**8/18/2015**

8/20/15 + 8/27/15 + 9/3/15 + 9/10/15

# Access to Capital

## SMALL & MINORITY BUSINESS

### Avidia Bank Partners with linked2pay to Deliver Avidia Pay



Avidia Bank, a \$1.2 billion bank headquartered in Hudson, Mass., has deployed Avidia Pay. The bank, which is serving as an integrated ODFI, is known for providing technology to improve services for their customers.

Avidia Pay is a Bank Centric Payments™ platform powered by linked2pay, an award-winning provider of ACH and credit card payment solutions. This platform provides the tools and access layers to enable Avidia Bank to provision feature-

packed payment (card and ACH) solutions out to other banks, associations, ISOs & merchants (SMB and enterprise) in a harmonized fashion.

“With Avidia Pay, we offer innovative solutions that are ideal for organizations looking to instantly improve their payment acceptance,” said Mark R. O’Connell, President and CEO, Avidia Bank. “And at the same time we empower our ISO partner network by giving them better merchant solutions from end-to-end.”

Administration tools include registration approval, risk management, limit controls, termination which the bank and approved partners can manage via an intuitive interface. Also included is a full library of APIs which gives the bank, and all associated partners, a more open and versatile building block approach when providing payment process automation.

Tweet this: #AvidiaPay redefines #payments innovation for everyone in the process – see a demo <http://bit.ly/1MiHGcZ>

Avidia Bank provides state-of-the-art electronic banking capabilities to businesses, families and individuals through online access and full-service branches.

Connect with us: @linked2pay, @avidiabank, #AvidiaSmarties

#### About linked2pay

linked2pay® provides services to deliver ACH, credit card and check payments automation. The company provides payment processing solutions for clients, banks, and channel partners. The linked2pay platform is PCI

compliant and the Company has completed audits based on the internationally recognized standard developed by the American Institute of Certified Public Accountants (AICPA). The Company launched the first On-Demand check processing platform in 2002 and is a Gold Medal Winner for Best Innovation Via ACH at The Innovation Project Awards, PYMNTS.com. Visit [linked2pay.com](http://linked2pay.com)

Forward-looking Statements: This press release may contain statements of a forward-looking nature which represent our management’s beliefs and assumptions concerning future events. Forward-looking statements involve risks, uncertainties and assumptions and are based on information currently available to us. Actual results may differ materially from those expressed in the forward-looking statements due to many factors. We undertake no obligation to update any forward-looking statements to reflect events or circumstances that may arise after the date of this release.

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

## Why Lending Club Is Throwing Out the Banking Playbook

It takes some chutzpah to build a call center in one of the nation’s most expensive real estate markets.

That is what Lending Club has done in downtown San Francisco, locating its operational hub inside a modern high-rise that fittingly straddles the city’s financial district and an adjacent neighborhood that is home to many technology start-ups.

When a Lending Club borrower calls the company’s customer-service line, the folks who answer the phones are largely young college graduates. Their well-lit, high-ceilinged office space bears no resemblance to the drab cubicles that are typical of the call center industry.

And like their better-paid Lending Club co-workers, these employees enjoy lavish job perks, including a nine-hole mini-golf course and a company-run tavern that opens at 5 each evening.

Lending Club is not the first consumer finance company to prioritize the operational side of the business by eschewing low-cost overseas call centers. But the nine-year-old marketplace lender is pushing the on-shoring trend further and faster than its more venerable competitors.

Hundreds of employees who work in customer service, fraud detection, credit decisions and collections all sit under the same roof as Lending Club’s engineering staff. The firm, which had a total of 1,136 workers as of June 30, fosters frequent communication about which processes are working well and which are not.

“The co-location of operations and product and engineering is really important for that feedback loop to be as tight as possible,” Lending Club Chief Executive Renaud Laplanche said in an interview. “What we’re trying to achieve is really using technology to lower costs and deliver a better experience to our customers.”

The approach at Lending Club is emblematic of the new breed of financial companies. These firms do not have sprawling branch networks, which are costly but still provide some key advantages for incumbents. The newcomers believe they will prevail because they have better technology, and they are deploying it from the ground up.

As Laplanche is fond of saying, “We really look at banking as an engineering problem.”

The question is: will the strategy work?

#### BUILDING A BRAND

Lending Club, which went public late in 2014, has had a rough summer. In June the firm’s shares dipped for the first time below Lending Club’s initial public offering price of \$15. Since then, they have fallen below \$13, or less than half their peak in December.

Some of the decline is likely due to early-stage investors cashing out after restrictions on their ability to sell stock were lifted. (Laplanche bucked that trend by buying 50,000 shares in August.)

But investors also have raised concerns about Lending Club’s business model. One worry involves a recent federal court decision from New York, which raised doubts about whether Lending Club will be able to continue avoiding state usury limits.

Another nagging concern involves Lending Club’s customer-acquisition costs, which remain significantly higher than those of better established lenders.

In May 2014, Lending Club projected that its marketing costs would be 35% higher over the long run than those of a traditional bank lender. And between the second quarter of last year and the same period this year, Lending Club’s sales and marketing expenses rose from 1.85% of the firm’s loan originations to 2.01%.

One challenge facing the entire marketplace lending sector is that borrowers are just not very familiar with its brands. Companies like Lending Club, Social Finance and Prosper Marketplace do not have long track records. Nor do they have retail storefronts to provide advertising and to serve as a symbol of trust.

Consequently, each dollar that these firms spend on marketing will probably have less impact than a dollar spent by a well-established credit-card issuer, according to Matthew Lipton, an analyst at Autonomous Research.

Lending Club, which originated \$3.5 billion in loans during the first half of 2015, has started to build a consumer brand, said Michael Tarkan, an analyst at Compass Point Research & Trading. “But compared to traditional institutions, there’s a wide gap,” he added.

When Laplanche was asked about his timeline for establishing Lending Club’s brand, he replied that the process took 120 years at JPMorgan Chase. Then he laughed and added: “Our goal is to do it faster. How quickly we’re going to get there, it’s really hard to say.”

“I think over time, our brand is becoming more and more permanent, and more well known. I think our IPO was useful from that standpoint,” Laplanche said. “As the brand gets more prominent, we’re certainly seeing marketing efficiency getting better, and our acquisition costs coming down as a result.”

But there is fierce competition for the personal loan borrowers that are the bread and butter of Lending Club’s business. One way the company finds customers is by paying referral fees to Lending Tree, the comparison-shopping site, where 22 other firms are also competing for personal loan business.

Earlier this month Lending Tree disclosed that it gets paid between 2% and 5% of the loan amount when it refers a personal loan customer to a lender. That’s about twice as much, on a percentage basis, as Lending Tree gets paid for a lead on an auto loan.

Competition is particularly intense for personal loan borrowers with strong credit scores, a cohort that makes up a big part of Lending Club’s customer base, according to Alex Johnson, a senior analyst at Mercator Advisory Group.

“It’s harder to catch the attention of those borrowers because they tend to have more options,” he said.

#### DRIVE FOR EFFICIENCY

Inside Lending Club’s call center, productivity gets measured in many ways. The metrics that are tracked include the number of calls coming in, how long callers are waiting, and how long it takes for a company representative to answer a ringing phone.

Not only do these numbers give the company a way to measure its overall customer-service performance. They are also used to encourage employees to compete against each other. Whiteboards tracking the standings hang from the wall near each small team of employees.

When call-center staffers start seeing the same question from numerous customers, they flag it for the company’s engineers, who can respond quickly by making revisions to Lending Club’s website.

Visit link below for the full article:

[www.sbeinc.com/resources/cms.cfm?fuseaction=news.detail&articleID=1329&pageID=25](http://www.sbeinc.com/resources/cms.cfm?fuseaction=news.detail&articleID=1329&pageID=25)

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

# SUB-BID REQUESTS CALIFORNIA



## Proven Management, Inc.

2000 5th Street, Berkeley, CA 94710 • Phone: 510-671-0000 • Fax: 510-671-1000

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

**BALBOA PARK STATION (REBID)**  
**EAST SIDE CONNECTION IMPROVEMENTS, PHASE 2**  
**BART Contract No. 110G-130A**  
**Bids: October 20, 2015 @ 2pm**  
**SUBCONTRACTING GOALS – MBE-23% - WBE-12%**

Trades include but not limited to: Selective Demolition; Concrete Restoration; Portland Cement & CIP Concrete; Falsework; Non-Shrink Grout; Metal Welding; Metal Fabrications; Traffic Control; Low & Medium-Voltage Wires & Cables; Electrical; Earthwork; Clearing & Grubbing; Dewatering; Shoring & Underpinning; Excavation Support & Protection; Asphalt Paving; Utilities; Rebar; Concrete Unit Masonry; Railwork; Fireproofing/Firestopping; Metal Framing; Plaster & Gypboard; Acoustical Ceilings; Overhead Bi-Fold Doors; Door Hardware; Overhead Cable Suspension; Traction Power Poles; Metal Railings/Welding/Fabrication; Glazed Slope Aluminum Canopy Roof; Glazing; Painting; Fabric Canopy; Electrical Systems; Flashing/Sheetmetal; Louvers & Vents; Vehicular Traffic Coatings; Geotech Instrumentation & Monitoring.

PMI will provide assistance in obtaining necessary bonding, insurance, equipment, supplies, materials or other related services. 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.

We are an Equal Opportunity Employer

## RGW Construction, Inc.

Contractors License A/B 591940  
 550 Greenville Road • Livermore, CA 94550 • Phone: 925-606-2400 • Fax: 925-961-1925  
 An Equal Opportunity Employer

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

**San Tomas Expressway Projects El Camino Real to Homestead Rd.**  
**Federal Aid Project No. CML-5937 (197)**  
**Engineer Estimate: \$8,000,000 – 180 wd's**  
**Bids: October 1st, 2015 @ 2:00 PM**  
**Goal: DBE 3.25%**

**Requesting Sub-quotes for (including but not limited to):** Fabric & Oils, Electrical Material, Construction Area Signs, Traffic Control, Raise Iron-Utilities, Cold Plane, Demo Removal, Clear & Grub, Roadway Excavation, Structure Excavation/backfill, Landscaping, Hydroseeding, Erosion Control, Irrigation, Aggregate Base, Slurry Seal, Asphalt Paving, AC Dike, Grinding, CIDH Piles, Structural Concrete, Sound-wall-Masonry Precast, Joint Seal, Reinforcing Steel, Signs Roadside, Concrete Curb & Sidewalk-Misc., Dencing, Survey & Historical Monument, Object Marker, MBGR, Concrete Barrier, Thermoplastic Traffic Stripe & Marking, Painted Traffic Marking, Pavement Marking, Signal & Lighting, Message Signs, Lighting & Sign Illumination, Detector, SWPPP, Water Truck, Sweeper, Trucker, Storm Drain (Underground).

**Scope of Work:** Two separate projects, installing bike trail, privacy wall & traffic barrier. Widening of San Tomas to El Camino Real to Homestead Rd.

RGW is willing to breakout any portion of work to encourage DBE participation. Contact us for a specific item list.

Plans and Specs may be acquired at the Plan Counter of the County of Santa Clara Roads & Airports Dept., 101 Skyport Dr., San Jose, CA 95110 or view & copy at our office or Contact Andy Eldridge 925-606-2400 andrew.eldridge@rgwconstruction.com for any questions, including bonding, lines of credit, or insurance or equipment or material suppliers. Subcontractors should be prepared to submit payment and performance bonds equal to 100% of their quotation. For bonding and other assistance, please call.

## Remarks by Secretary Anthony Foxx

### Continued from page 5

beyond just making the Highway Trust Fund solvent. And in fact when we apply our traffic test to the GROW AMERICA Act, travel times actually go down.

What if we applied that test to investing just enough to make the Highway Trust Fund solvent? What would happen?

Travel times go up. So here we are spending months and months wrangling over extension after extension to get a status quo bill done. And it gets us longer commutes.

The DRIVE Act, a bill that passed the Senate just this summer, increases investment in the surface transportation system by 5 percent.

I've applauded this step by the Senate as a move towards progress. But if we can only achieve a modest increase in funding, we will still get more traffic.

I don't know about you, but if I am going to pay more, I want to get more. If we are going to invest more in infrastructure and get the same crummy results, what's the point? Let's move the country forward.

I am really worried that we are spending more time trying to find the wrench and not actually fixing the dishwasher.

Our experts at DOT found that the absolute minimum level of investment to prevent traffic from getting worse was \$400 billion over six years.

The bill we put forward, the GROW AMERICA Act, puts us \$78 billion above that mark. The discussion is not even in that ballpark yet.

So Congress has a lot of work to do to get closer to the levels of funding we need to reduce traffic.

That is one of the reasons why we continue to urge Congress towards more funding growth.

But, you say, Mr. Secretary, you are being unrealistic – we can't possibly afford what you're talking about.

I have to smile at this. Unrealistic? It's unrealistic to think our country can keep our transportation edge by running on fumes.

And if you're looking at offsets, try factoring in the economic impact of a strong, long-term transportation bill.

We really don't have time for this. The studies we have done as a department, including Beyond Traffic, outline a massive set of trends and choices we face over the next 30 years, including that we're going to have 70 million more people competing for use of our roads, transit, & rail networks, putting even more pressure on an already constrained system.

Our economy depends on the efficient movement of freight. That is hanging in the balance.

Much of this growth will occur in megaregions in the South and West. This includes cities like Los Angeles and Atlanta that are already choking on congestion. But it also includes other fast-growing metros where it is indisputable that the infrastructure we have today won't cut it.

Unless we change course, we are going to have longer travel times and more headaches. Instead of being an asset, our surface transportation system will be a drag on our economy and quality of life.

So as Congress returns this week after a long summer recess, I urge them to look at the needs of their constituents – to focus on results, and not just the tool to drive those results. Businesses want their freight moving faster. Families don't want to be stuck on the way to school and work.

We should remember that the future is a choice, and transportation will always be about one generation working on behalf of the next. And I do believe we can pass a bill that allows us to carry this work forward. I still believe that.

Thank you all very much.

Source: <http://www.transportation.gov>

## Taking Stock of Where We Are

### Continued from page 8

set of social-equality reforms. Is it the business of executives to help solve broader social issues? We would say yes, provided they don't distract from the very real issues executives face in their own organizations.

### The road ahead

Is it, then, only a matter of time before gender equality will be achieved? Yes and no. To the extent that private and public institutions have made the necessary commitment from the top and are working to intervene in the ecosystem of change, we are confident they will, given time, reach their goal. Too many companies have yet to grasp the case for change, however, and still lack both commitment and a program of action. For these institutions, gender parity will take longer to achieve.

As a member of the 30% Club, our global managing director Dominic Barton (also a co-author here) is one of 47 US chairpersons and CEO members who have publicly committed to better gender equality at all levels. This commitment reinforces efforts we have under way to challenge fundamental mind-sets and behaviors inside the firm while setting (or continuing) in motion a number of initiatives in support of gender diversity. These range from new flexibility programs, adjustments to travel expectations, and upgrades to maternity benefits, among others. We're working also to improve the quality of sponsorship women receive at the firm. A new diagnostic we're piloting, for instance, aims to create transparency in the sponsorship arrangements among all our consultants, many of whom we have found to be unsure what good sponsorship entails or how to create it when it's lacking. To help make all this happen, we now have a global team of managers fully dedicated to this issue, and a network of deeply passionate leaders actively driving this topic throughout the firm.

We're acutely aware that there will be surprises along the way. Here's one: so far, a higher percentage of men than women have been taking advantage of some of our flexibility programs. Do some women at McKinsey, like their counterparts at many companies, worry that participating in such

programs will raise questions about how committed they are to their careers? We hope not, but we are exploring ways to dispel any concerns—for example, by refining our “up or out” promotion system to ensure people can stay in the same roles for longer periods of time with no impact on their eventual advancement if they are at a stage in life where they need that flexibility. As a project-based organization, we think we're reasonably well positioned to pull this off.

Clearly, we don't have all the answers. Gender inequality is a multifaceted, entrenched global issue. But our commitment to diversity and inclusion is an abiding part of our firm's history and daily practice. That we have yet to achieve it only further strengthens our determination to do so.

### About the authors

Dominic Barton is McKinsey's global managing director; Sandrine Devillard is a director in the Paris office and has helped lead McKinsey's research on gender diversity for more than a decade; Judith Hazlewood is a director in the New Jersey office and a member of McKinsey's Shareholders Council.

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

