

Which Skilled Trade Professionals Are the Most In-Demand in 2024?

[Article originally appeared in www.fieldtalent.com]

Urban expansion, the need for infrastructure improvement, and increasing emphasis on sustainable building practices are contributing to the construction industry boom. As a result, skilled trade professionals are in high demand in 2024.

If you are starting your career or considering a career change, consider becoming a skilled trade professional. The following are some top options to explore.

Millwrights

According to the U.S. Bureau of Labor Statistics (BLS), the 2022-2032 job outlook for millwrights is 13%. This growth rate is much faster than the national average.

Millwrights install, maintain, repair, dismantle, and reassemble machinery on construction sites. The increasing number of construction projects elevates the demand for millwrights.

Electricians

The U.S. BLS lists the 2022-2032 job outlook for electricians as 6%. This growth rate is faster than the national average.

The increasing demand for electricians primarily is due to rapid technological advancements, the need to power buildings and devices, and the worldwide shift to renewable energy sources. Sustainable and smart buildings require electricians to install solar panels, electrical systems, and energy-efficient lighting.

HVAC Technicians

According to the U.S. BLS, the 2022-2032 job outlook for heating, ventilation, and air conditioning (HVAC) technicians is 6%. This growth rate is faster than the national average.

The increasing need for energy efficiency, climate control technologies, and green buildings elevates the demand for HVAC technicians. These technicians install, manage, and repair efficient air-handling systems to meet current energy standards, create comfortable homes and buildings, and prevent the spread of airborne pathogens.

Operating Engineers

The U.S. BLS lists the 2022-2032 job outlook for operating engineers as 3%. This growth rate is slightly higher than the national average.

Operating engineers safely and efficiently operate and maintain excavators, bulldozers, cranes, and other heavy construction machinery. These engineers are increasing in demand as infrastructure projects and urban development continue to grow.

Plumbers

According to the U.S. BLS, the 2022-2032 job outlook for electricians is 2%. This growth rate is equal to the national average.

Plumbers are needed to install and maintain the water systems in residential, commercial, and industrial buildings. The growth of new construction projects and the need to align older systems with current standards increase the demand for plumbers.

SOURCE: <https://tinyurl.com/24q6mceg>



Green Construction Practices Unleash \$1.5 Trillion Potential

[Article originally appeared in www.renewableenergymagazine.com]

By Rose Morrison

Green construction practices involve designing, constructing and operating buildings in an environmentally responsible and resource-efficient manner. This includes using sustainable materials, optimizing energy efficiency and minimizing environmental impact throughout the building's lifecycle.

Addressing climate goals in construction is crucial as buildings account for significant global energy use and greenhouse gas emissions. By adopting green practices, the sector can reduce carbon footprints, conserve resources and improve indoor air quality.

In emerging markets, embracing green practices stimulates economic growth by creating new job opportunities, reducing energy costs and enhancing community resilience to climate impacts. This dual benefit of sustainability and economic development makes it pivotal for advancing environmental and socio-economic goals in these regions.

Overview of Green Construction Practices

Green construction focuses on creating environmentally responsible and resource-efficient buildings throughout their lifecycle. Fundamental principles include minimizing energy consumption, reducing water usage, using sustainable materials and improving indoor environmental quality.

Many home builders in this practice strive to minimize waste by recycling materials and using prefabricated components in at least half of their projects. Green building materials include recycled steel, bamboo, reclaimed wood and low-impact insulation materials like cellulose or sheep's wool.

Technologies such as solar panels for energy generation, passive solar heating and cooling systems and smart building management systems are also integral to green construction. These practices reduce environmental impact and may contribute to long-term cost savings and healthier living environments for occupants.

Benefits of Green Construction in Emerging Markets

Proper policies and regulations across construction value chains unlock significant private investments in greener buildings and materials, potentially reaching \$1.5 trillion over the next decade. By incentivizing these investments, governments can drive innovation in green technologies and materials and accelerate the transition to a low-carbon economy.

This endeavor reduces buildings' carbon footprint and enhances energy efficiency, leading to substantial cost savings over time. Moreover, green buildings improve indoor environmental quality by promoting better air circulation, natural lighting and nontoxic materials.

Investing in reliable equipment — such as advanced dozers and other machinery — streamlines processes and enhances safety on-site. Modern equipment minimizes strenuous work and decreases the potential for injury and accidents. It also increases efficiency by reducing construction time.

These benefits contribute to a safer working environment for construction workers while ensur-

ing projects adhere to stringent environmental and safety standards. By integrating these technologies with green practices, stakeholders can achieve sustainable development goals and balance economic growth with environmental stewardship for future generations.

Economic Opportunities in Green Construction

Sustainable infrastructure investments can significantly increase job creation and economic growth in emerging markets. As of 2023, the construction industry employed approximately 8 million individuals annually, highlighting its role as a significant contributor to employment in these regions.

Promoting sustainable practices and infrastructure projects lets governments and private investors boost job opportunities across various skill levels, from construction workers to engineers specializing in green technologies. These opportunities enhance local economies and foster skills development and innovation within the workforce, positioning emerging markets competitively in the global green economy.

Visit link for the full article: <https://tinyurl.com/2yuvpeq5>



CALIFORNIA SUB-BID REQUEST ADS



Is requesting quotes from certified and qualified DBE (MBE and WBE) Subcontractors, Suppliers, and Service Providers for the following (but not limited to) work:

SUBCONTRACTORS / SERVICE PROVIDERS

Asphalt Paving, Cathodic Protection, CCTV Video Inspection, Cold-Planing, Concrete Flatwork, Dewatering, Electrical, Fencing, Ground Penetrating Devices, Hazardous Material Disposal, Manholes, Manhole/Utility Adjusting, Monitoring of Contaminated Soil, Potholing, Project Scheduler (CPM), Safety Representative, Saw Cutting, Shoring, Signage, Street Lighting, Street Sweeping, Striping, Survey, SWPPP, Systems Integration, Traffic Control, Traffic Signal, Trenchless Installation, Trucking, Video Recording of Existing Conditions, Water Treatment, Welding, Welding Inspection

SUPPLIERS

Aggregates, Asphalt Concrete, BMP's, Cathodic Protection, Conduit, Diesel Fuel, Equipment Rentals, Erosion Control, Fiber Optic Cable, Miscellaneous Metals, Pipeline Materials, Precast Concrete Structures, Pump Rentals, Ready Mix Concrete, Shoring, Traffic Control

Morena Pipeline, San Diego, CA Bid No. K-25-2169-DBB-3-A-C

California State Water Resources Control Board - Drinking Water State Revolving Fund (DWSRF)

	MBE*	WBE*
1. Construction	2%	1%
2. Supplies	1%	1%
3. Services	1%	1%
4. Equipment (combined in above)	1%	1%

NOTE: MBEs and WBEs must be certified by EPA, SBA, DOT or by state, local, Tribal, or private entities whose certification criteria match EPAs in order to be counted toward MBE/WBE accomplishments. MBEs and WBEs are a part of the larger universe of DBEs.

BID DATE September 19, 2024 at 2:00 p.m.

All Quotes Due Prior

Sukut Construction, LLC
4010 W. Chandler Avenue, Santa Ana, CA 92704
Contact: Robbie Zwick

Phone: (714) 540-5351 • Fax: (714) 545-2003 • Email: estimating@sukut.com

Plans/Specs are available for viewing at our office by appointment, by Sukut FTP, or from Owner. Subcontractors must be prepared to furnish 100% Performance and Payment Bonds and possess current insurance and workers' comp coverage. Sukut will assist qualified subcontractors in obtaining bonds, insurance, and/or lines of credit. Subcontractors/Vendors will be required to sign Sukut's Standard Subcontract/Purchase Order. Copies are available for examination. Please contact Robbie Zwick at Sukut Construction for assistance in responding to this solicitation.

Sukut Construction's listing of a Subcontractor in its bid to the agency is not to be construed as an acceptance of all the Subcontractor's conditions or exceptions included with Subcontractor's price quotes. Quotations must be valid for the same duration as specified by Owner for contract award.

Sukut Construction, LLC • An Equal Opportunity Employer



SYBLON REID
General Engineering Contractors
Providing Solutions to Difficult Projects

P.O. BOX 100 Folsom, CA 95763

Phone: (916) 351-0457 Fax: (916) 351-1674

Contact: Brad Schieckoff

Email: BradS@srco.com & estimating@srco.com

Sub-Bids Requested From MBE, DBE, WBE, SBE, SBRA, LSAF, Hub Zone Subcontractors & Suppliers for:

**OWNER: GOLDEN STATE WATER COMPANY,
ROBBINS SYSTEM – JAMES SITE WELL, TREATMENT & SITE IMPROVEMENTS PROJECT**

BIDDING SEPTEMBER 25, 2024 @ 10 AM

Seeking out MBE, DBE, WBE, SBE, SBRA, LSAF, and Hub Zone quotes for well drilling, earthwork, cast-in-place concrete, asphalt placement, rebar supply, electrical, aggregate supply, concrete supply, pipe/valve/fitting supply, masonry, roofing, misc. Metals, fencing, gates, painting, clear & grub, trucking, water trucking, SWPPP, Survey, and Concrete Pumping.

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. Bonding, insurance, lines of credit and any technical assistance or information related to the plans or specifications for the work will be made available. Assistance with obtaining necessary equipment, supplies, materials, or related assistance or services for this project will also be offered.

Sub-Bids Requested from qualified DBE Suppliers for:

**SUNOL VALLEY WATER TREATMENT PLANT OZONATION
CONTRACT NO. WD-2897**

Ductile Iron Pipe & Welded Steel Pipe Groove Couplings

Owner: San Francisco Public Utilities Commission

Location: Sunol, CA

Bid Date: October 2, 2024 @ 2:00 P.M.



667 Brea Canyon Road, Suite 30 • Walnut, CA 91789

Phone: (909) 595-4397, Fax: (909) 444-4268

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

J.F. Shea Construction, Inc. is soliciting your participation in the preparation of this bid. We are particularly interested in bids from suppliers for the following work items:

Ductile Iron Pipe, Welded Steel Pipe Groove Couplings

For more information please contact: Brandon Quinlan at brandon.quinlan@jfshea.com

Plans and Specifications: J.F. Shea Construction, Inc. is an equal opportunity employer and intends to negotiate in good faith with interested DBE firms and intends to utilize the lowest responsive bidder. J.F. Shea expects potential subcontractors to be bondable. J.F. Shea will pay for up to 1% for subcontractor bond costs. Subcontractors and Suppliers are expected to bid per plans and specifications, including requirements for warranties. Standard manufacturer's warranties, if not in conformance with owner's specifications, will not be accepted.



ANDREW M JORDAN INC dba A & B CONSTRUCTION

225 3rd Street, Oakland, CA 94607

Phone: 510-999-6000 • Fax: 510-982-3636

An Equal Opportunity Employer

A & B Construction (A & B) is preparing a bid as a Prime Contractor for the following project:

East Bay Municipal Utility District (EBMUD)

Fay Hill Pumping Plant Replacement;

Rheem and Scenic East Pumping Plants Improvements, and Fay Hill Road and Right of Way (R/W) 3363 Pipeline Improvements; and Ridgewood Regulator Installation, Pumping Plant & Pressure Tank Demolition – Specification 2183

Revised Bid Date: September 25, 2024 at 1:30 PM

A & B is soliciting proposals/quotes from all qualified subcontractors, for the scopes of work required for the subject project, including but not limited to: Demolition, Saw-Cutting, Concrete Coring, Hazardous Materials Handling, Grading, Excavation, Shoring, Fill, Concrete, Rebar, Waterproofing, Roofing, Painting, Industrial Coatings, Bolting, Welding, Mechanical, Electrical, HVAC, Pipeline, Plumbing, Fire Protection, Crane Equipment, Handrails, Guardrails, Ladders, Gratings and Railings, Doors and Windows, Fencing, Trucking, Hydroseeding, Landscaping, Paving, Sheet Metal.

Plans and Specifications may be obtained from the Owner's website at:

<https://constructionbids.ebmud.com/CurrentorFutureBid.aspx?BidMode=Current>

Abram McMickin ((510) 999-6000; amcmickin@a-bconstruction.net) is the estimator for this project and is available to provide assistance or answer questions regarding the project scope of work, bid requirements, bonding and insurance requirements, or any other questions you may have. All proposals/quotes should be emailed to the Estimator or faxed to (510) 982-3636 prior to 12:00 PM on the Bid Date. A & B is willing to breakout any portion of work to encourage minority participation. All subcontractors are required to execute A & B's standard subcontract agreement and comply with all insurance requirements. A copy of our agreement and insurance requirements are available upon request. At A & B's discretion, 100% payment and 100% performance bonds may be required. A & B is a union contractor and we are signatory to the Laborers, Carpenters, and Operating Engineers unions.

Diversity Equity Inclusion

SBE's nationwide 1,000,000+ database of certified businesses provides the basis for targeted outreach utilizing a powerful IBM Power9 platform for completed and timed reporting, customized to match client needs.

SBE OUTREACH SERVICES

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

Advertisements - Placed in the Small Business Exchange newspaper, SBE Today newsletter, and online at www.sbeinc.com

Faxed and Elast Solicitations - Targeted mailings sent to businesses per your criteria.

Telemarketing - Telephone follow-up calls that follow a script of 5 questions you create.

Computer Generated Reports - Will fit right into your proposal, along with a list of interested firms to contact.

Contact Info:

1160 Battery Street East, Suites #100, San Francisco, CA 94111


Email: sbe@sbeinc.com • Website: www.sbeinc.com

Phone: (415) 778-6250, (800) 800-8534

Fax: (415) 778-6255

Publisher of Small Business Exchange weekly newspaper

CALIFORNIA SUB-BID REQUEST ADS



DESILVA GATES
CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909 • Dublin, CA 94568-2909
Phone: (925) 829-9220 / Fax: (925) 803-4263
Website: www.desilvagates.com
ESTIMATOR: DAVID CZECH
An Equal Opportunity/ Affirmative Action Employer

DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

ROUTE 49 - FOR CONSTRUCTION ON STATE HIGHWAY IN PLACER COUNTY IN AND NEAR AUBURN FROM 0.3 MILE NORTH OF ROUTE 80/49 SEPARATION TO 0.1 MILE NORTH OF DRY CREEK ROAD
Contract No. 03-3H8304 Disadvantaged Business Enterprise Goal Assigned is 22%

OWNER: STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
1727 30th Street, Bidder's Exchange, MS 26, Sacramento, CA 95816

BID DATE: September 19, 2024 @ 2:00 P.M.

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

AC Dike, Biologist Consultant, Bridge & Wall, Clearing and Grubbing/Demolition, Cold Plane, Construction Area Sign, Electrical, Emulsion Supplier, Erosion Control, Fencing, Lead Compliance Plan, Metal Beam Guardrail, Minor Concrete, Roadside Signs, Sawcutting, Striping, Survey/Staking, SWPPP Prep/Water Pollution Control Plan Prepare, Temporary Erosion Control, Testing, Traffic Control Systems, Underground, Trucking, Water Trucks, Street Sweeping, Class 2 Aggregate Base Material and Hot Mix Asphalt (Type A) Material.

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA or 3855 N Freeway Blvd Suite 100, Sacramento, CA 95834, or at your local Builders Exchange, or reviewed and downloaded from the dropbox site at https://www.dropbox.com/sh/5rvdc1bwfbasgl9/AABbrd0ba51_kN3GtAESfBUoa?dl=0 or from the Owner's site at www.dot.ca.gov/hq/esc/oe/weekly_ads/all_adv_projects.php

Fax your bid to (925) 803-4263 or email to dgcestimating@desilvagates.com to the attention of Estimator David Czech. If you have questions for the Estimator, call at (925) 829-9220. When submitting any public works bid please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at www.dir.ca.gov/Public-Works/PublicWorks.html

If you need DBE support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (925) 829-9220, or contact your local Small Business Development Center Network (<http://californiasbdc.org>) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SBTRCs). DGC is willing to breakout portions of work to increase the expectation of meeting the DBE goal.

At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. DGC is an Equal Opportunity/Affirmative Action Employer.



DESILVA GATES
CONSTRUCTION

11555 Dublin Boulevard • P.O. Box 2909 • Dublin, CA 94568-2909
Phone: (925) 829-9220 / Fax: (925) 803-4263
Website: www.desilvagates.com
ESTIMATOR: DAVID CZECH
An Equal Opportunity/ Affirmative Action Employer

DeSilva Gates Construction (DGC) is preparing a bid as a Prime Contractor for the project listed below:

FRANKLIN BLVD COMPLETE STREET PROJECT (Rebid)
Federal Aid Project No. 5002(219)
City Project No. T15165500
Disadvantaged Business Enterprise Goal Assigned is 23%

OWNER: CITY OF SACRAMENTO – 915 I Street, 1st Floor, Sacramento, CA 95814

BID DATE: SEPTEMBER 4, 2024 @ 2:00 P.M.

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


ADJUST IRON, CLEARING AND GRUBBING/DEMOLITION, COLD PLANE, CONSTRUCTION AREA SIGNS, ELECTRICAL, EMULSION SUPPLIER, FENCING, LANDSCAPING, MINOR CONCRETE, ROADSIDE SIGNS, SAWCUTTING, SITE FURNISHINGS, STRIPING, SWPPP/WATER POLLUTION CONTROL PLAN PREPARATION, TEMPORARY EROSION CONTROL, TESTING, TRAFFIC CONTROL SYSTEMS, UNDERGROUND, TRUCKING, WATER TRUCKS, STREET SWEEPING, CLASS 2 AGGREGATE BASE MATERIAL, HOT MIX ASPHALT (TYPE A) MATERIAL.

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA and 3855 North Freeway Boulevard, Suite 100, Sacramento, CA or at your local Builders Exchange, or reviewed and downloaded from the dropbox site at https://www.dropbox.com/sh/5rvdc1bwfbasgl9/AABbrd0ba51_kN3GtAESfBUoa?dl=0 or from the Owner's site at <http://www.planetbids.com/portal/portal.cfm?CompanyID=15300>

Fax your bid to (925) 803-4263 or email to dgcestimating@desilvagates.com to the attention of Estimator David Czech. If you have questions for the Estimator, call at (925) 829-9220. When submitting any public works bid please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at www.dir.ca.gov/Public-Works/PublicWorks.html

If you need DBE support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (925) 829-9220, or contact your local Small Business Development Center Network (<http://californiasbdc.org>) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SBTRCs). DGC is willing to breakout portions of work to increase the expectation of meeting the DBE goal.

At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. DGC is an Equal Opportunity/Affirmative Action Employer.



Pacific States
ENVIRONMENTAL CONTRACTORS, INC.

11555 Dublin Boulevard • P.O. Box 2909 • Dublin, California 94568-2909 • (925) 830-4333
ESTIMATOR: Keith Donahue • www.pacificstates.net
CONTRACTOR'S LICENSE NO. 723241

Pacific States Environmental Contractors, Inc. (PSEC) is preparing a bid as a Prime Contractor and requesting sub-bids for:

BOORMAN PARK SITE CLEARING, REMEDIATION & PREPARATION PROJECT
OWNER: CITY OF RICHMOND - PUBLIC WORKS DEPARTMENT

BID DATE: September 12, 2024 @ 2:00 P.M.

PSEC is soliciting quotations from RBE Firms & Small RBE Firms subcontractors, suppliers, manufacturers & truckers for the following, but not limited to, work:


-TRUCKING -DEMOLITION -SURVEY

Plans and specifications may be reviewed at our offices located at 11555 Dublin Boulevard, Dublin, CA or can be ordered online as electronic files at no cost. You must be a registered vendor with the City of Richmond. www.ci.richmond.ca.us/bids to register as a vendor and to order your bid documents or you can purchase them at the BPXpress ReproGraphics, 4903 Central Avenue, Richmond, CA 94804, (510) 559-8299.

Fax your bid to (925) 803-4334 to the attention of Estimator Keith Donahue. If you have questions for the Estimator, call at (925) 803-4333. When submitting any public works bid, please include your DUNS number and DIR number. For questions regarding registration for DIR use the link at www.dir.ca.gov/Public-Works/PublicWorks.html

If you need support services and assistance in obtaining bonding, lines of credit, insurance, necessary equipment, materials and/or supplies or related assistance or services, for this project call the Estimator at (925) 803-4333, or contact your local Small Business Development Center Network (<http://californiasbdc.org>) or contact the California Southwest Transportation Resource Center (www.transportation.gov/osdbu/SBTRCs). PSEC is willing to breakout portions of work to increase the expectation of meeting the goal.

At our discretion, 100% Payment and 100% Performance bonds may be required as a subcontract condition. This will be a PREVAILING WAGE JOB. PSEC is an Equal Opportunity/Affirmative Action Employer.



W.A. RASIC CONSTRUCTION
GENERAL ENGINEERING CONTRACTOR

W.A. Rasic Construction is preparing a bid for the following project as a prime contractor and we are interested in receiving subcontractor quotations for items of work or materials required below from interested Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE), and Women Business Enterprise (WBE)

City of San Diego
Morena Pipeline
Bid No. K-25-2169-DBB-3-A-C
Bid Date: September 19, 2024 @ 2:00 PM
Engineer's Estimate: \$ 59.8 Million Outreach: DBE/ MBE/WBE
Senior Estimators: Ben Sebat (562) 928-6111
Email: bsebat@warasic.com

W.A. Rasic is requesting bids for the following trades and/or material supplies:

Aggregate Supply, Install Pipeline, AC Cold Milling & Asphalt Cap Paving, Striping, Minor Concrete (Flatwork), Cathodic Protection, Traffic Signals, Dewatering, Equipment Rental, Shoring Rental Services Waterworks Supply, Furnish Welded Steel Pipe, Trucking & Disposal, Traffic Control Equipment

NAICS Codes:
212321, 237110, 237310, 238110, 238110, 238110, 238210, 238910, 238910, 331210, 332996, 484110, 532490

Plans & Specifications are available at no cost to interested firms by either contacting W.A. Rasic Construction, downloading from the City of San Diego's Planet Bids Portal or by utilizing the following FTP link: <https://www.dropbox.com/scl/fo/d5ye3j71pe2h-r44o5mqj/ACffVHHbFaYatnu289MAdWk?rlkey=w6l8vb2yjkznp1yqwbq6jreh&st=z1ozmpoi&dl=0>

W.A. Rasic intends to seriously negotiate with qualified firms and will assist in obtaining bonds, lines of credit, insurance, equipment, supplies and materials upon request. W.A. Rasic will consider all DBE, MBE, and WBE quotes, including those that are broken down into economically feasible tasks or quantities as well as arrange delivery schedules to facilitate and encourage maximum bidding participation. W.A. Rasic also encourages a consortium of DBE/ MBE/ WBE firms when a contract portion is too large to handle individually. Subcontractors must have a valid California Contractors License and must be registered with the Department of Industrial Relations (DIR) as required by Section 1725.5 of the Public Contract Code. Subcontractors will be required to execute W.A. Rasic's standard subcontract agreement and general insurance requirements. A copy of our subcontractor agreement and insurance requirements is available in electronic format upon request. W.A. Rasic reserves the right to require each subcontractor to provide payment and performance bonds in the amount of 100% of the subcontractor's bid. Bond Premium will be reimbursed up to a cost not to exceed 1.5%. W.A. Rasic is an equal opportunity employer and Union signatory Contractor.

Improving Safety in Work Zones Amidst an Uptick in Incidents

[Article originally appeared in www.constructionexec.com]
By Grace Calengor

Work-zone safety is an increasing concern amongst construction workers—especially during the summer months of peak travel and road work. Ken Wengert, the vice president of risk control for the construction, energy and marine division at Travelers Insurance, delves into areas to address and ways construction companies can improve work-zone safety.

Several industry reports—from the National Safety Council to the FHA to the CDC and more—reveal a measurable increase of danger when operating inside work zones. Why?

“There’s a variety of factors that contribute to this,” says Wengert, “not the least of which is potential reckless driving behaviors and weather. And as you get to the summer months, particularly in the northern climates, you’ve got the confluence of increased traffic volume as well as a high volume of construction work taking place, so that combination of attributes increases the potential for risk.”

What are some of the different types of work zones and the dangers posed in each of them?

“There are a variety of work zone set ups, depending on the speed limits and volume of traffic on the road. But also, work-zone traffic control environments can be different from inner-city to suburban and rural areas. The type of temporary traffic control that is required to protect the traveling public and the workers are generally provided in the Manual of Uniform Traffic Control Devices from Federal Highway Administration. Depending upon the speed, the density and volume of vehicles traveling, and the type of work

performed, that’s going to dictate which protective measures are required. And, depending on whether you’re working for a private owner, say a college or university, or if it’s a city, county or state—each can have a variety of different entities holding jurisdiction.”

Among the ways to regulate or aid safety in these work zones, are there any emerging technology trends?

“Many project owners are installing more advanced means of communication as part of the

Continued on page 5



CALIFORNIA SUB-BID REQUEST ADS



Mountain Cascade Inc.
555 Exchange Court, Livermore, CA 94550
(925) 373-8370, Fax (925) 373-0940

Project: Fay Hill Pumping Plant Replacement; Rheem & Scenic East Pumping Plants Improvements, and Fay Hill Road & Right of Way 3363 Pipeline Improvements; and Ridgewood Regulator Installation, Pumping Plant & Pressure Tank Demolition- Spec. No. 2183

Owner: EBMUD

Revised Bid Date: September 25th, 2024 @ 1:30 p.m.

We are requesting quotes from all qualified DBE/MBE/WBE/ Subcontractors and Suppliers but not limited to:

Pipe Suppliers, Electrical-Building, Fencing, Hydroseeding, Misc. Metals, Bridge Crane, Doors, Acoustical Panels, Paintings/Coatings, Roofing, Stucco, Valves/Water Main/ Temp Facilities, Pumping Plant Electrical Equipment.

Project Description: The work includes but not limited to: demo & replace pipe, concrete pumping plants, pressure tanks, valves, steel water main, flow control valves in 4 different locations in Contra Costa.

Engineers Estimate between: \$17 - \$20 Million

Project information, including plans & specifications can be found by contacting:

<http://www.ebmud.com/current-construction-bids> or estimating@mountaincascade.com

Please feel free to contact Mountain Cascade, Inc. at 925.373.8370 with any questions concerning bonding, insurance, lines of credit, and job overview. We look forward to your response.

Mountain Cascade Inc. is an Equal Opportunity Employer
California License # 422496

This is Part of a Good Faith Outreach. Your response is greatly appreciated



Mountain Cascade Inc.
555 Exchange Court, Livermore, CA 94550
(925) 373-8370, Fax (925) 373-0940

Project: Morena Pipeline – Bid No. K-25-2169-DBB-3A-C

Owner: City of San Diego

Bid Date: September 19th, 2024 @ 2 p.m.

***** PLEASE NOTE THIS IS AN ELECTRONIC BID- TO ENSURE YOUR QUOTE HAS BEEN RECEIVED AND REVIEWED HAVE ALL QUOTES TO ESTIMATING BY 12:00PM *******

We are requesting quotes from all qualified DBE/MBE/WBE/ Subcontractors and Suppliers but not limited to: AGGREGATES, ASPHALT, CONCRETE MATERIAL, SLURRY, PIPE SUPPLIERS, DRAINING SYSTEMS PIPE SUPPLIERS, PRECAST MATERIALS, EROS MATERIALS, ANALYTICAL TESTING, BYPASS PUMPING, CCTV, CONCRETE FLATWORK/ PUMPING/STRUCTURES, DEWATERING, ENVIRONMENTAL SERVICES, EROSION CONTROL, FENCING, PLASTIC PIPE, LANDSCAPING/IRRIGATION, STRIPING, SURVEYING, TRUCKING, BUILDING CONSTRUCTION.

Project Description: The objective of the project includes the removal & replacement of 16" cast iron water distribution with PVC and the installation of 36" welded steel pipe water transmission main and associated appurtenances.

Engineers Estimate: \$59,770,000

Plans and specs can be obtained at: <http://www.sandiego.gov> or estimating@mountaincascade.com

Please feel free to contact Mountain Cascade, Inc. at 925.373.8370 with any questions concerning bonding, insurance, lines of credit, and job overview. We look forward to your response.

Mountain Cascade Inc. is an Equal Opportunity Employer
California License # 422496

This is Part of a Good Faith Outreach. Your response is greatly appreciated

California's fast food workers got a \$20 minimum wage, but is it working? It's debatable

[Article originally appeared in
www.calmatters.org]

By Dan Walters, CalMatters

Every session of the California Legislature seems to produce at least one bill that generates high-octane political debate and media attention.

As the 2023-24 session winds down this week, Senate Bill 1047, which would impose rules on artificial intelligence developers, is generating fierce lobbying and drawing global interest.

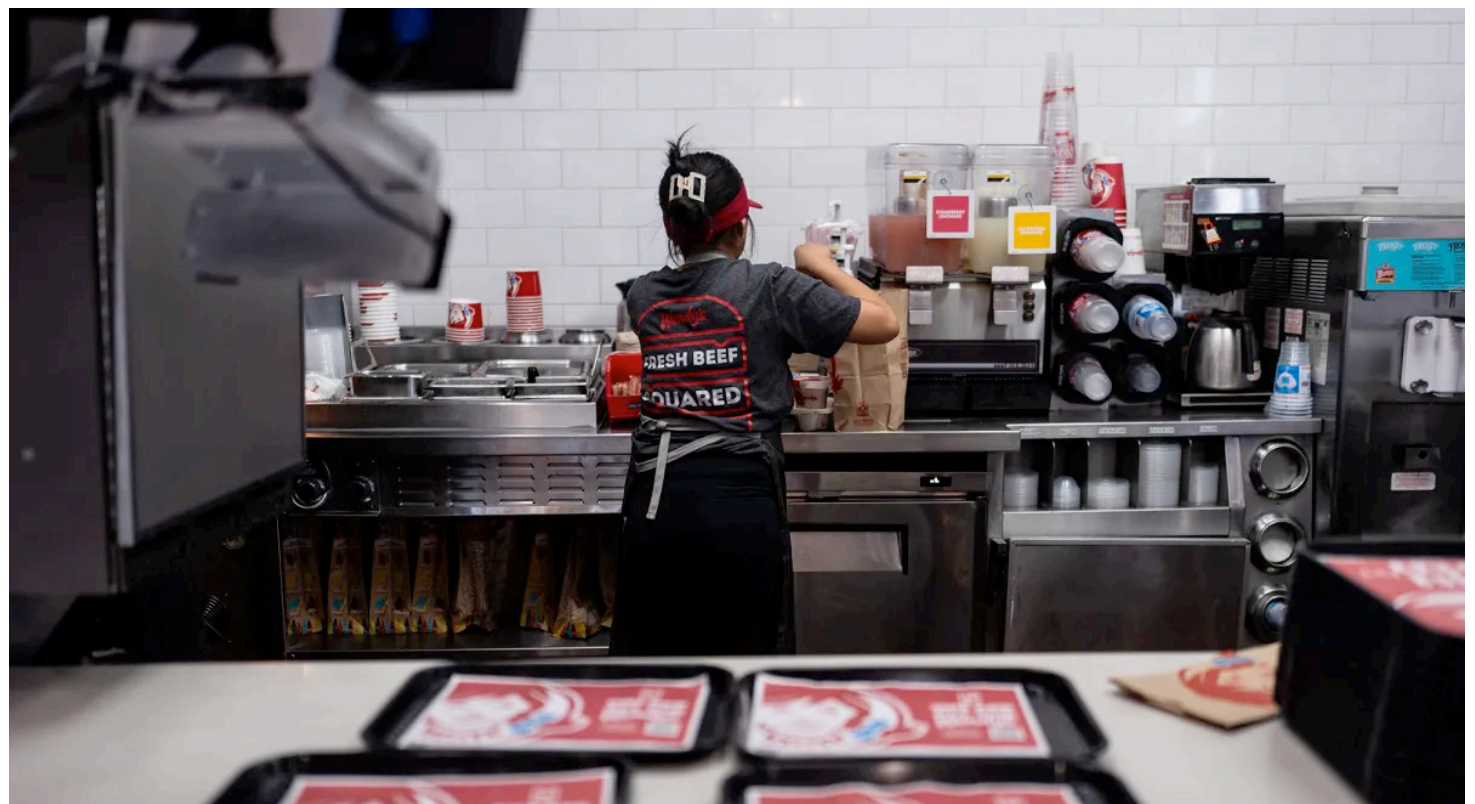
During the final days of last year's session, the focus was on a very different issue — whether the state should impose a \$20-per-hour minimum wage for fast food workers and create a Fast Food Council to oversee working conditions.

A year before, Assembly Bill 257 created the council and empowered it to set an initial minimum wage of at least \$22 an hour, while assuming that franchised fast food outlets were subsidiaries of the parent company, rather than independently owned.

The fast food industry responded with a referendum that, if ratified by voters, would cancel out the new law, thus renewing the debate in the 2023 session. A last-minute deal repealed AB 257 and substituted another measure, AB 1228, that dictated a \$20 minimum wage and removed what the industry considered to be a threat to the franchise system. In return, the referendum was dropped.

The \$20 wage took effect last April, but only after a new squabble erupted over which sellers of food would be covered, colored by a Bloomberg article alleging that Newsom had demanded an exemption to benefit a campaign donor who owns two dozen Panera locations in California.

Newsom declared that the story was “absurd” and gave assurances that Panera and other similar businesses would be covered. The businessman, billionaire Greg Flynn, also said he would honor the \$20 wage.



Adriana Ruiz works at a Wendy's in Fountain Valley, on June 20, 2024. Because California's minimum wage rose from \$16 to \$20 an hour, some operators said they reduced workers' hours and raised prices. Photo by Jae C. Hong, AP Photo

End of fast food angst? Of course not.

Six months after the \$20 wage took effect there's a new debate in political, media and academic circles over its impact.

Fast food prices have been increasing, but how much higher wages are driving the rise and how fast food operations have changed are two new issues.

This month, Newsom declared that California fast food outlets had created 11,000 new jobs since the law was signed.

“What's good for workers is good for business, and as California's fast food industry continues booming every single month our workers are finally getting the pay they deserve,” Newsom said. “Despite those who pedaled lies about how this would doom the industry, California's economy and workers are

again proving them wrong.”

The industry didn't agree.

“Every day you see headlines of restaurant closures, employee job losses and hours cut, and rising food prices for consumers,” the International Franchise Association said in a statement. “Local restaurant owners in California are already struggling to cope with the \$20/hour wage, as the Fast Food Council considers additional wage increases. All the while, workers and consumers are feeling the pinch.”

Brooke Armour, president of the California Center for Jobs and the Economy, an adjunct of the Business Roundtable, criticized Newsom's declaration as reflecting just one month of preliminary data and concluding, “Despite what some are saying, the data are clear: newly passed fast food minimum wage laws are leading to job

losses in California.”

Christopher Thornberg, founding partner of Beacon Economics, also was critical in an analysis of the state's economic trends. “California's well-intended push to reduce income inequality via wage floors is beginning to have a significant negative impact on some of our most vulnerable workers — our youth, particularly those from lower income households,” Thornberg wrote.

What California has wrought in the fast food industry could be the harbinger of more direct regulation of other industries, and not just in California, for better or worse. It's not surprising, therefore, that its effects will be debated ad nauseam.

SOURCE: <https://calmatters.org/commentary/2024/08/california-fast-food-workers-minimum-wage/>

The loss of transportation choices in the U.S.

[Article originally appeared in <https://t4america.org>]

By London Weier

The ghost of walkable streets' past

Before the car started to take off in the early 1930s, streets were for everyone. Wagons, walkers, bikers, horses, they all utilized the street to get to daily activities and destinations. Pre-Industrial Revolution Americans would walk between 10,000 and 18,000 steps per day, and high rates of walking and biking to work or school continued throughout the late 60s. Because the street was so widely used by many different forms of transport, it functioned as a public space, a place where children could play as much as cyclists could bike to the store.

When cars began rising in popularity in the 1920s, they entered a space not designed for them, posing a danger to other travelers. The public grew alarmed at rising death tolls and vehicle crashes, calling for reduced vehicle speeds and more protections from the car. Automakers, dealers, and enthusiasts flipped their narrative, advocating for legislation and funding campaigns that sought to regulate and restrict where people could walk and bike.

The latter campaign succeeded, but it didn't make our streets safer. Instead, streets ultimately became a place where quick, convenient car travel is often prioritized over the safety and comfort of all other road users. In 2022, the number of people hit and killed while walking reached a 40-year high.

The illusion of choice

Post-WWII in the United States was a time of world-building, of focusing on creating a brighter future for the country in the aftermath of destruction. The infrastructure that came along with this shift made suburban lifestyles the ideal, and the car a symbol of freedom. A combination of economic incentives and a deprioritization of dense, mixed-use development led to sprawling cities with destinations spread far apart, connected by high-speed roadways.

Today, Americans are driving more for the same basic tasks. Research from Transportation for America and Third Way found that households in both rural and urban areas are driving significantly farther per trip as of 2017 than they were in 2001 to accomplish their commutes and daily tasks. Often, driving is the only convenient, safe,

and reliable transportation option available, requiring households to shoulder the cost of a vehicle in order to access their daily needs. When people can't afford regular access to a vehicle, when their car breaks down, or when they otherwise don't have the ability to drive, they must navigate a transportation system that wasn't built for them.

A lack of safe transportation options leads to reduced access to economic opportunity, increased risk of being hit by a vehicle, and higher rates of air pollution. These trends are felt by everyone, but they have the harshest impact on low-income communities and communities of color.

SOURCE: <https://t4america.org/2024/08/14/the-loss-of-transportation-choices-in-the-u-s/>

5 construction productivity thieves and 10 ways to combat them

[Article originally appeared in www.fieldwire.com]

By Rose Morrison

Productivity loss translates into financial loss. In construction, where the profit margins are slim, yielding less output than projected is even more fiscally damaging. Learn about the culprits sapping your specialty contracting business' productivity and ways to address them.

5 productivity thieves in construction

Trade contractors deal with fewer project variables because of limited job scope. Still, you may underdeliver and ruin your reputation due to these factors.

1. Unidentified errors

Although all construction professionals make mistakes, only the careless forgo implementing strategies to combat them. Self-inflicted mishaps hurt because you are often to blame. Unfortunately, these mishaps reflect adversely on your brand, causing general contractors and other subcontractors to question your professionalism.

For example, inadvertently accepting too many jobs almost always results in scheduling issues. Contingencies force you to spend more time per project than initially thought, causing holdups. Misjudging your capacity to finish on schedule means failing to exercise due diligence — it

doesn't bode well for your trustworthiness moving forward.

2. Lengthy lead times

Recently, overseas construction deliveries have taken longer than expected to arrive. Concrete, masonry, stonework and roofing contractors are the most vulnerable since the supplies they need generally come from foreign sources.

While most supply-chain issues are beyond your control, you still need to ensure you choose wisely who you source building materials from. With little visibility, it can be challenging to identify the weak links in your supply chain and address the situation accordingly.

3. Faulty assets

Construction equipment sometimes has a mind of its own. However, heavy machines and power tools rarely quit when appropriately maintained. Regardless of the malfunction's nature, broken gear negatively impacts your crew's productivity.

4. Ineffective workers

Construction laborers and helpers can underperform for various reasons. The usual suspects are insufficient safety training and refreshers, miscommunication, vague KPIs, inadequate equipment, poor working conditions, declining physical health and mental unfitness.

5. Unmitigated inefficiencies

Issues manifest in idle machinery, redundant processes, unnecessary tasks and activities and underutilized talent. Each is a wasted opportunity to produce more.

Failing to reduce your blind spots allows inefficiencies to go unnoticed for an extended period. Allowing known nonessential elements within your workflow to persist indicates mismanagement.

10 tips for addressing construction productivity thieves

Do the following to break down the barriers to maximum productivity and generate more business.

1. Digitize operations

Digital transformation is half the battle. There's a technology solution to any subcontractor pain point.

Virtual and augmented reality can help you spot design flaws before commencing work to avoid last-minute changes and rework.

Powerful construction management software can simplify administrative work. It helps you oversee your projects closely, giving you instant access to contracts, sorting your schedules, tracking your budgets and more.

Choosing which innovation to adopt first can be confusing. Capital and training requirements

are roadblocks to speedy digital transformation. Identify your most pressing productivity concern to determine which technology to prioritize. Make the transition with ample technical support to train your employees properly and prevent incompetence from affecting the solution's effectiveness.

2. Value predictive analytics

Digital technology collects mountains of information that can reveal bad habits and past mistakes that have gone under the radar for a long time. Gleaning insights from historical data empowers you to fine-tune your practices.

Hiring a competent data scientist to crunch the numbers goes without saying. However, this professional can command a six-figure annual salary and increase your payroll significantly. If you don't have the budget, consider using a freelancer you can hire on an ad hoc basis to cut costs and get the job done. Alternatively, leverage technology that offers you a dashboard of analytics and cut costs further.

3. Embrace circularity

Maximizing the value of anything is the circular mindset's essence. This philosophy can help you accomplish more in less time because it compels you to maintain your machinery and tools thoroughly.

Visit link for the full article:
<https://tinyurl.com/ymzx4op8>

Improving Safety in Work Zones Amidst an Uptick in Incidents

■ Continued from page 3

advanced warning signs. A variable message board can provide additional insights and help when traffic is moving at a slower pace or more vehicles in a certain area are creating a queue by send a warning further in advance of the work. That's one means in which technology's been deployed. There are also intrusion monitoring devices mounted often on either equipment or temporary traffic control devices. I can't say that

those are widely deployed—I've seen them in only a handful of instances—but those are some technologies that are out there that are being utilized, in addition to working in protected areas where there's an actual concrete barrier or some other means to separate the traveling public from the workforce themselves.

“When adopting technology, after you've identified the problem to be solved, it's important to have a cultural commitment to it and under-

standing of how to work with and engage all the stakeholders and allow for a feedback loop. This includes the vendors and manufacturers of some of these technology devices. This is critical to ensure the organizations get out of it what they intend.”

Considering increased infrastructure funding in the recent years, and thus increased infrastructure construction, how do you see that affecting working conditions?

“Obviously if there's more work on those roads or adjacent to those roads, the potential of risk certainly increases. Again, it's not only the combination of the work, but also the workforce.

Visit the link for the full article:

<https://www.constructionexec.com/article/improving-safety-in-work-zones-amidst-an-uptick-in-incidents>