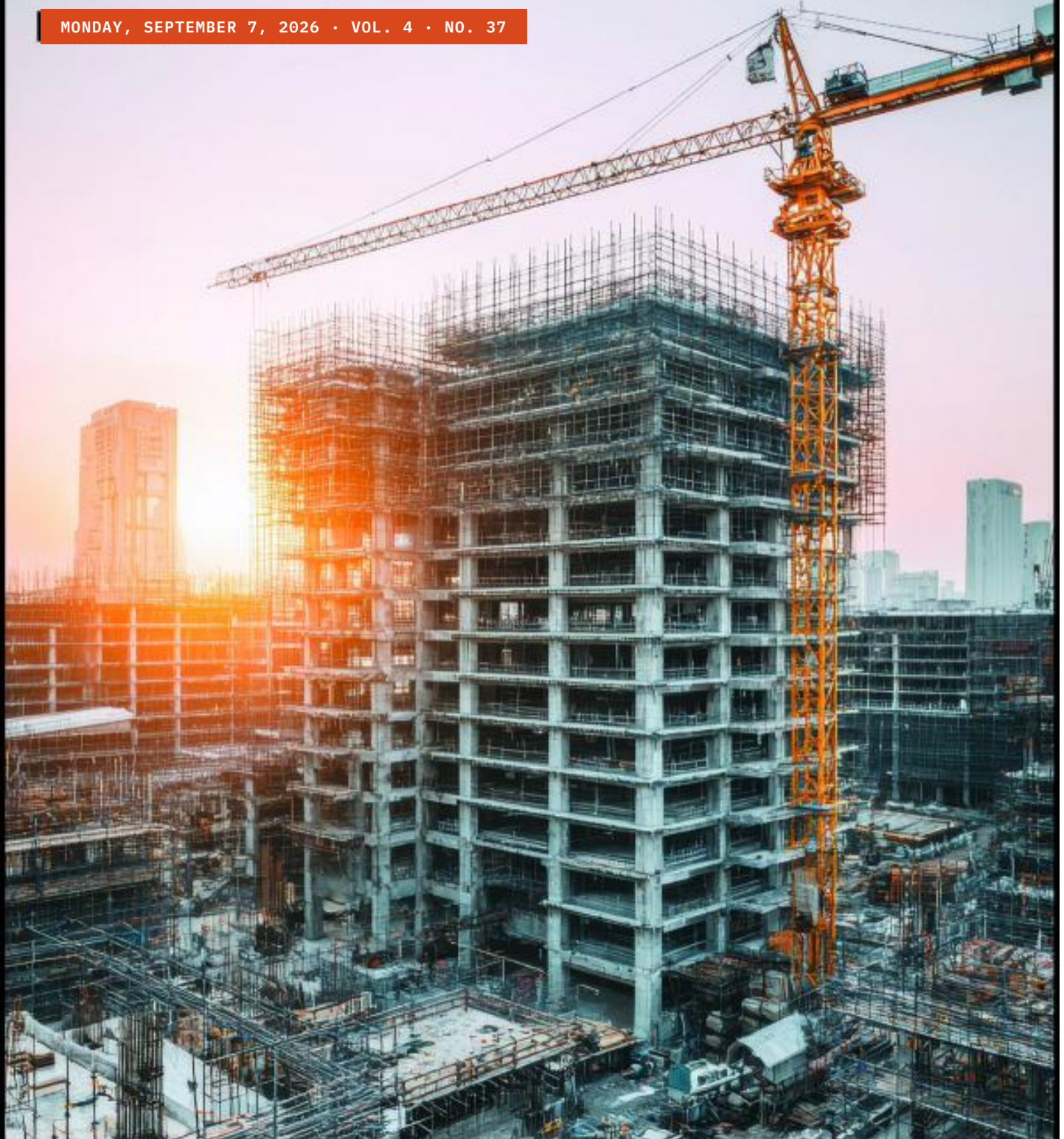


Builder's Blueprint

THE JOURNAL OF CONSTRUCTION EXCELLENCE

MONDAY, SEPTEMBER 7, 2026 · VOL. 4 · NO. 37



Caltrans Opens \$35M Planning Grant Round For Sustainable Transportation

CONTINUED FROM THE COVER

That scope spans a wide range of trades. Grading and earthwork crews, paving contractors, concrete flatwork specialists for sidewalks and curb ramps, striping and signage firms, electrical contractors for signals and lighting, and drainage and utility subcontractors all stand to benefit as planning studies mature into shovel-ready projects. Structures work may enter the picture where planning identifies the need for pedestrian bridges, retaining walls, or grade separations along key corridors.

The phasing here is important for firms to understand. This is the front end of a long cycle. Applications are due this October, awards come in spring 2027, and the actual planning studies run after that. Only once a study is complete and an agency secures capital funding does a project move to design and then to construction bidding. Contractors who want to be positioned for the resulting work should treat this grant round as intelligence gathering rather than an immediate bidding opportunity.

Still, the early awareness has real value. A firm that knows a city is studying a particular arterial for a complete-streets overhaul, or that a transit agency is planning improved bus access in a disadvantaged community, can begin building the relationships, past-performance record, and local knowledge that make the difference when the construction contract finally goes out to bid. Public agencies often favor contractors who understand a corridor and its community context, and that understanding starts at the planning stage.

Caltrans is supporting applicants throughout the process. The department will host application workshops beginning the week of August 24 and will offer technical assistance right up to the October 9 deadline. Resources and application materials are posted on the Sustainable Transportation

Planning Grant program page. Contractors with government-relations staff or those who partner regularly with local agencies may find it worthwhile to encourage clients in their service areas to apply, since a successful application today can seed a buildable project tomorrow.

The emphasis on underserved communities is another signal worth reading. State transportation funding continues to prioritize equity, meaning planning dollars and the construction projects that follow are increasingly directed to communities that have historically seen less infrastructure investment. Firms with experience delivering work in urban infill settings, rural areas, and tribal lands may find growing demand as these plans convert into capital programs.

Because the funding is statewide and roughly \$35 million is awarded annually, the geographic spread of eventual projects will be broad. From large metropolitan planning organizations in the state's major regions to small rural counties and tribal governments, the coming award cycle will touch communities across California. Contractors operating in any given region should monitor which local applicants succeed in their area to anticipate the specific corridors and facility types that will generate future work.

The bottom line for California's construction industry is that this grant round is an early indicator, not a bid opportunity. There is no immediate contract to chase, but there is a map being drawn of where the state and its local partners intend to invest in cleaner, safer, more resilient transportation. Firms that study that map now, cultivate the right agency relationships, and stay ready for the design and construction phases to come will be best placed to capture the public work that flows from this year's planning grants.

Skanska-Stacy Witbeck Team Wins \$1.9B LA Light Rail Segment

A joint venture between Skanska and Stacy Witbeck has secured a \$1.9 billion contract to build a new light rail segment for the Los Angeles County Metropolitan Transportation Authority.

The team will construct a 6.7-mile at-grade line in Van Nuys, adding to Metro's expanding transit network in the San Fernando Valley.

The large-scale award signals continued heavy investment in Southern California transit infrastructure, opening opportunities for subcontractors and suppliers tied to rail, grading, and civil work along the corridor.

Contractors pursuing public transit work in Los Angeles County should watch for subcontracting and procurement packages as the project moves into construction.

High-Speed Rail Faces Cash Crunch, Threatening Central Valley Work

California's high-speed rail program, already the largest active public-works construction effort in the state, may exhaust its available funding by the end of 2027 unless new money materializes faster, according to a warning from the California High-Speed Rail Authority's Office of Inspector General. For the thousands of contractors, subcontractors, and tradespeople who have built their backlogs around the Central Valley segment, the finding raises hard questions about the pace and continuity of work over the next several years.

The core problem identified by the inspector general is timing. The state has committed to injecting roughly \$1 billion a year into the project over a 20-year horizon, but that steady annual drip does not arrive quickly enough to cover the near-term construction obligations the authority is carrying. In other words, the program has the long-term commitment on paper but faces a short-term liquidity gap that could force work to slow or stop before the promised funding catches up.

For contractors, a funding cliff is not an abstract accounting matter. It translates directly into delayed notices to proceed, stretched-out schedules, deferred change-order payments, and uncertainty about whether upcoming packages will actually be advertised. When a project of this magnitude runs short on cash, the ripple effects reach every tier of the supply chain, from the prime contractors managing major civil segments to the specialty trades and material suppliers that depend on predictable draw schedules.

The high-speed rail program has concentrated its active construction in the Central Valley, where crews have been building the guideway that will eventually carry trains between the Bakersfield and Merced areas. The work completed and underway there represents an enormous volume of heavy civil construction: grade separations, viaducts, bridges, and roadway realignments, along with the earthwork, drainage, and utility relocations that accompany a rail alignment cutting across established agricultural and urban terrain.

Much of the built infrastructure to date has centered on the civil backbone rather than the systems that make a railroad run. That means the segments still ahead include not only completing structures and trackbed but eventually installing track, traction power, overhead catenary, signaling, and communications systems, plus stations and maintenance facilities. Each of those phases represents distinct construction opportunities for firms with the right qualifications, but each

also depends on the authority having the cash to advertise and fund the work.

The inspector general's warning matters most for the sequencing of that pipeline. If money runs short in 2027, the authority may be forced to prioritize finishing structures already under construction over launching the next wave of packages. For contractors positioning for track and systems work, that could push anticipated bid dates further out. For civil contractors currently on the job, it raises the risk of demobilization, remobilization costs, and the schedule inefficiencies that come with stop-and-start funding.

The trades affected by any slowdown span nearly the full spectrum of heavy civil and rail construction. Earthmoving and grading contractors, concrete and structural crews building viaducts and grade separations, reinforcing steel and formwork specialists, pile driving and foundation firms, and the operating engineers who run the equipment all have a stake in whether the Central Valley work continues without interruption. So do the material suppliers providing aggregate, cement, rebar, and precast elements.

Looking further down the schedule, the systems phases would draw in an entirely different set of specialty contractors: track installers, electrical contractors for traction power and catenary, signal and communications firms, and the mechanical and building trades needed for stations and support facilities. These are the higher-value packages that many firms have been tracking, and the funding uncertainty makes it harder to plan for the workforce, equipment, and joint-venture arrangements that such work requires.

Bid timing is the practical question every contractor will be asking. The inspector general's finding does not set a firm date for when packages will or will not advertise, but it signals that the authority's procurement calendar could tighten as available funds dwindle. Firms should assume that the next 18 to 24 months carry elevated risk of schedule and funding revisions, and they should watch the authority's business and procurement announcements closely for any changes to planned solicitations.

Contractors already under contract should focus on protecting their positions. That means documenting delays and disruptions carefully, tracking change orders and payment timelines, and understanding the contract provisions that govern suspension of work, standby costs, and remobilization. A funding shortfall that forces schedule changes can generate legitimate claims, but only for firms that maintain thorough records and act promptly under their contract terms.

For firms hoping to enter the project or expand their role, the near-term uncertainty argues for readiness rather than retreat. The state's long-term commitment of roughly \$1 billion annually signals continued investment even if the flow is uneven, and the systems and station work remains substantial. Prequalifying, building relationships with the primes managing the Central Valley segments, and lining up bonding capacity and specialized crews now will position a firm to move quickly when funding stabilizes and packages come to market.

Skanska's LAX Outreach Signals Openings for Small, Local Contractors

Contractors chasing public work in Southern California have a fresh data point on how large program managers are filling out their subcontractor rosters. On a major project at Los Angeles International Airport, general contractor Skanska met its small business hiring targets, and the firm's disadvantaged business enterprise compliance officer, Teresa Maxwell, has laid out the playbook the company uses to connect with contractors located near its job sites.

The takeaway for firms working California public works is straightforward: the demand for qualified small, local, and disadvantaged business enterprises on big airport and infrastructure programs is real, and the primes running those programs are actively looking for firms to fill those roles. For subcontractors that have historically struggled to break into large, complex projects, the outreach effort at LAX represents a concrete example of how those opportunities are being distributed.

Large public projects like the ongoing modernization work at LAX typically carry participation goals for disadvantaged business enterprises. Those goals, tied to the flow of federal and local funding that supports airport and transportation improvements, obligate the prime contractor to make good-faith efforts to award a defined share of the work to certified small and disadvantaged firms. Meeting or exceeding those goals, as Skanska reported doing, requires deliberate recruitment rather than waiting for bids to arrive.

Maxwell's account centers on how Skanska reaches contractors that operate in the communities surrounding its projects. That local-first approach matters to firms in Los Angeles County and the broader Southern California market, because it suggests that proximity to the work and roots in the local trade community carry weight when a prime assembles its team. Contractors that can demonstrate a nearby footprint and relevant experience stand to benefit from that preference.

The broader lesson for California's public-works community is a familiar one: even the most ambitious state projects live and die by cash flow, not just political commitment. The high-speed rail authority's own watchdog is signaling that the money and the construction schedule are out of sync, and contractors who understand that dynamic will be better prepared to manage risk, protect their receivables, and capture opportunity when the funding picture clears.

For firms weighing whether to pursue subcontract packages on airport programs, the scope of work on a facility like LAX spans nearly every trade. Airport modernization generally involves extensive sitework and earthwork, utility relocation, concrete structures, terminal and roadway improvements, and heavy mechanical, electrical, and plumbing systems. Specialty trades ranging from concrete and steel to electrical, HVAC, low-voltage systems, and finishes all find a place on projects of this size.

That breadth is precisely why participation goals create genuine opportunity. A single large program can be broken into dozens of subcontract and supply packages, and many of those packages are sized in a way that smaller firms can realistically pursue. Certified disadvantaged and small business enterprises that position themselves early can compete for scopes in earthwork, paving, structural work, mechanical and electrical systems, materials supply, trucking, and professional services tied to the construction effort.

The changes referenced in Skanska's outreach discussion point to an evolving environment for DBE requirements on federally supported work. For contractors, shifting rules around certification and participation can mean both new eligibility and new competition. Firms that stay current on how these programs are administered, and on which certifications open doors on airport and transit work, will be better placed to capture the packages that primes are required to distribute.

The practical lesson from the LAX experience is that primes are building relationships before bid packages hit the street. Skanska's model of reaching out to local contractors indicates that the firms that show up early, register with the relevant certification programs, and make themselves known to the prime's outreach staff are the ones who get invited to bid the right scopes.

Contractors interested in this kind of work should first confirm their certification status. Disadvantaged business enterprise, small business enterprise, and related certifications are the gateway to participation credit on federally funded projects, and a current certification is often a prerequisite for a prime to count a firm toward its goals. Firms that let certifications lapse or never pursue them may find themselves shut out of packages they could otherwise win.

Beyond certification, firms should make direct contact with the compliance and outreach staff who assemble project teams. The account from Skanska underscores that these officers actively track which local contractors are available and capable. Getting on that radar means providing clear information on bonding capacity, relevant past work, available crews and equipment, and the specific trades a firm self-performs.

On bid timing, contractors should recognize that outreach and prequalification typically run well ahead of formal sub-

contract solicitations. The primes that hit their participation targets do so because they cultivate a pool of qualified local firms in advance. Waiting until a bid advertisement appears often means arriving too late to be considered, so firms should engage program teams during the planning and early construction phases.

For the Southern California construction community, the LAX example is both a reminder and an invitation. Large airport, transit, and infrastructure programs continue to generate substantial subcontracting work across the region, and the mechanisms that steer a share of that work to small, local, and disadvantaged firms are being actively used by at least one major prime. Contractors that keep their certifications current, understand how participation goals shape award decisions, and build direct relationships with outreach staff will be best positioned to turn these programs into signed subcontracts.

Caltrans Monarch Conservation May Shape Roadside Habitat Work

Caltrans has joined statewide efforts to protect western monarch butterflies as the insects return to overwintering sites along California's central coast and other coastal areas. The agency cites urban growth and climate change as ongoing threats to monarch migration and habitat.

The department is participating in the California Multi-Agency Monarch and Pollinator Collaborative and has enrolled in the Nationwide Candidate Conservation Agreement with Assurances. Through these programs, participating agencies are committing to better identify monarch habitat and carry out science-based conservation measures.

For contractors working on Caltrans right-of-way projects, the department's conservation commitments could influence roadside landscaping, vegetation management, and habitat mitigation requirements on future highway work. Firms bidding state transportation projects along coastal corridors may encounter pollinator-friendly planting and habitat protection specifications tied to these agreements.

Caltrans framed its involvement as a leadership role in coordinating monarch conservation across California, signaling continued attention to pollinator habitat in its environmental compliance approach.

California Cities Falling Short Of State Housing Targets

California directed every city and county to plan for 2.5 million new homes by 2030, but the state reports that nearly every jurisdiction is off pace. Only five jurisdictions are on track to meet their assigned housing numbers.

The housing allocations, known as RHNA targets, require local governments to zone and permit for their share of new units. The widespread shortfall points to a large gap between planned housing and actual construction across the state.

For contractors, the lag underscores both the scale of demand for residential building and the obstacles slowing projects from moving into the field. Firms tracking future work will want to watch which jurisdictions face state pressure to accelerate approvals.

As the 2030 deadline approaches, ongoing scrutiny of local performance could drive new efforts to speed permitting and open opportunities for residential and infrastructure work statewide.

California Cities Lag Housing Goals, Signaling Contractor Opportunity

California cities are falling far short of the housing production targets set by Governor Gavin Newsom's administration,

according to reporting from CalMatters marking the halfway point of the current planning cycle. The state continues to

grapple with a severe shortage of homes affordable to ordinary buyers, and the latest data shows that very few municipalities are on pace to meet their assigned housing goals.

For contractors and subcontractors who build residential and mixed-use projects, the shortfall is both a warning and a signal. The gap between what the state expects and what local governments are actually permitting represents a large volume of construction that has not yet materialized. As pressure mounts on cities to close that gap, firms positioned to deliver housing at scale stand to benefit.

The housing targets in question flow from the state's Regional Housing Needs Allocation process, which distributes production goals to every city and county. Those allocations cover a multi-year planning window, and the summer season identified in the reporting marks the midpoint of that period. Reaching the halfway mark with most jurisdictions behind schedule suggests that the second half of the cycle will require a substantial acceleration of permitting and construction if goals are to be met.

Because the source material focuses on the policy shortfall rather than a specific named project, the exact scope of any single development is not detailed here. What is clear is that the state's stated ambition calls for far more homes than are currently being produced, and that closing the gap will require work across the full range of residential construction types, from single-family and infill projects to larger multi-family and mixed-use developments.

For firms tracking public and publicly assisted work, the implications are significant. Much of California's housing pipeline moves through local entitlement and permitting processes, and a portion is supported by public financing, affordable-housing programs, and infrastructure investment. When cities move to ramp up production to satisfy state expectations, the resulting projects typically generate demand for a wide spectrum of trades.

That demand starts with site work. New residential development requires grading, excavation, and earthwork, along with underground utilities for water, sewer, and storm drainage. Infill and higher-density projects in built-out neighborhoods often involve demolition, shoring, and careful coordination with existing infrastructure, all of which draw on specialized site and civil contractors.

Structural work follows. Depending on building type, projects call for concrete foundations and podiums, wood framing for lower-rise multifamily, and steel or concrete structures for

taller buildings. Each of these paths engages different segments of the contracting community, from concrete and framing subcontractors to structural steel erectors and pre-cast suppliers.

Mechanical, electrical, and plumbing trades are equally central. Residential construction at scale means significant demand for plumbers, electricians, and HVAC installers, as well as fire protection and low-voltage systems contractors. As newer housing incorporates more electrification and energy-efficiency requirements common in California, electrical and mechanical scopes have grown, favoring firms that can meet current code and performance standards.

Finishing and exterior trades round out the picture. Roofing, waterproofing, drywall, painting, flooring, cabinetry, and landscaping all come into play, along with the paving and site improvements that accompany new residential blocks. A meaningful surge in housing production would ripple through this entire supply chain, tightening labor markets and increasing competition for skilled crews.

Phasing will matter for how this work reaches the market. Larger developments are typically built in stages, with infrastructure and site preparation preceding vertical construction, and with individual buildings or blocks brought online sequentially. Contractors that can staff multiple phases, maintain schedule across long build-outs, and manage the coordination that dense projects demand will be best placed to capture the work.

Bid timing is harder to pin down from the policy-level picture, because individual projects advance on their own schedules tied to entitlements, financing, and local approvals. The broader takeaway is that the volume of housing California says it needs remains largely unbuilt, and that jurisdictions under pressure to perform may look to streamline approvals and move projects forward more quickly in the years ahead.

Firms that want to position themselves should watch local planning departments and housing agencies in the jurisdictions where they operate, since that is where allocations translate into actual permits and shovel-ready work. Building relationships with residential and affordable-housing developers, staying current on California's evolving building and energy codes, and lining up reliable subcontractor and labor capacity are all practical steps. For contractors willing to focus on housing, the state's persistent shortfall points to a long runway of potential work if and when California cities move to catch up.

Caltrans Advances Whiskey Creek Bridge Replacement On SR-299

Caltrans is moving forward with replacing the Whiskey Creek Bridge along State Route 299 in Shasta County, a corridor that has connected communities in the region for more than six decades. The existing structure and highway alignment date to a 1960 relocation project tied to the construction of Whiskeytown Dam.

The replacement work will bring several modern upgrades to the bridge, which sits roughly 11 miles west of Redding along a two-lane expressway stretch of SR-299.

The original corridor was built after the U.S. Bureau of Reclamation's Whiskeytown Dam project required relocating about five miles of highway, since the reservoir would inundate the original townsite and old roadway. The reservoir stores 250,000 acre-feet as part of the Central Valley Project.

For contractors, the bridge replacement represents public-works opportunity in Caltrans District 2, adding to the state's ongoing pipeline of structure rehabilitation and highway modernization work in the northern part of the state.

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ALA,CC COUNTY ¹

[Trash capture devices, MVPs, MGS, erosion control, and Mod lighting](#)

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Sep 16, 2026 · 5:00 PM

ALAMEDA,CONTRA COSTA,MARIN,NAPA,SAN FRANCISCO,SAN MATEO,SANTA CLARA,SOLANO,SONOMA COUNTY ¹

[Hazardous Waste Disposal Services in Alameda, Santa Clara, San Mateo, San Francisco, Contra Costa,...](#)

Caltrans

Sep 7, 2026 · 5:00 PM

AMADOR,CALAVERAS COUNTY ¹

[SB Minor B - Install curve warning signs - Amador and Calaveras Counties](#)

Caltrans

Sep 7, 2026 · 5:00 PM

AMADOR,MARIPOSA COUNTY ¹

[Vegetation and Tree Removal Services in Amador, and Mariposa Counties](#)

Caltrans

Sep 16, 2026 · 5:00 PM

CALAVERAS COUNTY ¹

[SB Minor B - Install Curve Warning Signs - Calaveras County](#)

Caltrans

Sep 8, 2026 · 5:00 PM

CONTRA COSTA COUNTY ¹

[Construct pedestrian and bike lane, curb ramps and lighting systems](#)

Caltrans

Sep 9, 2026 · 5:00 PM

FRESNO COUNTY ¹⁰

[Mailbox Only - Request for Qualifications for Engineering for Elevator Modernization Services](#)

City of Fresno

Sep 11, 2026 · 8:00 AM

[MAILBOX ONLY - for On-Call Plan Check, Back Check, and Inspection Services](#)

City of Fresno

Sep 14, 2026 · 5:00 AM

[Request for Proposals Requirements Contract for Fence and Gate Services](#)

City of Fresno

Sep 15, 2026 · 8:00 AM

[Request for Proposals Requirements Contract for Concession Services at the Granite Park Sports...](#)

City of Fresno

Sep 15, 2026 · 8:00 AM

[Traffic Signal Left Turn Phasing at Millbrook and Alluvial](#)

City of Fresno

Sep 15, 2026 · 8:00 AM

[Request for Proposals for Art Consultant Services for the Reconnecting Communities Project](#)

City of Fresno

Sep 22, 2026 · 8:00 AM

[Mailbox Only - Request for Proposals for Transit Passenger Satisfaction Survey](#)

City of Fresno

Sep 25, 2026 · 8:00 AM

[Requirements Contract to Furnish & Install Polyethylene Water Service Replacements](#)

City of Fresno

Sep 29, 2026 · 8:00 AM

[MAILBOX ONLY - for Emergency Shelter Operations](#)

City of Fresno

Sep 30, 2026 · 8:00 AM

[Mailbox Only- for Worker's Compensation Claims Administration](#)

City of Fresno

Oct 1, 2026 · 8:00 AM

IMPERIAL,SAN DIEGO COUNTY ¹

[Hazardous Waste Disposal Services in San Diego and Imperial Counties](#)

Caltrans

Sep 9, 2026 · 5:00 PM

KERN COUNTY ³

[Motorola Radios and Accessories](#)

City of Bakersfield

Sep 9, 2026 · 6:00 AM

[Bird Rf Wideband Power Sensor](#)

City of Bakersfield

Sep 9, 2026 · 6:00 AM

[RFQP City of Bakersfield Comprehensive Safety Action Plan](#)

City of Bakersfield

Sep 18, 2026 · 10:00 AM

KINGS COUNTY ¹

[Concrete barrier, crash cushion, & rock slope protection](#)

Caltrans

Sep 9, 2026 · 5:00 PM

LOS ANGELES COUNTY 27

[Groundwater Pre-filter and Carbon Filtration Removal, Replacement and Repair Services in Los...](#)

Caltrans Sep 7, 2026 · 5:00 PM

[The County of Los Angeles Public Works is issuing this Request for Proposals to solicit proposals...](#)

LA County Public Works Sep 8, 2026 · 5:00 PM

[Noho Hc Equip - General/office Acquisitions](#)

LA County Public Works Sep 9, 2026 · 5:00 PM

[The services shall include, but not limited to: preparation of environmental documents in...](#)

LA County Public Works Sep 9, 2026 · 5:00 PM

[Fresh Sgv: Regional Sb Food Recovery Compliance Program](#)

San Gabriel Valley Council of Governments Sep 10, 2026 · 7:00 AM

[Pure Storage](#)

Port of Long Beach Sep 11, 2026 · 10:00 AM

[Los Angeles County Public Works is requesting proposals from qualified firms to provide On-Call...](#)

LA County Public Works Sep 14, 2026 · 5:00 PM

[Guardrail Replacement - Guardrail Repair and Replacement, South Los Angeles County](#)

LA County Public Works Sep 14, 2026 · 5:00 PM

[Hd-s3135 Pier B on Dock Rail Support Facility West Expansion & Pier B Street Realignment](#)

Port of Long Beach Sep 15, 2026 · 7:00 AM

[Request For Proposals On-Call Technical and Environmental Services for Solid Waste Facilities and...](#)

LA County Public Works Sep 15, 2026 · 5:00 PM

[Armada's Commander Os Platform - Brand Specific](#)

LA County Public Works Sep 15, 2026 · 5:00 PM

[Flow Measuring Systems](#)

Metropolitan Water District of Southern California Sep 17, 2026 · 4:00 AM

[Rancho Vista Blvd ADA Improvements and Sidewalk Gap Closure](#)

City of Palmdale Sep 17, 2026 · 7:00 AM

[Outreach and Engineering Design Services for the Safe Paths Pomona At-Grade Pedestrian and Bike...](#)

San Gabriel Valley Council of Governments Sep 18, 2026 · 10:00 AM

[On-Call Land Surveying, Mapping and Aerial Mapping Services](#)

Metropolitan Water District of Southern California Sep 21, 2026 · 4:00 AM

[Pavemt. Preserv. - Pavement Preservation, South Los Angeles County](#)

LA County Public Works Sep 21, 2026 · 5:00 PM

[Copper Basin Reservoir Discharge Valve Replacement](#)

Metropolitan Water District of Southern California Sep 22, 2026 · 7:00 AM

[On-Call Security Systems Integrator](#)

Port of Long Beach Sep 23, 2026 · 8:00 AM

[Janitorial Services](#)

Santa Clarita Valley Water Agency Sep 23, 2026 · 9:00 AM

[Radar UAV Detection](#)

Port of Long Beach Sep 23, 2026 · 10:00 AM

[Cmms Solution Replacement](#)

City of Burbank Sep 25, 2026 · 7:00 AM

[Bridge Seismic Retrofit - The Old Rd over Castaic Creek 53C](#)

LA County Public Works Sep 28, 2026 · 5:00 PM

[Avenue of the Oaks Tank 2 Tank Coating Project](#)

Santa Clarita Valley Water Agency Sep 29, 2026 · 3:00 AM

[Ridge Route Tank Relining Project](#)

Santa Clarita Valley Water Agency Sep 29, 2026 · 4:00 AM

[Olympian Tanks 1 and 4 Exterior Repainting Project](#)

Santa Clarita Valley Water Agency Sep 29, 2026 · 5:00 AM

[Inland Feeder/San Bernardino Valley Municipal Water District Foothill Pump Station Intertie, Stage 1](#)

Metropolitan Water District of Southern California Sep 29, 2026 · 7:00 AM

[Professional Engineering Services for the Pier A West Coastal Resilience Improvements Project](#)

Port of Long Beach Sep 29, 2026 · 9:00 AM

LOS ANGELES, ORANGE, SAN DIEGO COUNTY 1

[Games Route Network Improvements for the Olympic and Paralympic Games Job Order Contracting](#)

Caltrans Sep 14, 2026 · 5:00 PM

MADERA COUNTY 2

[HMA, RHMA, imported borrow, clearing & grubbing, and lighting system](#)

Caltrans Sep 8, 2026 · 5:00 PM

[Cold plane AC pavement and HMA](#)

Caltrans Sep 21, 2026 · 5:00 PM

MENDOCINO COUNTY 1

[SB Minor B - Construct communication system Mendocino County](#)

Caltrans Sep 20, 2026 · 5:00 PM

MONO COUNTY 1

[SB Minor B - Patch and Seal Maintenance Station Parking Lot in Mono County](#)

Caltrans Sep 8, 2026 · 5:00 PM

NEVADA COUNTY 1

[IFPQ General Building Repair Services in Kingvale in Nevada County](#)

Caltrans Sep 10, 2026 · 5:00 PM

ORANGE COUNTY 10

[ANAHEIM/SANTA ANA URBAN AREA INITIATIVE Emergency Preparedness & Public Awareness Campaigns](#)

City of Santa Ana Sep 8, 2026 · 7:00 AM

[SB Minor B - Sidewalk gap closure for a safer walkway](#)

Caltrans Sep 8, 2026 · 5:00 PM

[Exterior Maintenance Services](#)

City of Santa Ana Sep 9, 2026 · 7:00 AM

[Affordable Housing Financial, Analytical and Advisory Services](#)

City of Santa Ana Sep 9, 2026 · 7:00 AM

[On-Call Right of Way Specialty Services](#)

City of Santa Ana Sep 10, 2026 · 7:00 AM

[Replace drainage, Elect systems, and guardrail with Conc barrier](#)

Caltrans Sep 23, 2026 · 5:00 PM

[Safety Work Shoes](#)

City of Santa Ana Sep 24, 2026 · 7:00 AM

[Santa Ana Regional Transportation Center Leasing Opportunity](#)

City of Santa Ana Oct 1, 2026 · 7:00 AM

[Affordable Housing Development](#)

City of Santa Ana Oct 1, 2026 · 9:00 AM

[Construct JPCP, HMA, drainage Sys, sign structures, and Elect Sys](#)

Caltrans Oct 5, 2026 · 5:00 PM

RIVERSIDE COUNTY 5

[Turf Replacement with Water Efficient Landscaping for Fire Stations 5, 11, & 13](#)

City of Riverside Sep 10, 2026 · 5:00 AM

[Riverside Regional Water Quality Control Plant Headworks Overflow](#)

City of Riverside Sep 11, 2026 · 5:00 AM

[Airport Turf Replacement](#)

City of Riverside Sep 15, 2026 · 5:00 AM

[Civil Engineer Consultant for Pierce Street Wastewater Lift Station](#)

City of Riverside Sep 15, 2026 · 5:00 AM

[Airport Janitorial Services for Airport Terminal and Faa/fsdo Facility](#)

City of Riverside Sep 21, 2026 · 7:00 AM

SACRAMENTO COUNTY 8

[HMA, Cl 2 AB, Rdwy Exc, Conc barrier and sign structures](#)

Caltrans Sep 8, 2026 · 5:00 PM

[Tactical Lights for Handguns](#)

City of Sacramento Sep 9, 2026 · 7:00 AM

[Street Sweeping Services](#)

City of Sacramento Sep 9, 2026 · 7:00 AM

[Specialized Support for Construction and Post-Construction Stormwater Programs](#)

City of Sacramento Sep 11, 2026 · 8:00 AM

[Cosumnes Ecological Reserve Oak Woodland Restoration Project ; Sacramento County](#)

Caltrans Sep 16, 2026 · 5:00 PM

[Lease of Oki Park Open Space](#)

City of Sacramento Sep 18, 2026 · 7:00 AM

[On-Call Consultant Services for the Water Forum](#)

City of Sacramento Sep 21, 2026 · 8:00 AM

[On-Call Enhanced Security Services](#)

City of Sacramento Sep 25, 2026 · 7:00 AM

SAN BERNARDINO COUNTY 1

[Roadway excavation and hot mix asphalt](#)

Caltrans Oct 5, 2026 · 5:00 PM

SAN BERNARDINO,SAN DIEGO COUNTY 1

[Hazardous Lab Cleaning Services ; San Bernadino and San Diego County](#)

Caltrans Sep 16, 2026 · 5:00 PM

SAN DIEGO COUNTY 27

[Economic Impact Study](#)

San Diego County Regional Airport Authority Sep 9, 2026 · 7:00 AM

[Tire Leasing and Purchase](#)

North County Transit District Sep 10, 2026 · 7:00 AM

[As-Needed Investigative Services](#)

City of San Diego Sep 10, 2026 · 7:00 AM

Weed Abatement Services

San Diego Metropolitan Transit System Sep 11, 2026 · 7:00 AM

Employment Assistance Program Services

City of San Diego Sep 11, 2026 · 7:00 AM

On-Call Beam Seat Upholstery

San Diego County Regional Airport Authority Sep 11, 2026 · 7:00 AM

Ammunition for San Diego Police Department

City of San Diego Sep 11, 2026 · 8:00 AM

Facility Management and Maintenance Services for Mission Valley Road

City of San Diego Sep 14, 2026 · 7:00 AM

On-Call Geotechnical, Materials Testing and Special Inspection Engineering Consulting Services

City of Chula Vista Sep 16, 2026 · 7:00 AM

Howard Lane Neighborhood Park Improvements

City of San Diego Sep 16, 2026 · 7:00 AM

Uniforms and Accessories for San Diego Police Department Recruits

City of San Diego Sep 16, 2026 · 8:00 AM

City of Chula Vista Police Patrol Vehicle

City of Chula Vista Sep 17, 2026 · 5:00 AM

Laboratory Analysis Services

City of San Diego Sep 17, 2026 · 7:00 AM

Lab Request Management Software

City of Chula Vista Sep 18, 2026 · 5:00 AM

As-Needed Security Guard Services for Library Department

City of San Diego Sep 18, 2026 · 7:00 AM

GASB 87 Lease Management Software & GASB 96 Subscription-Based Information Technology Arrangement...

City of San Diego Sep 18, 2026 · 7:00 AM

Quieter Home Program Phase 14 Group 11

San Diego County Regional Airport Authority Sep 21, 2026 · 7:00 AM

Laboratory Information Management System

City of San Diego Sep 21, 2026 · 7:00 AM

On-Call Locksmith Services

San Diego County Regional Airport Authority Sep 21, 2026 · 7:00 AM

Mission & Thomas HAWK

City of San Diego Sep 22, 2026 · 7:00 AM

Accessible Web-Based Aviation Data Portal and Service

San Diego County Regional Airport Authority Sep 23, 2026 · 7:00 AM

Computer Refresh Purchase

San Diego Metropolitan Transit System Sep 29, 2026 · 7:00 AM

47th St. & Hartley St. HAWK

City of San Diego Sep 29, 2026 · 7:00 AM

Micro-transit Transportation Services for the Chula Vista Community Shuttle Program and Community...

City of Chula Vista Sep 30, 2026 · 5:00 AM

Construct bridge, Aux lanes, Geo Reinf Emb, rock Exc, Elect, landscape

Caltrans Sep 30, 2026 · 5:00 PM

Bus Operations East/West HVAC and Fan Replacement

North County Transit District Oct 2, 2026 · 7:00 AM

Mohnike Adobe and Barn Restoration

City of San Diego Oct 6, 2026 · 7:00 AM

SAN FRANCISCO COUNTY 1

Ductile Iron Water Main Replacement and Rehab,... Cost: \$17,250,000.00

SF Public Utilities Commission Sep 23, 2026 · 5:00 PM

SAN MATEO COUNTY 4

Installation of 185 Ft of Anti-climb Fence

San Mateo County Transit District Sep 18, 2026 · 7:00 AM

General Counsel and Legal Services

San Mateo County Transit District Sep 18, 2026 · 7:00 AM

On-Call Real Estate Services

San Mateo County Transit District Sep 21, 2026 · 7:00 AM

North Base Electric Vehicle Charging Project

San Mateo County Transit District Sep 22, 2026 · 7:00 AM

SANTA BARBARA COUNTY 1

On-site Coffee Service at the Goleta Train Station

City of Goleta Sep 18, 2026 · 8:00 AM

SANTA CLARA COUNTY 5

Notice of Intention to Sell Securities

Santa Clara Valley Water District Sep 9, 2026 · 1:15 AM

SJCC and EVC Electrical Smart Meter Installation

San Jose Evergreen Community College District Sep 15, 2026 · 7:00 AM

SJCC Elevator Modernization Phase 2

San Jose Evergreen Community College District Sep 22, 2026 · 7:00 AM

On-Call Fence and Gate Repair and Maintenance Services

Santa Clara Valley Water District Sep 23, 2026 · 7:00 AM

[San Francisco Intertie Valves and Joints](#)

Santa Clara Valley Water District Oct 2, 2026 · 7:00 AM

SANTA CRUZ COUNTY 1

[Place bridge scour protection](#)

Caltrans Sep 21, 2026 · 5:00 PM

STANISLAUS COUNTY 2

[Pedestrian hybrid beacon system and curb ramp](#)

Caltrans Sep 8, 2026 · 5:00 PM

[Roadway excavation, HMA, and modifying lighting systems](#)

Caltrans Sep 22, 2026 · 5:00 PM

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Post your subcontractor outreach ad.

Seeking certified DBE/DVBE/MBE/WBE/SBE subs for a bid? Your outreach ad runs in every edition through your bid date and reaches our full subscriber list.

the-daily-reporter.vercel.app/ad-form

ADVERTISE WITH US

Display advertising in **The Daily Reporter**

The Daily Reporter is a four-color digital newspaper published 52 times each year in three editions — Southern California, Northern California, and a statewide Water edition — plus Builder’s Blueprint. It is free to read at www.TheDailyReporter.net and reaches 4,000 California construction firms by email. Rates below are per insertion, full color. Multi-run ads can be changed each issue at no extra cost.

AD TYPE	SIZE	1 WK	6 WK	13 WK	26 WK
Two-page spread	17 1/4" × 11 1/4"	\$969	\$811	\$653	\$495
Full page (boxed)	8" × 9 3/4"	\$574	\$526	\$478	\$430
Half page	8" × 4 3/4"	\$364	\$337	\$310	\$283
One third	2 7/8" × 7 1/2"	\$289	\$270	\$251	\$232

All display ads also run in our subscriber emails. Good Faith Effort legal advertising is priced by column inch — email your ad for a no-obligation quote. Same-day publishing available at no extra cost. Ad creation and design services available at \$75/hour.

C&S PUBLISHING (916) 729-5432 CandSPublishing@gmail.com

**REQUEST FOR SUBCONTRACTORS/SUPPLIERS/SERVICE PROVIDERS****Caltrans Contract 03-0N4504****Fulton Avenue Overcrossing to Auburn Boulevard on-Ramp Overcrossing****General work description:** HMA, CI 2 AB, Roadway Excavation, Concrete Barrier and Sign Structures.**EE: \$5.8 Million****Bid Date: September 9, 2026 at 2:00 PM******Quotes not received by 11:00 AM on bid day may not be reviewed/evaluated****

Flatiron Dragados Constructors, Inc. (FDCI), requests subcontractor/supplier/service participation for the following Items of work, but not limited to: Construction Area Signs & Roadway Signs, Clear & Grub, Erosion Control, Landscaping & Irrigation, AC Paving, Cold Plane AC, CIDH, Joint Seal Assemblies, Post Tensioning, Rebar, Erect Steel Structures, Overhead Signs, CIDH Concrete Pile (Sign Foundation), Asphalt Dike/Curbs, Underground Utilities, Fences & Gates, Metal Railing, Bridge Concrete Barrier, Striping & Markings, Electrical, Sign Illuminating System, Minor Concrete, Traffic Control, Aggregates including: CL4 AB & RSP, Ready Mix Concrete, Concrete Pumping Services, Furnish Structural Steel/Bridge, Welded Steel Pipe, Misc. Metals, Iron & Steel, Trucking Services, Lead Compliance Plan, Remove Traffic Stripe (Water Blasting), Street Sweeping, SWPPP Plan, SWPPP Materials.

Caltrans Spec Section 2-1.11 IN-USE OFF-ROAD DIESEL-FUELED VEHICLE LIST. CARB Certs required from listed Subs.

100% performance/payment bonds will be required for the full amount of the subcontract price. Please contact FDCI for any assistance to this solicitation, including obtaining bonding, insurance, equipment, materials and/or supplies. Provide subcontractor/supplier scopes/quotes as early as possible to enable estimators to perform a thorough evaluation of all quotes received. Quotes will be broken down into comparable packages as reasonably necessary to facilitate participation. Quotes must be valid for the same duration as specified by the Owner for Contract Award. We are signatory to Operating Engineers, Laborers, Cement Masons, Carpenters and Pile Drivers Unions. Non-signatory subs will be required to sign an agreement for trades covered under our union agreements. Flatiron intends to work cooperatively with subcontractors and suppliers for all bid items you are licensed and qualified to perform. Bid items can be split to facilitate participation from all certified firms. Flatiron will reimburse for bond premium up to 2%. Firms must possess & provide current contractor's license number & DIR Registration number on the quote. Firms must possess insurance and workers compensation coverage meeting project requirements. Waiver of Subrogation is required. Please contact Flatiron for any assistance required by your firm. Subcontractors/Suppliers will be required to execute our standard agreements and agree to the standard general terms & conditions. Copies are available for review on our Box.com ftp site upon email request.

To view and download projects docs for FREE from the Caltrans website you will need to "Create an Account" with Caltrans Bidding Connect. Use the following link: DES-PPM&OE - Advertised Projects (ca.gov) select All Advertised Projects page and enter the Contract number: 03-0N4504. Sign in is required to access project plans.

To access FREE project documents from our FD BOX ftp site, please send an email request to NorCalBids@FDcorp.com

You will be provided with a BOX link to view & download plans and specs for FREE from our BOX.com ftp site. Please send an email if you would like to schedule an appointment to review project documents or meet with an estimator in our office. These services are offered by appointment only.

Please send all quotes by email to NORCALS@FDcorp.com

Flatiron Dragados Constructors, Inc.

1200 Concord Ave., Suite 465, Concord, CA 94520

Phone 707-742-6000 Bid Fax 707-746-1603

An Equal Opportunity Employer

Contractor License 1134655

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form



S+B James Construction is seeking subcontractor bids for the **Antioch USD Orchard Park School New Gym & Multipurpose Room (MPR) Buildings and Classroom Modernization project.**

Project Description: Antioch Unified School District will be constructing a new Gym and MPR Building, as well as modernizing the existing MPR Building into new Classrooms, Prep Rooms and Offices.

This Project will include an extension of the existing Drop-Off Area and Parking Lot, as well as new exterior Sports Courts and Site Improvements.

Trade work to include:

Final Clean
Surveying
Demo & Abatement
Concrete
Structural Steel
Casework
Waterproofing, Caulking & Sealants
Building Insulation
Roofing
Flashing & Metal
Expansion Joints
Glass & Glazing
DFH
Overhead Doors
Cement Plaster, Stucco & EIFS
Drywall & Framing
Ceramic Tile
Acoustical Ceiling
Flooring
Painting
Athletic Surfacing
Specialties
Signage
Wall Protection
Operable Partitions
Food Svc Equipment
Theater Equipment
Athletic Equipment
Window Coverings
Seating
Wheelchair Lifts
Fire Sprinklers
Plumbing
HVAC
Electrical
Photovoltaic
Low Voltage & Comm/Security
Earthwork
Asphalt Painting
Fence & Gates
Landscape & Irrigation
Site Concrete
Utilities

Project Location: 5150 Live Oak Avenue, Oakley, CA 94561
Project Duration: October 2026 – February 2028
Architect: HKIT

Project Labor Requirements: Prevailing Wage, Certified Payroll, Skilled and Trained Workforce as defined in Chapter 2.9 (Section 2600et seq.) of the Public Contract Code. There is not a PLA on this project. S+B James is signatory to the Carpenters and Laborers Union. All scopes under Carpenters and Laborers must use labor from respective unions.

Owner Controlled Insurance Program (OCIP): The District will have an OCIP in place on this Project

S+B James Prequalification Required: All bidders are required to prequalify with S+B James prior to bidding on this project. Contact Sabrina Naranjo sabrinanaranjo@sbjames.com for a prequalification link. S+B James uses TradeTap to qualify subcontractors.

Antioch Unified School District Prequalification: Prequalification of Contractor and MEP Subcontractors. In accordance with California Public Contract Code section 20111.6, the Contractor is required to submit to the District a completed set of prequalification documents on forms provided by the District and be deemed prequalified by the District prior to entering into the Contract for the Project. In addition, all mechanical, electrical or plumbing ("MEP") Subcontractors of any tier (contractors that hold C-4, C-7, C-10, C-16, C-20, C-34, C-36, C-38, C-42, C-43 or C-46 licenses), must also be prequalified. It is the responsibility of the bidder to ensure that all MEP Subcontractors holding any of the licenses listed above are properly prequalified. This prequalification requirement for MEP Subcontractors applies even if the subcontractor will perform, or is designated to perform, work that does not require one of the licenses listed above, but the subcontractor holds one of the licenses listed above. Prequalification documents are available from the Antioch

Unified School District website at https://www.qualitybidders.com/users/sign_up

Certified Business Enterprises: Antioch USD is committed to the utilization of Disabled Veterans Business Enterprises and Local Business Enterprises subcontractors and suppliers on this project.

Bids Due: Early Release Trades Bid Packages: 02B Survey, 03A Concrete, 05A Metals, 26A Electrical, 31A Earthwork, 32A Asphalt Paving, 32C Landscape, 33A Site Utilities due: 9/9/26, 3PM All Other Bid Packages due 9/14/26, 3PM

Job Walk (all trades)(not mandatory): 8/26 2PM
Pre-Bid RFIs Due: 9/2/26 @3PM

Bid Award Criteria: Bids will be evaluated based on a Best-Value Selection. Subcontractors will be chosen based on their ability to provide a combination of quality, efficiency, expertise, and cost-effectiveness. The goal of the best-value selection process is to identify Subcontractors who can deliver a project that meets or exceeds expectations in terms of quality, efficiency, and overall value.

ALL BIDS MUST BE SUBMITTED ON A PROJECT BID FORM AND SIGNED ITB FORM (INCLUDE BREAKOUTS) WHICH CAN BE FOUND IN BUILDING CONNECTED.

Contact Sabrina Naranjo, sabrinanaranjo@sbjames.com, 916-699-5381 for an invite to this project in Building Connected or Daniel Martinez danielmartinez@sbjames.com, 310-483-4771 for project specific questions.

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form



SULLY-MILLER CONTRACTING Co.

Subcontractor Bids Requested Form

We are seeking (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 0%) subcontractors & suppliers for the portion of this work, which includes, but not limited to, the following:

THE PORT OF LONG BEACH Harbor Scenic Dr. Roadway & Infrastructure Improvements

Project ID: HD-S3171

Engineer's Estimate: \$71,800,000.00

Bid Date & Time: SEPTEMBER 15, 2026 @ 2:00PM

TRADES REQUESTED (but not limited to): ADJUST UTILITIES, CLEARING AND GRUBBING, CONCRETE, ELECTRICAL, LANDSCAPE / IRRIGATION, HAUL HAZARDOUS SOIL & DISPOSAL, SIGNS, STRIPE / MARK, SWPPP, TRAFFIC CONTROL, TRUCKING, PILES, DEMO & REMOVALS

Sully-Miller Contracting Company is requesting all qualified Subcontractors/Vendors to please send in a Scope Letter for bid items being priced, 48-72 hours prior to Bid Date & Time so any questions can be addressed by the Estimator.

Plans, Specifications and Project Requirements are available for viewing on the Sully-Miller Website: www.sully-millerplans.com, via <https://www.planetbids.com/portal/portal.cfm?CompanyID=19236#> and/or the State of California Department of General Services' (DGS), <https://caleprocure.ca.gov/pages/PublicSearch/supplier-search.aspx>, respective online vendor databases.

Sully-Miller is willing to set aside any portion of work, no matter how small to encourage (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 0%) participation.

If you require information regarding assistance in obtaining bonding, insurance, credit, equipment, supplies, materials, or related services, please call our office.

100% Payment and Performance Bonds May Be Required

Sully-Miller Contracting Company

An Equal Opportunity Employer

License No. 747612-A

DIR Registration No. 1000003664

135 S. State College Blvd., Suite 400, Brea, CA 92821

Contact: Estimating Department at bids@sully-miller.com

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SULLY-MILLER CONTRACTING Co.

Sully-Miller Railworks Joint Venture Subcontractor Bids Requested Form

We are seeking (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 5%) subcontractors & suppliers for the portion of this work, which includes, but not limited to, the following:

Port of Long Beach

PIER B ON-DOCK RAIL SUPPORT FACILITY WEST EXPANSION & PIER B STREET REALIGNMENT

Project ID: HD-S3135

Engineer's Estimate: \$78,952,000.00

Bid Date & Time: September 15, 2026 @ 2:00 PM

TRADES REQUESTED (but not limited to): ADJUST UTILITIES, AGGREGATES , BAR REINFORCED STEEL, CATCH BASINS, CHAIN LINK FENCE , CLEARING AND GRUBBING, COLD MILLING, CONC.STRUCTURES & REBAR (CB'S), CONCRETE, CONSTRUCTION AREA SIGNS, DEWATERING, ELECTRICAL , EROSION CONTROL (TYPE D), EXCAVATION, FENCING, FILTER FABRIC FENCE, GEOTEXTILE FABRIC, GRINDING/GROOVING CONCRETE, GUARD RAIL, HAZARDOUS SOIL DISPOSAL, IMPORT MATERIALS, K-RAIL, LANDSCAPE / IRRIGATION, LOOPS, HAUL HAZARDOUS SOIL, CONCRETE SLURRY, ENVIRONMENTAL, CAMERA SYSTEM, FULE LINE, PIPE LINING, PIPE FUSING, RCP, RAIL ROAD , ROOT PRUNE / BARRIER, SANDBLASTING, SIGNS , SIGN STRUCTURES, SAWCUT, SHORING, SOIL SERILANT, STORM DRAIN, STREET LIGHTS, STRIPE / MARK, STRUCTURES, SURVEY/SURVEY MONUMENTS, SWPPP, TEMPORARY RAILING, THERMOPLASTIC TRAFFIC STRIPING, TRAFFIC CONTROL, TREE REMOVAL, TREE TRANSPLANT, TRUCKING, UNCLASSIFIED EXCAVATION, WATER PROOFING, RIP RAP, ROCK SLOPE PROTECTION, SWEEPING, REBAR, QUALITY CONTROL, ADJUST UTILITIES

Sully-Miller Railworks Joint Venture is requesting all qualified Subcontractors/Vendors to please send in a Scope Letter for bid items being priced, 48-72 hours prior to Bid Date & Time so any questions can be addressed by the Estimator.

Plans, Specifications and Project Requirements are available for viewing on the Sully-Miller Website: www.sullymillerplans.com, or via <https://www.polb.com/sbe> Click on the POLB Vendor Portal

SMRJV is willing to set aside any portion of work, no matter how small to encourage (SBE PARTICIPATION - 27% and VSBE PARTICIPATION - 5%) participation.

If you require information regarding assistance in obtaining bonding, insurance, credit, equipment, supplies, materials, or related services, please call our office.

100% Payment and Performance Bonds May Be Required

Sully-Miller Contracting Company

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License No. 747612-A

DIR Registration No. 1000003664

135 S. State College Blvd., Suite 400, Brea, CA 92821

Contact: Estimating Department at bids@sully-miller.com

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**REQUEST FOR QUOTES FROM CERTIFIED SDVOSB/SDBE/VOSB/HUBZone/WBE/SBE SUBS,
SUPPLIERS & TRUCKERS:**

US Army Corp of Engineers
PROJECT TITLE: NATOMAS REACH B PP5
PROJECT LOCATION: Sacramento
Project # W9123826S0018

The Corps of Engineers highly encourages all bidders to meet the recommended subcontracting goals as follows: Small Businesses - 30.0%, Small Disadvantaged Businesses - 10.0%, Women-Owned Small Businesses - 5.0%, HUBZone Small Business - 2.0%, Veteran-Owned Small Business - 4.0%, Service-Disabled Veteran Owned Small Business - 3.0%

SUB BIDS DUE NO LATER THAN September 28, 2026 at 12:00 p.m.
BID DATE: September 29, 2026 at 9:00 a.m.

We are soliciting quotes for the following items of work including, but not limited to: SUBCONTRACTORS: CAS /Roadway Signs, Demo, Clear & Grub, Erosion Control, AC Paving, Cold Plane AC, Rebar, Erect Steel Structures, Painting & Concrete Stain, AC Dike & Curbs, Underground Utilities, Fencing, Metal Railing, Striping, Electrical, Minor Concrete, Masonry, PCC Paving, Grouting, Epoxy Resin, Misc. Metals, Wood & Plastics, Thermal & Moisture Protection, Openings, Thermal Moisture Protection, Finishes, HVAC, Electrical, Earthwork – Shoring & Dewatering, Exterior Improvements, Utilities, Waterway & Marine, Instrumentation & Controls **SUPPLIERS:** Aggregates Class 2, Ready Mix, Concrete Pumping, Furn. Structural Steel Bridge, Welded Steel Pipe, Misc. Metal, Trucking, SWPPP Plan, SWPPP Materials. Geotextile Materials, Street Sweeping, Traffic Control, Sheetpile Installation. **PROFESSIONAL SERVICES:** Vibration Monitoring, Survey, Quality Control, Pre/Post Survey

Non-Minority Subs/Suppliers: You will be expected to carry a proportionate percentage of 2nd-tier non-minority participation with your quote. 2nd-tier non-minority participation will be evaluated with your price.

100% performance/payment bonds will be required for the full amount of the subcontract price. Please contact Flatiron for any assistance to this solicitation, including obtaining bonding, lines of credit, insurance, equipment, materials and/or supplies. Provide subcontractor/supplier scopes/quotes as early as possible to enable estimators to perform a thorough evaluation of all quotes received. Quotes will be broken down into comparable packages as reasonably necessary to facilitate participation. Quotes must be valid for the same duration as specified by the Owner for Contract Award. We are signatory to Operating Engineers, Laborers, Cement Masons, Carpenters and Pile Drivers Unions. Non-signatory subs will be required to sign an agreement for trades covered under our union agreements. Flatiron intends to work cooperatively with subcontractors and suppliers for all bid items you are licensed and qualified to perform. Bid items can be split to facilitate participation from all certified firms. Flatiron will reimburse for bond premium up to 2%. Firms must possess and provide current contractor's license number and DIR Registration number on the quote. Firms must possess insurance and workers compensation coverage meeting project requirements. Waiver of Subrogation is required. Please contact Flatiron for any assistance required by your firm. Subcontractors/Suppliers will be required to execute our standard agreements and agree to the standard general terms and conditions. Copies are available for review on our Box.com ftp site upon email request.

Project documents may be downloaded for FREE from our Box ftp site. Please send an email request to

NORCALBIDS@fdcorp.com

Please email ALL Scopes/Quotes to: NorCalBids@fdcorp.com

Flatiron Dragados Constructors, Inc.

1200 Concord Ave., Suite 465, Concord, CA 94520

Phone 707-742-6000 Bid Fax 707-746-1603

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Contractor License 1134655

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200 Parr Boulevard, Richmond, CA 94801
p 510-234-0926 f 510-237-2435 www.overaa.com

We request bids from all qualified subcontractors and suppliers including DVBE/DBE/SDVOSB/SBE/MBE/VOSB/WBE's for the following Project:

Windsor SECONDARY TREATMENT SYSTEM UPGRADES PROJECT

Bid Date: October 8, 2026 until 2:00PM

Contact: Larry Etcheverry, larrye@overaa.com

Anna Stein, annas@overaa.com

Danny Holdren, dannyh@overaa.com

Scope of work includes: The work consists of dewatering the Water Reclamation Facility's aeration basin, further excavation and installation of a new concrete aeration basin facility with a flow splitting structure, air lines, diffusers, a mixing system, a surface wasting pumping system, and a high flow return pump connected to the adjacent high flow storage pond. In conjunction with the new aeration basin, a new blower building with internal blowers will be constructed with a separate electrical control building. Additional work includes a separate carbon feed building with internal tanks and chemical metering pumps, a below grade secondary clarifier weir flow splitting structure, and relocation of a concrete sand filter high flow diversion structure.

Duration: 482 working days with Intermediate Milestones

Disadvantaged Business Enterprise: DBE/DVBE/MBE/WBE/SBE participation is encouraged. Funding for this project may be provided in full or part through an agreement with the United States Environmental Protection Agency (EPA) Water Infrastructure Finance Innovation Act (WIFIA) program. Special attention should be directed to Section 9 of the Special Provisions, which outlines requirements for Contractors and Subcontractors based on this funding source.

Pre Bid Conference: January 14, 2026 at 10:00AM and a second bid walk date of January 28, 2026 at 10:00 A.M. at 8400 Windsor Road, Windsor, CA 95492-0100. Attendance at either mandatory bid walk will satisfy this requirement of qualified bidders.

Location: 8400 Windsor Road, Windsor, CA 95492

Documents are available at no cost on www.buildingconnected.com, login is required.

Electronic copies of the Contract Documents, including Proposal Forms, Plans, and Specifications will be available at no charge at the Town of Windsor website (<https://www.townofwindsor.com/bids.aspx>). Bidders will need to fill out a short informational form in order to gain access to the bid documents.

We encourage bids from all Subcontractors/Suppliers including DVBE/SDVOSB/VOSB/MBE/WBE/DBE/SBE bidders. We are an equal opportunity employer. We encourage contracting with a group of DBEs when a contract is too large for one firm to handle individually. We offer to assist you with bonding, credit, and insurance. Acceptance of Subcontractor's bid is expressly conditioned upon Subcontractor's assent to all terms and conditions contained in the applicable Overaa standard agreement without modification. These agreements are available for viewing in the Bidding Opportunities tab on our website, <https://www.overaa.com/subcontractors/bidding-opportunities>. By submitting a bid, Subcontractor is certifying that it has read the applicable Overaa standard agreement (either the Subcontract Agreement or Purchase Order Agreement) in full and accepts all terms without modification. Further, by submitting a bid, Subcontractor waives any rights or claims it may have to modify the terms of the Overaa standard agreement, whether through negotiations, discussions, or other means.

Overaa's standard agreements include the right for Overaa to require Subcontractors to furnish a faithful performance and labor bond, in a form and from a surety acceptable to Overaa, in the amount of 100% of the Subcontract price. Subcontractors will be required to comply with all subcontract insurance requirements, which includes providing a waiver of subrogation endorsement to their workers compensation insurance. Overaa utilizes the environmentally-friendly Textura electronic invoicing and payment system to streamline and expedite subcontractor invoicing and payment. Service fees charged by Textura for processing of electronic payments to Subcontractor shall be the responsibility of Subcontractor. Please contact our office if you would like more information. We are signatory to both Carpenters and the Laborers Union Collective Bargaining Agreements.

Run your outreach ad in every edition through your bid date – the-daily-reporter.vercel.app/ad-form