

CALIFORNIA CONSTRUCTOR

August 2009

JOURNAL OF THE ASSOCIATED GENERAL CONTRACTORS OF CALIFORNIA



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ON THE COVER:



HMM Builders recently completed the CalSTRS headquarters building in Sacramento, which is on track for LEED Gold certification. (See page 10 for more.)

Photo courtesy of HMM Builders

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Regulatory Challenges Facing Our Industry



Throughout this month's issue you will read about the myriad regulatory challenges facing the construction industry aimed at minimizing environmental impact. As we move through these challenges we will be faced with many new ones as the implementation of legislation (AB 32) requiring the reduction of greenhouse gas emissions begins. In June, the Environmental Protection Agency (EPA) granted California a waiver to implement its carbon emissions for cars.

We all deserve and want clean air, and AGC supports those efforts. However, the implementation of these environmental regulations should be approached with common sense and cost effectiveness. Members and staff continue to be actively involved in monitoring the air quality regulations. As part of the February budget negotiations, AGC legislative advocates were successful in including provisions regarding the off-road diesel regulation adopted in 2007. Working with a broad based coalition, testimony and comments were provided during the California Air Resources Board (CARB) meetings and public hearings, including specific recommendations regarding reporting requirements and the safe installation of Verified Diesel Emission Control Systems.

AGC of California as well as other chapters throughout the U.S. recently participated in the 2009 National Clean Diesel Grant process funded through the American Recovery and Reinvestment Act to help fund clean air initiatives. While unsuccessful in our attempts to secure funding to help contractors retrofit their equipment in this round of grants, we will continue to pursue further funding on behalf of our membership.

In addition to the air quality regulations, AGC also continues to monitor water regulations and stormwater management requirements being proposed by state and national agencies. We have been actively involved in the California Water Resource Control Board's development of the general construction permit and storm water prevention plans. More on the general construction permit issue is included in this month's magazine. At the national level, and as part of the federal stimulus package, EPA granted an additional waiver for water infrastructure projects funded by the American Recovery and Reinvestment Act.

Since the housing construction market decline, private works construction spending has diminished, and more construction businesses are looking to participate in public works projects. Regulations governing public works differ from private works relative to wages and classifications, and are determined by the Department of Industrial Relations (DIR). Due to the increase in contractors not traditionally performing work in the public works sector, the DIR is now focused on labor standards enforcement and has increased compliance measures. This increase has also resulted in several pieces of legislative being introduced requiring additional licensing or certification to perform public works projects. AGC opposed these proposals (because laws already exist) and recapped numerous regulations that are specific to public works.

AGC maintains on its website compliance information and links to the DIR, which will afford any contractor the ability to determine appropriate wage and classification for field personnel. Our Industrial Relations Departments are more than happy to assist contractors in complying with prevailing wage requirements. Visit www.agc-ca.org often to get the latest information that can help your business.

In closing, as I write this article legislators have voted on the state budget. AGC advocates have monitored the entire budget process closely and spent countless hours at the Capitol. The revised budget has approximately 30 or so bills that require enactment for the 2009-10 state budget, and specific details are just now becoming available. Our team of legislative advocates vigorously represented the construction industry and the interests of contractors in California.

— Thomas T. Holsman

How Did California Get Into This Mess?

By John Vasconcellos

(Note from AGC Advocate Dave Ackerman: John Vasconcellos served in the Legislature for 38 years and chaired the Assembly Budget Committee for 15 of those years. He was considered a “liberal” legislator. He and I became good friends over those years though sharing different political philosophies. If California is to resolve our current fiscal crisis, it is first important to understand where each side “is coming from” – or compromise will be nearly impossible to achieve. Below is an op-ed column John wrote for the Los Angeles Times that gives one person’s historical perspective on the political challenge our current lawmakers and Governor face.)

There’s plenty of blame to go around in the budget crisis. Fingers can be pointed at Gov. Arnold Schwarzenegger, Democrats, Republicans – and you and me.

Our state’s protracted budget crisis sometimes seems unsolvable. But part of the problem may be that those who are trying to solve it don’t fully understand its cause.

I represented the Silicon Valley for 38 years in the Legislature, and I chaired the Assembly Budget Committee for 15 of those years. As a result, I have some insights into our current crisis that may be useful.

The immediate problem, of course, is a \$26-billion shortfall, which we must now plug if California is to pay its bills. But before we can fix things, we have to understand how we got to this point.

A good place to start is with the slew of revenue reductions that have hit the state since 1978, when Californians passed Proposition 13. The initiative dramatically reduced most property taxes and resulted in a 57% reduction in property tax revenue during its first year, and its effects continue.

Another revenue drop came in 1982, when voters passed an initiative abolishing the state inheritance tax. Before that, California had taken in nearly \$1 billion a year in estate taxes.

And there are vehicle license fees. Starting in 1998, the fees were reduced incrementally until Gov. Gray Davis raised them

to close a budget gap in 2003. When Arnold Schwarzenegger came into office later that year, he immediately reversed the hike – at a cost to state coffers of about \$4 billion each year since then.

Add to that the collapse of the dot.com bubble in 2004 – which resulted in a drop of several billion dollars in state revenues from capital gains taxes – and the current global economic downturn and you start to see how state revenues have suffered.

Next, consider a series of structural complications that hamper the Legislature’s ability to come up with solutions. First among them – again – is Proposition 13, which requires a two-thirds vote of both legislative houses to raise taxes. This has meant that a small minority can keep the majority from enacting tax hikes that would help balance the budget.

Term limits, enacted by voters in 1990, were designed with good intentions. They would, their backers said, allow for more turnover in state government and more opportunity for worthy candidates who wouldn’t have a chance against incumbents. But term limits have also meant that many legislators don’t have deep experience in the state issues facing them. They also don’t have enough time in office to develop collaborative relationships with their fellow legislators.

The 2002 reapportionment deal further exacerbated matters by creating “safe” districts for Democrats and Republicans, which have largely ensured that people at the liberal or conservative extremes of their party are seated.

So, if those are the basic problems, whom should we hold accountable? Each and all of the following bear responsibility.

- Schwarzenegger: Despite his good heart and mind, our governor seems to be lacking proficiency in basic mathematics. While he has said the budget can’t be balanced by cuts alone, he hasn’t proposed solutions that would close the gap. And many of the cuts he has proposed would cost the state more in the long run.

- The Democratic majority in the Legislature: There is no denying that Democratic lawmakers failed to create a sufficient rainy-day fund, preferring to spend money when times were flush – often using one-time revenue sources to fund ongoing projects. They did this both to protect services for needy Californians and because they are overly responsive to public employee unions, especially those in public safety.

- The Republican minority in the Legislature: Unlike their predecessors, who joined Govs. Ronald Reagan and Pete Wilson in meeting Democrats halfway, the current crop of Republicans in Sacramento seems unwilling to compromise. All but one has signed the “no new tax” pledge of Washington crusader Grover Norquist, whose stated ambition is to shrink government to “a size where we can drown it in the bathtub.” This may make for good rhetoric, but it produces little in the way of sound public policy.

- We, the people of California: Voters in our state have repeatedly passed initiatives lowering taxes and earmarking funds for pet programs, thereby inhibiting the ability of legislators to make rational decisions about state spending. Voters seem to want an unsustainable combination of increased services and lower taxes.

That, in a nutshell, is how we got into this mess. It is the job of our current Legislature and governor to lead us out of the disaster, but it’s the responsibility of all of us to understand the issues they face and demand a sound, long-term solution.

California is an economic powerhouse – the eighth-largest economy in the world. And it is home to a wonderfully diverse, talented and creative population. But we now have some tough decisions to make. In the end, we will get the kind of government services we are willing to pay for. And we all need to participate in the discussion of what kind of state we want to have. 🐻



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Stormwater Watch: General Construction Permit Update

CICWQ Continues Efforts to Streamline, Eliminate Most Onerous Parts of Complex New Permit as it Moves Through Approval Process

By Dan McGrew



As our industry limps through a deep economic downturn, we are faced with the implementation of more proscriptive government regulations – the latest iteration of the State

Water Resource Control Board's (SWRCB) general construction permit. Soon to depart are the days of best management practices, placing gravel bags and silt fences in prescribed methods to economically control erosion and protect our waterways from the incursion of silt and construction debris.

In its place will be a complex, three-tiered risk assessment paradigm based on the site risk for sediment discharge and receiving water harm. Numeric Effluent Limits are automatic for high risk sites, along with Notices of Violation when the 500 NTU limit is exceeded. Violators can be fined up to \$32,500 per discharge point per day. In addition, both high and medium risk sites will be saddled with Numeric Action Level (NAL) plans imposing a ramping up of erosion control devices when 250 NTU is exceeded.

Most every site will require expensive runoff monitoring, and many of those will require testing of the downstream receiving water. Our site foremen will be equipped with SWPPP plans, turbidity meters, ph monitors, Rain Event Action Plan forms, NAL plan sheets and a certified SWPPP Implementer Certificate. Of course, you can always hire high priced consultants to perform these tasks.

At project start, after the risk assessment has been made, the SWPPP has been developed and the Notice of Intent has been submitted, construction can commence, right? Well, not necessarily. The regional Water Quality Board has been granted sweeping authority to, at any time in the life of the

project, direct the owner and contractor to change its risk assessment and redo its SWPPP. High profile projects may be held hostage by environmental groups that have strong relations with the regional boards. Certainly delays and increased costs will become the norm.

So what have we been doing and where are we headed, you ask? The AGC, as an active participant with the Construction Industry Coalition on Water Quality (CICWQ), has an active role to help SWRCB arrive at regulations that are reasonable and realistic. Even though the new permit is onerous,

US EPA, and then SWRCB staff will need to create training criteria and other documentation programs. At this point in time, it seems that implementation of the requirements in the new permit will not occur until the 2010-2011 rainy season.

In the meantime, CICWQ strives to eliminate parts of the new permit that will be difficult and expensive to implement. We're working to do away with setting numeric limits on stormwater discharges as this will become an ever restricting limit that ultimately could prohibit working in the wet season. We seek to streamline the risk as-

Even though the new permit is onerous, over the last three years the AGC and our partners in the BIA, ECA and SCCA have been able to remove regulations in earlier drafts that would be unworkable or outright destructive to our industry.

over the last three years the AGC and our partners in the BIA, ECA and SCCA have been able to remove regulations in earlier drafts that would be unworkable or outright destructive to our industry.

The group's efforts have eliminated the mandate for active sediment treatment systems. Rainy season grading bans have been averted. Post construction hydrograph control has been removed in those areas under the jurisdiction of municipal water quality permits. Rain event planning, inspection and documenting requirements have been lessened and tailored to a format that is more consistent with our current operating practices.

The process is still moving forward. The final draft was issued in April of this year and in June, CICWQ and other industry interests submitted final comment letters. We wait now for an adoption hearing this fall at which SWRCB could vote to adopt the current or a changed order, or start over with additional industry input. After adoption, the new permit will need to be ratified by

assessment procedure to minimize confusion and improve effectiveness. And we desire to reel in the new authorities that have been given to the regional boards.

Needless to say, we need all hands on deck. I ask that you help by informing your owners, both private and public, on what's coming, so there are more of us pulling on the rope. Explain to your local government leaders and your legislators in Sacramento that the increased regulation will have a crippling effect on any economic stimulus that may come out of increased infrastructure investment. And lastly, get involved personally. AGC Past President Steve Blois is having a real effect on the regional board in Los Angeles. You too could make a great impact! 🌧️

Dan McGrew, Griffith Company Vice President / District Manager, is chair of the Construction Industry Coalition on Water Quality (CICWQ).

Electrical Safety in the Workplace: Updated Standards Merit Close Attention

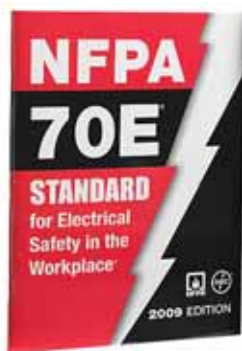
By Cory Bykoski



In 1976, OSHA approached the National Fire Protection Association (NFPA) and asked them to write a consensus electrical safety standard. Three years later, the first edition of this standard was published, titled

"NFPA 70E." This standard was established to "provide a practical safe working area for employees relative to the hazards arising from the use of electricity" (Article 90). With more than 7,500 electrical contact injuries a year, electrocution being the fourth leading cause in occupational deaths (on average 1 a day), and over 2,000 workers being sent to burn centers annually, the need for electrical safety has never been greater.

It is hard to imagine an industry that is not affected by NFPA 70E. Any facility that houses electrical equipment, especially those with large manufacturing operations,



falls under the guidelines of NFPA 70E. Within each organization are maintenance workers, electricians, machine operators, or HVAC personnel that risk an electric arc flash around equipment such as motor control

centers, transformers, meter banks, etc. These workers need to be trained in NFPA 70E to be compliant with the standard.

Thirty years after the first electrical safety standard was published, the 2009 Edition of the NFPA 70E rolled out incorporating numerous changes that contractors should take note of. The first change is in Article 100 (Definitions), dealing with the

boundaries that dictate how close one can get to energized equipment. There are four boundaries outlined in the NFPA 70E that need to be followed: arc flash, limited approach, prohibited approach, and restricted approach. In the same article the definition for Working On (energized electrical conductors or circuit parts) has been updated to include testing and repair categories.

In Article 110 (General Requirements for Electrical Safety-Related Work Places), the relationship between the contractors has been updated. This section spells out the responsibilities of the host employer and the contract employees. Not only is the host

Additional changes were made in Article 130 (Work Involving Electrical Hazards). These include Work Permits, Arc Flash Protection Boundary, Arc Flash Protection, and selection of PPE for various tasks. Tables 130.7 (C)(9) and 130.7 (C)(10) are still to be used to determine not only the hazard category, but the appropriate level of PPE and protective clothing to be worn.

There have been numerous other changes made to the 2009 NFPA 70E Standard – too many to list and discuss all of them in this article. The best solution would be to purchase a copy of the standard so that you can be fully aware of all its requirements.

Thirty years after the first electrical safety standard was published, the 2009 Edition of the NFPA 70E rolled out incorporating numerous changes that contractors should take note of.

employer responsible for letting the contractor know of any possible hazards, but the contractor is responsible for informing the host employer of any unknown hazards that they find in the course of performing the task. There also have been changes made on how often training needs to take place, the requirements of the training, when retraining needs to take place, and documentation of the training. It stipulates that a contractor's electrical safety program shall be audited to ensure that the policy and procedures are being followed. The employer, based on the complexity and type of work being done, can determine the frequency needed for audits.

All of the changes that have been made are highlighted in grey to make them easier to find. Also included in the standard is the outline for a simple and complex Lock Out, Tag Out Program. This should always be the first solution attempted; working on energized electrical equipment should only be done if there is no other means of accomplishing the work. There are also other sample programs in the Annex of NFPA 70E to help with writing your own program and developing the necessary forms.

Cory Bykoski is currently the Safety Officer for Dynalectric/ KDC Systems. He has been a member of the IBEW for 10 years.

Coming Next Month

The September 2009 issue of the *California Constructor* magazine will focus on New Technology in the Construction industry. The issue will also include a special pull out section on the upcoming 2009 AGC Fall Conference and Meetings, slated for October 28-30 at the Hyatt Grand Champions in Indian Wells, including the complete list of sponsors and events planned to date. Look for it next month!

SB 375: California's New Land Use Planning Regulation

By Mark Grey and Andy Henderson,
Building Industry Association of
Southern California



Mark Grey



Andy Henderson

Each day we are bombarded from all sides with claims about climate change and greenhouse gas impacts from human activities. California, never one to be late to the environmental regulation party, enacted the California Global Warming Solutions Act of 2006 (AB 32) to provide a framework to curb greenhouse gas (GHG) emissions. The AB 32 Scoping Plan released by the California Air Resources Board (CARB) in 2008 established an overall goal of reducing GHG emissions by 174 million metric tonnes by the year 2020 (Figure 1).

In 2008, the governor signed into law SB 375 (Steinberg), a planning and land use statute which implements specific provisions of AB 32. Effective January 1, 2009, SB 375's overarching objective is to require – over time – the development of strategies for achieving regional GHG reduction targets to be established by CARB, aimed at reducing GHGs from automobiles and light duty trucks. The generally accepted starting point for a total, state-wide reduction

target by 2020 is 5 million metric tonnes of CO₂ equivalents based on the AB 32 Scoping Plan. But, depending upon the actions of CARB and its advisors, the total number could be higher. Reductions from other transportation sectors, such as shipping and goods movement, are also required under AB 32 requirements (Figure 2).

SB 375 looks to accomplish GHG reductions not on a project-by-project basis, but as part of a large-scale regional planning effort. That large-scale effort would link regional transportation planning with local (city/county) land use planning (and other community strategies, like those aimed at reducing travel), through the development of a blueprint-like “sustainable communities strategy” (SCS). The purpose and function of the SCS is to act as the regional plan over which the transportation programs, projects and investments contained in the federally mandated regional transportation plan (RTP) are implemented.

Local planning organizations, also known as metropolitan planning organizations (MPOs), are responsible for preparing the SCS and submitting it to CARB for approval. A different process, known as an alternative planning scenario, is also available to cities or counties depending upon local circumstances should the MPO route prove unworkable. In addition to linking regional transportation planning with local land use planning and other measures, the bill aligns those activities with the state mandates to local governments to provide for new housing, and also provides significant

regulatory approval reforms for development projects that are proposed within areas consistent with the SCS.

Specifically, SB 375 grants new statutory authority to CARB to establish regional GHG reduction targets (for 2020 and 2035) associated with autos and light duty trucks for the affected regions. The targets must be in place by September 30, 2010. CARB will evaluate each regionally proposed SCS to determine whether it will result in a targeted reduction in greenhouse gases from passenger vehicular travel – targets that will also be imposed by CARB as part of the long process. Thus, SB 375 aims ultimately to reduce greenhouse gases (GHG) emissions from vehicular travel (EVT) in connection with the actions of local governments.

To assist in laying the ground-work for the setting of the targets, SB 375 established the Regional Targets Advisory Committee (RTAC) and gave CARB the authority to appoint the committee members from a list of organizations – including building industry representatives. The purpose of the RTAC is to recommend, by December 31, 2009, the factors to be considered and technical methodologies to be used in the setting of the regional GHG reduction targets. The factors that are likely to be addressed include data needs, modeling, growth forecasts, and economic and demographic trends. Again, the generally accepted starting point for the entire state is a reduction by 2020 of 5 million metric tonnes of CO₂ equivalents, but there is no guarantee that regional targets won't be different.

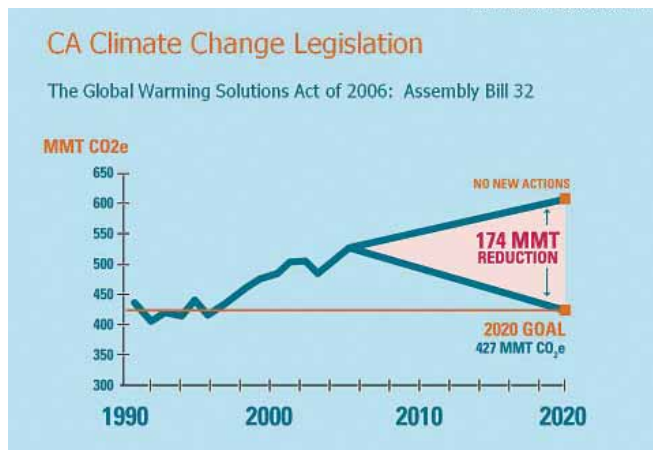


Figure 1

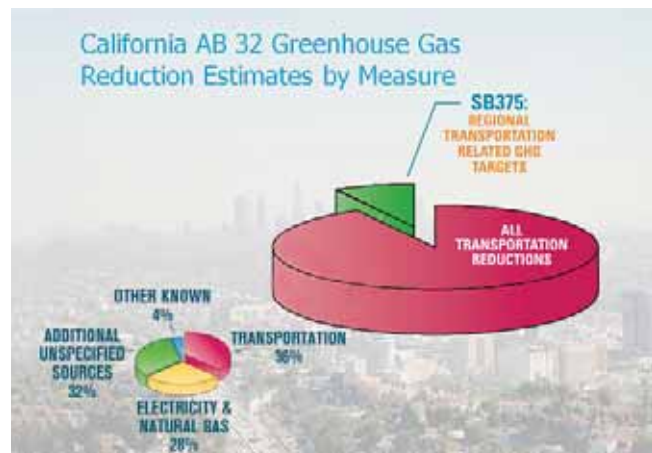


Figure 2

Organizations like the Sierra Club and many regulators and land planners view SB 375 as strictly a bill to reduce vehicle miles travelled. The common perception is that poorly planned growth and sprawl has caused much of the greenhouse gas impacts in California and will continue to do so unless suburban growth is eliminated and the focus of new growth is within the existing urban footprint.

The building industry doesn't agree with the singular focus on VMT, because many factors affect where people choose to build, live, and work and what they do there. A singular focus on VMT ignores the underlying intent of SB 375, which is to curb GHG emissions from cars and light duty trucks due to any and all factors that are within the control of local government, not simply VMT or just land use. To further complicate the situation, much of the land use planning that unfolds under SB 375 will be based on arcane computer modeling of vehicular emissions and travel estimates based on land use alternatives. The building industry needs to be assured that the computer modeling is fair, comprehensive, and "nuanced" enough to allow for reasonable development alternatives.

The building industry has been told that some individuals involved in the SB 375 process – including reportedly some key staff persons at CARB – hold the opinion that SB 375 is aimed singularly at reducing vehicle miles traveled (VMT), rather than at reducing emissions from vehicular travel (EVT) in connection with local powers of all types. We are told that VMT reduction is supposedly the "currency" of SB 375 implementation. The legislative history of SB 375, however, undermines any such suggestion. The California Legislature considered, but then ultimately rejected in the final bill, any undue, singular focus on VMT reduction or VMT limitation.

Accordingly, although any change in VMT is certainly one factor that should be considered when trying to reduce overall GHG-EVT, an undue or overblown focus on VMT limitation should be rejected.

Local governments, regional planners, and all stakeholders should be allowed to exercise their creativity to achieve GHG-EVT reductions. In doing so, they may achieve GHG-EVT reductions while nonetheless accommodating reasonable and moderate VMT growth, which is consistent with projections for a growing population. 🏠



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HMH Builders – Green to the Core

Contractor for Two of Sacramento's Newest Green Mid-rises Takes Sustainable Practices Well Beyond the Jobsite

By Carol Eaton



CalSTRS headquarters building, West Sacramento

Photo courtesy HMH Builders

Two striking new additions to the Sacramento-area skyline are visible proof of the continuing growth of sustainable design and construction in both the public and private sector markets.

The new 13-story headquarters building for the public California Teachers' Retirement System (CalSTRS) in West Sacramento as well as the 12-story Natomas Gateway Tower, built for private sector owner Bannon Investors just north of downtown Sacramento, are both on track to receive LEED Gold certification from the U.S. Green Building Council.

Sacramento-based HMH Builders, a longtime green building leader in Northern California, served as general contractor for both of the recently completed projects. They are the latest additions to the com-

pany's portfolio of green projects that span more than 15 years – representing not simply a market niche for this AGC member contractor but also a true corporate com-

“Striving to uphold sustainable practices is important to us as builders. As a community-based company, we want to do the right thing for the environment.”

- Dave Higgins, Jr., President, HMH Builders

mitment to environmentally responsible business practices.

“Striving to uphold sustainable practices is important to us as builders,” says Dave

Higgins, Jr., president of HMH Builders. “As a community-based company, we want to do the right thing for the environment.” Examples of the company's own internal green practices include a commitment to recycling on 100% of its projects; aggressively replacing older trucks in its fleet with hybrid SUVs; and offsetting the CO₂ production of 80% of its fleet of vehicles through a partnership with the Sacramento Tree Foundation, which uses funds to plant trees and expand regional urban forests.

WRAP Award Winner

Last year, HMH received a Waste Reduction Awards Program (WRAP) award from the California Integrated Waste Management Board for its achievement reducing waste and greenhouse gas emissions through a variety of innovative recycling efforts. Additional construction industry recipients of this award included Swinerton Builders (HMH Builders' parent company), CH2M Hill, and Clark Construction Group-California, LP, among others.

“Offsetting our fleet's CO₂ production is just another way we can continuously improve the use of sustainable practices,” Higgins notes. “Doing additional things like incorporating hybrid vehicles and organizing web-based meetings instead of traveling are things every company should consider in this day and age.”

Corporate Commitment

For HMH, the corporate commitment to be an environmental steward and a leader in green construction goes back to 1994 and

one of the first green projects that it constructed for Intel Corporation. The company asked HMM to eliminate the ozone depleting refrigerants from the building. "It proved to be a great challenge," comments Higgins. "Really the motivation for us (on green projects) is knowing that we're building something with a higher level of quality and producing a higher performing building. That just makes the building process more fun, too."

Through the years HMM has done its part to advance and promote the development of new green technology and systems to improve energy efficiency and performance of buildings. Higgins points to the increasing trend towards photovoltaic systems in green buildings as one example of that. "We're trying to work with start up solar companies to help them advance the technology – so if we incorporate a new type of solar array in our buildings, that company might learn from it and then come out with the next generation of that product," he says. "It is a process of continuous improvement."

Two LEEDing Edge Projects

While built for completely different owners from the public and private sector markets, both the CalSTRS headquarters project and the Natomas Gateway Tower share many similarities in their sustainable design and construction elements that put them both on course to obtain LEED Gold certification. Both incorporate different types of energy efficient cooling systems; focus heavily on superior indoor air quality; utilize energy efficient glazing; are designed to allow plenty of natural light in; and were oriented to minimize exposure to the sun, among other things.

Designed for large corporate tenants, the 340,000-sq.-ft. Natomas Gateway Tower is located on a 15-acre site north of downtown Sacramento. Green features include photovoltaic solar panels on carport roofs, which will supplement the building's energy consumption; a high level air filtration system; an indoor environment free of excessive levels of Volatile Organic Compounds (VOCs) and other harmful chemicals; and conservation features expected to save almost 6 million gallons of water annually. HMM constructed the project in a design-build partnership with LPA Architecture, Buehler & Buehler Structural



Natomas Gateway Tower, Sacramento

Photo courtesy HMM Builders

Engineers, Inc., and nine other specialty contractors.

The CalSTRS headquarters building, fully occupied since June, sits on the banks of the Sacramento River in West Sacramento. The 13-story structural steel office tower, constructed over a five-level parking structure, incorporates features and systems designed to require 20% less energy and 30% less water than a comparable traditional structure. Architecturally, the building is set apart by its 43 foot high, 8,000-sq.-ft. entrance lobby. A specialized window system that allows for maximum daylight and views for 90% of the occupied spaces is just one of the many sustainable features in this structure, designed by HOK, San Francisco.

Public vs. Private Sector

In general public sector owners to date have more readily embraced the advantages of green construction and LEED certification of their projects, but Higgins sees the private sector increasingly "catching on," as exemplified by Bannon Investors' Natomas Towers project. Higgins predicts that in the

next three years or so, the vast majority of buildings in California from both the public and private sectors will incorporate some sort of required element of sustainability.

"What building owners are finding now is, it also just makes good business sense," he notes. "The cost of operating the (green) building is cheaper, and the building has a higher value if it's more energy efficient. So it's becoming just simple plain good business," he comments.

While the current economic climate has put a decided damper on the demand for new commercial buildings in California at the moment, many expect the next surge will be in the demand from owners of existing buildings to improve their energy efficiency and replace aging HVAC systems. Higgins says HMM is positioned to tap that opportunity, based on its expertise and long experience in the green building market.

"There is something to be said for having experience and having been through it," Higgins adds. "As you do more (green construction), you just get better at it." 🏡

EM 385: The Basics

With Surge of Interest in Federal Projects, Contractors Should Get to Know Specific Safety Requirement Mandated for Federal Jobs

By Cari Elofson, Joshua Casey
Corporate Training



With the State of California experiencing its most recent budget crisis, many state building projects have been put on hold or are in questionable status. Federal projects, however, have con-

tinued moving forward, thus sending contractors to focus more on federal government projects. With more federal projects, there is more talk of the contractor safety requirement known as EM 385. Who does it apply to? What is it? How do I comply?

During a single week we had a few of our colleagues call about this. It seemed the requirements of this program had gotten a bit complicated. So with a little encouragement (or a sturdy jab), we reluctantly took on the challenge of learning how to comply with the EM 385. By applying the good old "K.I.S.S." (Keep It Simple Stupid) methodology, we attempt to shed some light on this mysterious government decree, keeping it as simple as possible.

Who does it apply to?

According to Federal Acquisition Regulation (FAR) 52.236-13(c) "if this contract is for construction or dismantling, demolition or removal of improvements with any Department of Defense agency or component, the contractor shall comply with all pertinent provisions of the latest version U.S. Army Corps of Engineers Safety and Health Requirements Manual EM 385-1-1 in effect on the date of the solicitation." Additionally, "contracting for actions for hazardous, toxic, and radioactive waste site investigation, design, or remediation activities, compliance with this manual shall be a contract requirement."

Primary responsibility for project safety is with the contractor. Contractors are required to meet the EM 385 provision even before starting a job. Contractors are re-

quired to employ at least one fulltime safety officer at each project site. The military contracting officer or project manager is responsible for ensuring compliance with the terms of the contract. They have full control over managing the specifications of the contract. Non-compliance could be immediate cause to stop work and shut-down the site. In addition, you can be penalized upwards of \$2000 a day!

What is EM 385?

The U.S. Army Corps of Engineers prescribes safety and health requirements for all federal military activities and operations. This includes (but is not limited to) all contractors working DOD USACE, U.S. Navy and NAVFAC construction projects. These safety & health program requirements are detailed in the EM 385-1-1 Manual.

At first glance we immediately associated EM 385 with OSHA. It looked like OSHA's guidelines, right? Indeed many of the requirements mirror OSHA's, but there are important differences as well. The provisions of the manual are in addition to 29 CFR 1910, 29 CFR 1926, 29 CFR 1960, 30 CFR 56, EO 12196, DODI 6055.1, DODI 6055.3, AR 40-5, AR 385-10, AR 385-11, AR 385-40, and FAR Clause 52.236-13. As a matter of fact, "where more stringent safety and occupational health standards are set forth in these requirements and regulations, the more stringent standards shall apply."

With this in mind, let's take a look at a few of the significant requirements of EM 385.

1. Written Accident Prevention Plan (APP)

Before the start of work at the jobsite, a written APP shall be reviewed and found acceptable. Also, at any time requested it must be provided to the contracting officer.

The APP must be specific to the project and not a general company safety policy that we routinely see in OSHA's Injury and Illness Prevention Plan. The plan must include detailed sections that address applica-

ble site specific programs for activities such as hazardous waste site cleanup operations or Asbestos Hazard Abatement Plan if working with asbestos. The APP must also clearly identify those responsible for each aspect of the program so that better communication can be facilitated. Only "qualified, credentialed" personnel are to be responsible for the APP. Hazard control measures for subcontractors and suppliers are also to be outlined in the APP.

The biggest thing here...IT MUST BE PROJECT SPECIFIC!

2. Position Hazard Analysis (PHA)

A position hazard analysis must be prepared for each position specific to the hazards of the positions tasks. It should include hazards, controls mechanisms, personal protective equipment (PPE) and training required for the position. It must be discussed with the employee performing the work and signed by the supervisor.

Basically...address hazards in every position and DOCUMENT!

3. Activity Hazard Analysis (AHA)

The Activity Hazard Analysis must be provided for each work activity that presents a hazard. It must be detailed and include the activities being performed, the work sequences, specific anticipated hazards, conditions of the site, equipment, materials and control measures that will be implemented to eliminate or reduce each hazard. The names of the Qualified/Competent Person responsible for each activity as well as proof of credentials specific to that activity must be provided.

So...identify, anticipate and control hazards in ADVANCE, not after the fact.

4. Training

The EM 385 is even more stringent when it comes to training than OSHA. All training must be conducted by "Qualified Persons."

Documentation is key. Every training session, meeting and indoctrination must be documented by date, name, content and trainer. Content of the training must be relevant to the specific job and worksite hazards.

All employees are required to have initial safety indoctrination training prior to the start of work. Training must be based on the requirements of the contractor and/or government agency and includes multiple topics as listed in EM385, as applicable. According to Ellen B. Stewart, CSP Senior Safety Engineer USACE, "The EM 385-1-1 does not require 10-hour OSHA training for all employees/workers on site, but it would certainly be recommended and it is required in some states."

01.A.17 (b) states "the Site Safety and Health Officer (SSHO), as a minimum, must have completed the 30-hour OSHA Construction safety class or as an equivalent, 30 hours of formal construction safety and health training covering the subjects of the OSHA 30 hour course." Continued education is required for the SSHO of at least 24 hours of formal courses every four years. When on job-site, the SSHO and supervisors must conduct at least one meeting per

month, on site location, to discuss issues relevant to the project.

Tailgate or toolbox training must be conducted by supervisors or foremen for all workers at least weekly. Again, the content of the training must be specific to the work being done on jobsite. Remember to document, document, document!

How do I start complying with EM 385?

Download your copy of the EM385 (2008) for **FREE** at: <http://www.usace.army.mil/CESO/Pages/EM385-1-1,2008NEW!.aspx>.

Enlist your safety and health team to develop and implement the requirements of EM 385. Preparation of the plans required are quite technical and most likely would require a high degree of knowledge and sophistication. This can be the most complicated portion of the requirement if you have not experienced developing accident prevention plans and activity hazard analysis in the past or do not possess the technical skills. If you do not have a fulltime safety professional, consider enlisting the assistance of a contracted safety practitioner to assist you.

Prepare your supervisors and workers in advance. If you routinely do government work or plan to, don't wait to get in compliance. Get your supervisors/safety reps/designated site managers 30 hour OSHA construction trained. Strongly consider getting workers to the 10 hour OSHA construction level trained. There are many different opportunities for training at these levels, from community colleges to private safety training companies that offer these classes.

Train to the EM 385 requirements. USACE/NAVFAC provides the only EM 385-1-1 training online free of charge. Currently only the 2003 version is available, but the 2008 version is expected to be posted within the month. It is available using the following link: http://wbdg.org/education/cst_course/start.html.

There are many other details of the EM385 that were not mentioned in this article. Quite frankly, our research provided us a good look at the overall provisions, but there is much more to know. Hopefully this gives you a starting place and simplifies the steps you need to be successful with your EM 385-1-1 process. 🏠

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INDUSTRIAL RELATIONS

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Agreements Reached in Southern California

By Mike Rodriguez, Director of Labor Relations, IR-South

Negotiations have just been completed with the Unions for the Cement Masons, Laborers and Teamsters. We are proud to say that we accomplished our goals in wages and benefits by keeping them below the national average, which was a 3.1 percent increase across the nation.

This accomplishment is a result of surveys performed on our membership, relationships with the Unions and, more importantly, our member participation during the negotiations. It takes commitment, a lot of patience and time away from regular job duties, for which we are truly appreciative. There is also a responsibility that goes with negotiations in reaching out and understanding what your industry needs in order to make you a more competitive company. To the members who participated, I thank you for your time and effort that helped us achieve our goals.

Thanks also go to our UCC committee and membership for ratifying these Agreements, including the increase for the Construction Industry Advancement Fund (CIAF). The Trustees of the CIAF believe that this increase is necessary to continue to fund, at comparable levels, programs that greatly benefit the construction industry in Southern California, particularly in the current economic climate. These funds help provide for AGC's legislative program, safety training materials (such as videos, CDs, literature, etc.), the Construction Air Quality Coalition, the Construction Water Quality Coalition and many more programs that work hard to represent our membership's concerns at the local, state and national level.

For more information on the new agreements, contact AGC's IR Department - South at (626) 608-5800. 📞



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A Closer Look at Electrical Approvals on Tools and Equipment in the Construction Industry

Contractors Must Follow a Few Simple Rules to Ensure Their Equipment is in Compliance

By Joel Foss, Cal/OSHA

Electrical equipment of all kinds has required approval by a Nationally Recognized Testing Laboratory (NRTL) for a long time, and we all grew up seeing UL approval labels on electrical appliances at home, and electrical tools and equipment at work. Both Federal OSHA and Cal/OSHA have long required that all power tools and electrical equipment used on the jobsite – from spider boxes to tower cranes – be approved by a NRTL. With more and more equipment being imported rather than manufactured here in the United States, purchasing NRTL-approved tools and equipment has become more complicated. However, information about NRTL approvals is close at hand, and construction employers can be assured they are purchasing approved equipment by following a few simple rules.

First, why is NRTL approval an issue? Obtaining NRTL approval often requires the equipment manufacturer to use substantially better quality materials – waterproof enclosures, stronger conduit, heavier gauge wiring – all of which add to manufacturing costs. In addition, a NRTL approval of a particular make and model of equipment is not a one-time event. To maintain their approval, a manufacturer must submit to continuing inspections and spot tests of new equipment by inspectors from the NRTL, to ensure that the materials and manufacturing methods used at the time of approval have not changed. Oftentimes these are surprise inspections of the factory, and the manufacturer must provide the inspectors entry on demand, or lose their approval from the NRTL. The manufacturer bears the cost of maintaining their approval from the NRTL, and those costs are also substantial. All of these costs create a market disadvantage, and an incentive for a manufacturer to circumvent the approval requirement.

NRTL approval becomes an OSHA and Cal/OSHA issue in two ways. Inspectors are

much more likely to encounter unapproved electrical tools and equipment during an accident investigation. This is especially true in the construction industry, where equipment is subjected to hard use and wet conditions. Non-approved equipment is more likely to be the source of electrical shock – because moisture intrudes into unsealed enclosures or conductors, because of undersized conductors, or because of the lack of effective GFCI protection. Just as important, it is the job of OSHA and Cal/OSHA to provide a level playing field for construction employers who bother to look for and purchase NRTL-approved equipment, so examining tools and equipment for approval labels should be a part of any routine inspection.

both approval by a NRTL and approval by a third-party “person, firm or entity with appropriate engineering competence...with demonstrated competence in the field of such evaluation.” This should be read as providing the same exceptions, or substantially the same exceptions, as CFR 1910.399. A third-party engineer, or third-party engineering company, is probably more appropriate for custom equipment, or after-market approval of equipment found in small unit numbers. But NRTL approval is more cost-effective, because approval by a third-party engineer requires examination of individual units.

Federal OSHA has a special unit called the Office of Technical Programs and Coordination

It is important to remember that both Federal OSHA and Cal/OSHA requirements for electrical approvals are the responsibility of the employer, not the equipment manufacturer.

What are the Federal OSHA and Cal/OSHA requirements for NRTL approvals? CFR 1910.303(a) requires that all conductors and equipment required or permitted by their safety orders be acceptable only if approved as defined in CFR 1910.399. That section defines ‘acceptable’ as listed and labeled by a recognized NRTL. There are two exceptions in 1910.399, the first being fixed equipment, which can obtain approval from a state or local building authority. The second exception is for custom equipment fabricated for a particular customer; the fabricator must then perform the kind of tests done by a NRTL, and the user must keep the test data available for inspection.

The Cal/OSHA requirement found in Section 2305.4 of the Electrical Safety Orders is similar to 1910.399, but allows for

dination Activities (OTPCA), which maintains a list of recognized NRTLs. Only these NRTLs are acceptable to Federal OSHA. California ESO Section 2305.4 leaves the definition of who is a ‘recognized’ NRTL up to Federal OSHA, which means Cal/OSHA uses the same OTPCA list. Over the years the number of recognized NRTLs on that list has grown from three to 15.

The website address for OTPCA is <http://www.osha.gov/dts/otpcanrtl/index.html#nrts>, or you can simply Google ‘Nationally Recognized Testing Laboratories’.

When checking to ensure that tools or equipment are approved by a recognized NRTL, the approval label should be checked against the OTPCA list. Not all testing laboratory labels are recognized NRTLs, or even the label of a testing laboratory at all. For

instance, one common label is a white rectangular label with the letters CE in black lettering. The CE label is a certification from the equipment manufacturer that the product conforms with relevant health, safety or environmental regulations of the European Union. It is NOT a NRTL approval, or even a third-party approval, and it does not meet Federal OSHA or Cal/OSHA requirements. Other marks or labels approve equipment for use in a particular country, but are not accepted outside those countries. Examples are the CCC label required for equipment used in China, the S mark required for equipment used in Japan, and the EK or MIC marks required for equipment used in South Korea.


It is important to remember that both Federal OSHA and Cal/OSHA requirements for electrical approvals are the responsibility of the employer, not the equipment manufacturer. But for construction employers who have already purchased equipment without NRTL approvals, and want to bring that equipment into compliance, the first telephone



call should still be to the equipment manufacturer. Equipment manufacturers have generally been cooperative about providing approvals for equipment already sold, because they want to maintain their customer base.

Tower cranes are a good example of this. Up until a few years ago, NONE of the tower cranes operating in California were equipped with approved electrical equipment (it should be remembered that there are no tower cranes built in this country). Through the tower crane permit program, the Division required owners of tower crane fleets operating in California to obtain electrical approvals. All the various tower crane manufacturers have co-

operated, either by providing a third-party engineer to examine individual cranes, or by providing retrofit packages to the crane owners that brought the cranes into conformance with requirements of NRTLs. These retrofit packages have been tailored to particular model numbers, and have streamlined the retrofit process and limited the inspection costs.

If you have questions about specific equipment or specific NRTL labels, you can call OTCPA at (202)693-2110, or contact them by e-mail at NRTLPROGRAM@dol.gov. For questions about Cal/OSHA requirements for electrical approvals on construction equipment, you can reach the Research & Standards Development Unit at (714) 567-7142. 

Joel Foss, Senior Cal/OSHA Engineer, is currently acting Principal Safety Engineer of the Cal/OSHA Research & Standards Development Unit.

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Save the Date – AGC's 2009 Fall Conference & Meetings Coming in Late October

Plans are already well underway for AGC of California's 2009 Fall Conference, to be held October 29-30, at the beautiful Hyatt Grand Champions, Indian Wells. This year's conference will offer affordable prices for registration and hotel accommodations.

Mark your calendar now and plan to attend!

AGC's Fall Conference Committee has planned several special events around this



year's theme, "Oktoberfest 2009". A special guest speaker for the Thursday keynote luncheon is planned, followed by two different professional development sessions. Both professional development sessions will offer current and relevant information



that can affect your company's bottom line. One seminar will address legal issues, covering mechanics liens, stop notices and other pertinent topics. The other session will cover Building Information Modeling for both vertical and horizontal contractors.



Among the themed events scheduled are a mixer reception on Thursday, October 29, and an evening of fun, food, and raffle prizes on Friday, October 30. The ever-popular sporting events – golf, croquet and bocce ball tournaments – are back with prizes for the winners!

AGC will hold its annual meeting and board meetings just prior to the conference, October 28 and 29. Committee meetings and division sessions will focus on today's hottest topics in the construction industry.

Be sure to check the website – www.agc-ca.org often for the latest information on this year's conference. Make your marketing dollars work for you this year and take advantage of the many Fall Conference sponsorship opportunities now available by calling Pam Gray or Nicole LaMont at (916) 371-2422. 🍷

Robert A. Bothman, Inc. Breaks Ground on \$198 Million Bond Measure Project in Fremont



District Superintendent Polly Bove, fourth from right, with student athletes and District representatives, during the groundbreaking.

June 9, 2009 marked the official groundbreaking for a \$198 million Measure B Bond Program Project for the Fremont Union High School District, located in the heart of Silicon Valley. The program, spread across the District's five high schools, will include solar installations, improved classrooms, science and technology education improvements and athletic facility transformations.

General contractor Robert A. Bothman, Inc. (RAB) of San Jose will construct the major new athletic facility projects at all five schools – Cupertino, Fremont, Homestead, Lynbrook and Monta Vista – beginning with Homestead and Fremont High School campuses this summer. This close to \$50 million project will be built using the lease/leaseback delivery method, which has been embraced by the District and other school districts across California who are looking to break away from the low-bid, change-order mentality of traditional school construction.

The groundbreaking ceremony, which took place on the soon to be renovated athletic field at Homestead High School, was the realization of 12 months of hard work by District staff following the approval of Measure B last June, in order to bring these

projects to construction as quickly as possible.

District Superintendent Polly Bove commented, "One might ask in these dire financial times, why wouldn't the Fremont Union High School District choose to spend these school bond dollars on educational programs and student services? By law, funds provided by school bonds CAN ONLY be spent on facilities and equipment. California's constitution prohibits use of bond proceeds for teacher salaries, textbooks, utility bills or other expenses not falling directly under the bond program. On the other hand, when bond funded investments such as solar electricity generation and water conservation projects produce operational savings, those savings can be used to help fund educational programs and student services."

"And in today's serious economic downturn, many people are in need of work," added Bove. "These school projects will provide a significant infusion of employment opportunities to our community."

RAB Vice President James Moore, who is leading the pre-construction services portion of the project, said, "It was very clear to us from the beginning that the District was

looking for a team player to deliver great projects in a collaborative environment. We were extremely happy to be selected out of a pool of well qualified contractors based on our experience and qualifications. Partnering with a progressive client like Fremont Union and a great designer in Verde Design will guarantee superb results."

RAB Vice President Brian Bothman commented, "We have 30 months to demolish these sites and reconstruct five, state of the art, high school athletic complexes. Throw in the challenges of keeping as much practice and competition space open as possible and disrupting campus and community life as little as possible and this could be a tough assignment. Thankfully, this is our fourth or fifth multi-site, multi-phase project, and this type of work has become a specialty of ours over the years."

Another component of the District's Measure B Plan in which RAB is also heavily involved is the solar installations at four of the five high schools. The contractor is working with Regrid Power and Vance Brown to construct the arrays in the school parking lots. These solar projects will generate 3.6 megawatts of power providing nearly 50% of the District's energy needs.

Ausonio Building First LEED Registered Floating Building

Ausonio Incorporated is currently constructing what is expected to be the first LEED registered floating building, a new marina building for Forever Resorts in Lake Mead, Nevada. The Castroville-based contractor was asked to partner with Carlson Studio Architecture in the sustainability analysis for the project.

The building, targeting LEED Gold certification, consists of a 1,900 sq. ft. marina houseboat rental shop and small engine repair shop on a custom fabricated floating dock system. Construction is slated for completion in October. 🌊

AGC Past President Cecil Mark Dies at 82

AGC of California has lost a longtime supporter and industry leader with the recent death of Past President Cecil Mark. Mark, who served as AGC of California's President in 1978, died on June 20 at the age of 82.

A longtime resident of Carmichael, CA, Mark had a strong influence on the construction landscape in California throughout his career that spanned more than four decades. After obtaining his degree in civil engineering from UC Berkeley in 1951, he began work as an assistant bridge engineer with the Division of Bay Toll Crossings and was a structural designer for the Richmond-San Rafael Bridge.

Mark later joined the Pacific Company as engineer-estimator and then was affiliated with Stolte Inc. for 12 years, managing the firm's work in the Sacramento and San Joaquin valleys. He joined Continental Heller in 1967 as partner and vice president. Some of the projects he oversaw included the state Capitol resto-



ration, new office buildings at 455 and 555 Capitol Mall, Anaheim Stadium, Harrah's at Tahoe and the space shuttle launch facility at Vandenberg Air Force Base. He oversaw Continental Heller projects from Hawaii to New York as well.

Mark later started his own company, Mark Diversified, which built among other things California state prison facilities.

Mark was active in AGC of California for many years, working his way through a variety of leadership roles to serve as President in 1978.

During his term, Mark helped lead a strong membership drive that led the chapter to win its first ever Cashman award for membership development from AGC of America. National AGC also named Mark "Chapter President of the Year" for his leadership efforts. During Mark's term, AGC had strong influence working with the California Governor to help draft an Executive Order that established arbitration as the exclusive remedy for resolving disputes in public works projects, which led to the formation of the Public Works Arbitration Committee. Mark served on that Committee for several years.

Mark is survived by his wife of 61 years, Lois, of Carmichael; daughters Cindy Casey of San Francisco, Lori Porter of Los Angeles, and Julie Tobias of Malibu; son, David, of Carmichael; brothers, John of Carlsbad, and Norman and Perry, both of Missouri; and nine grandchildren.

Memorial services were held June 30th. In lieu of flowers, donations may be made to Popcorn for Parkinson's, a fund-raising team for the Michael J. Fox Foundation, at <http://tiny.cc/popcornforparkinsons>. 🧐

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Attention AGC Members:

Do you have noteworthy projects that your firm is building, milestones your company has reached, personnel changes or other news of interest to the industry? The *California Constructor* spotlights projects and other AGC of California member news throughout the year. Please email your news to the Constructor Editor, eatonc@comcast.net, fax to (707) 789-9519 or call (707) 789-9520.

We want to hear from you!

AGC Presses Air Resources Board for Relief from Costly Rule On Off-Road Diesel Emissions

By Michael Kennedy, AGC of America

In close coordination with the AGC of America, AGC of California and the San Diego Chapter continue to press the Air Resources Board for relief from its costly rule on off-road diesel emissions. Last December, the chapters petitioned the Board (CARB) to reopen the rule. The chapters also urged the U.S. Environmental Protection Agency (EPA) to deny the Board the

This spring, the new rule's reporting requirements started to take effect, and the Board has now amassed a wealth of new data on the off-road equipment in the state's construction industry. More importantly, the agency has agreed to share that data with the AGC chapters and to work with the association toward an October deadline for determining what it says about current emissions from off-road diesel equipment. Both the agency and the chapter now have

detailed information on more than 97,000 pieces of off-road equipment throughout the state. With the computer model that the state used to make its original "emissions inventory" also in hand, the chapter is aggressively mining the new data and seeking to resolve any doubt about the impact that the recession has already had.

AGC met with the agency staff in mid-April and again in mid-June, and it appears that the agency is willing postpone any decision on the chapter's petition to reopen the rule at least until the agency and the association can take a hard look at all of the new data. Major issues are far from resolved, and the chapter has made a point of retaining all of its legal options, but in recent meetings, the agency staff has been forthcoming and generally cooperative. Both sides understand that the October deadline is rapidly approaching. As it does, the ongoing discussions are certain to intensify. Stay tuned! 🏠

AGC has persuaded the Board to make an objective assessment of how greatly the recent economic downturn has already reduced emissions from off-road diesel equipment, and to share both the data and the computer model needed to revisit the agency's original "emissions inventory" with the association.

federal approval that the Board requires to enforce the rule's core requirements. Since then, AGC has persuaded the Board to make an objective assessment of how greatly the recent economic downturn has already reduced emissions from off-road diesel equipment, and to share both the data and the computer model needed to revisit the agency's original "emissions inventory" with the association.

The Board finalized the rule in June of 2008 and sought federal approval of its strict standards for emissions from existing fleets of off-road diesel equipment two months later.

The new standards are for emissions of nitrogen oxides (precursors to ozone) and particulate matter. These standards are fleetwide averages, and do not apply to individual pieces of equipment, but they steadily decline over a period of 11 years, and in each year in which a construction contractor cannot meet the standards, the firm has to retrofit, repower, replace and/or retire a certain percentage of its horsepower. When it finalized the rule, the state estimated that the cost of compliance would be \$3.4 billion. The state's construction industry originally estimated that the cost would reach \$13 billion, and its latest estimates are even higher.



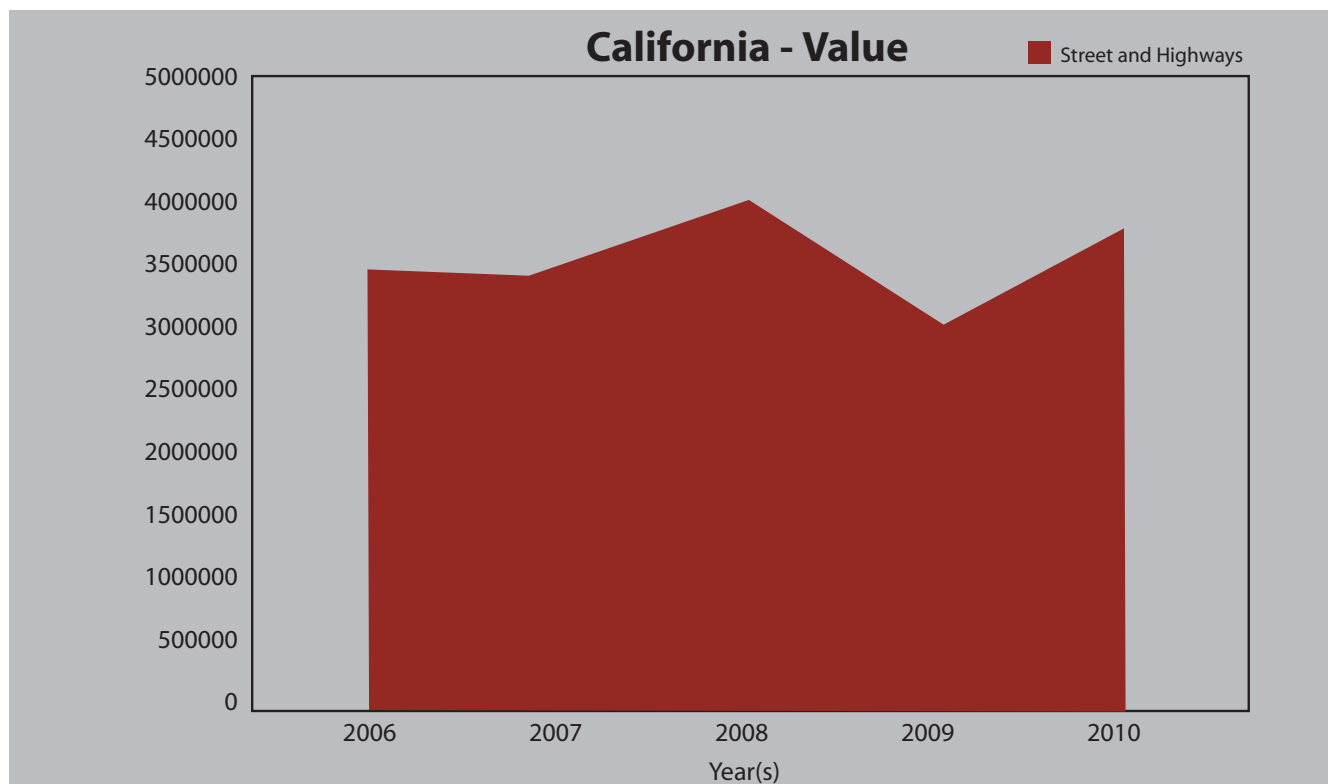
Top 10 Projects Awards

Following are the top 10 public project awards California last month, compliments of McGraw-Hill Construction.

Project Title	Company	Reported Low Bid Amount	Project City
DMV 6th Floor Asbestos Abatement Renovation 118141	Broward Builders	\$43,900,000	Sacramento
Weymouth Inlet Conduit Replacement & Rapid Mix Systems 1633	J R Filanc Construction Co. Inc.	\$30,077,700	Los Angeles
CA/DOT Construct HOV Lanes (03-Pla-80-4.5/8.3) 03367834	Flatiron/FCI Constructors	\$21,838,385	Roseville
Sacramento River East Levee Phase 1B 4032	Independent Construction	\$20,727,121	Sacramento
Puente Hills Intermodel Facility X1667	Skanska USA Civil	\$19,991,950	Whittier
Salinity Management Pipeline Ph 1 SPEC486	Whitaker Contractors Inc.	\$15,818,448	Port Hueneme
Wastewater Treatment Plant Upgrades and Expansion	J R Filanc Construction Co. Inc.	\$15,349,301	Hughson
Terminal Hill Tunnel / Shaft Project 7112	Drill Tech Drilling & Shoring	\$14,040,866	Los Angeles
Hilltop High School Project 1 892156JF	Pacific Building Group	\$13,657,000	Chula Vista
Grading and Crossing Improvements C82008006	Pavex Construction Co/A Div of Graniterock Co	\$13,167,925	San Jose

Market at a Glance

This graph depicts the value of streets and highways in California historically (2006, 2007 & 2008) and Forecast (2009, 2010). Value is in Thousands Information is provided courtesy of McGraw-Hill Construction.



Mark Your Calendar for Safety & Health Council's Greg Raymond Annual Planning Workshop

By Bo Bradley

After years of hearing "It's not in the budget" or "My boss says he won't pay for me to just go to a party" or similar responses to the question of whether or not someone would be attending the Safety & Health Council's Greg Raymond Annual Planning Workshop, I thought it was past time to set the record straight.

I have attended the annual workshop for 14-plus years. I never experienced it to be "just a party." There was always much work to be done and decisions to be made.

- Review Mission Statement and Purpose to ensure we are in alignment
- Determine location of planning workshop in the coming year

The workshop was named in honor of Greg Raymond, CSP, CIH, who was an extremely active member of the Safety and Health Council for many years while he was employed by The Cohen Group. Unfortunately Greg died on September 9, 2001, at the age of 50 after a 14-month fight against brain cancer. He was a Vice President and Senior Occupational Health


The more involved your safety professional is in the operations of the Safety & Health Council, the more your company benefits.

More and more seems to be packed into the agenda, and more goals and action items result from the intense day-and-a-half long workshop. The purpose of the workshop is to accomplish the following:

- Review and discuss the current year's goals and objectives and whether they were met. If they were not met, identify the reasons they were not met.
- Discuss the direction the Safety & Health Council would like to work in the coming year and set goals and objectives for the coming year.
- Discuss urgent regulatory and legislative safety/health items and strategize how to effectively address them
- Hear motions for petitions to the AGC Board of Directors, Cal/OSHA and the Standards Board
- Discuss the formation and/or continuation of needed Task Forces
- Determine topics for Safety Bulletins and authors for the coming year
- Review the AGC Safety Awards program and format
- Discuss grant writing
- Discuss internal/external training topics
- Review member services and products
- Strategize how to increase active membership in the AGC and the Safety & Health Council

and Safety Consultant with The Cohen Group, where he worked for almost 15 years, and his presence is greatly missed to this day. Greg was well respected and known for stepping up and doing what it took to accomplish the goals of the Safety & Health Council. It seemed only logical to name our rigorous workshop after someone who exemplified what the Safety & Health Council is all about.

The workshop is held in September in order to have our goals and objectives clearly outlined in time for the AGC Fall Conference in October. This enables us to give an accurate report on the direction of the Safety & Health Council and not just one staff person's opinions or thoughts on what the Council should be aiming for.

I hope this article will serve to dispel the myth that the workshop is a party and to assure you that the cost and time invested in it serve your AGC membership well. You only get out of something what you put into it. The more involved your safety professional is in the operations of the Safety & Health Council, the more your company benefits. If you still have questions or would like to attend a Safety & Health Council meeting or the Greg Raymond Annual Planning Workshop, please contact Bo Bradley at the AGC West Sacramento office. 

August 20

HAZWOPER Annual Refresher training in Sacramento

Orange County District Membership Mixer
Monterey District BBQ at Rancho Cielo, Salinas

August 21

Leadership Under Fire Luncheon at the Marriott Hotel, Rancho Cordova

August 22

San Francisco Bay Area Friends & Family Bocce Tournament in Martinez

August 24-28

Hazardous Waste Operations and Emergency Response: 40-Hour HAZWOPER training in Oakland

August 25

HAZWOPER Annual Refresher training in Oakland

August 27-29

CLC Working Weekend in Ontario

September 2-4

24-Hour Stormwater Pollution Prevention for Construction Sites in Santa Ana

September 9

Asbestos Building Inspection – Refresher course in Oakland

September 11

Hazardous Materials Awareness Level training – Spanish in Anaheim

September 14-16

Revit Structure Software class in La Mirada

September 14-15

AutoCAD 3D Modeling course in Riverside

September 14

Orange County District's Golf Classic in Huntington Beach

September 14-16

HAZWOPER 24-Hour course in Anaheim

September 14-18

Hazardous Waste Operations and Emergency Response: 40-Hour HAZWOPER course in Anaheim

September 16

Bay Region Public Works Night

September 18

On-Center On-Screen Takeoff, Two-Hour Online Course

Tri-Counties 34th Annual Golf Classic at the Alisal, Solvang

September 21-23

AutoCAD Level II course in La Mirada

September 21

HAZWOPER Awareness 8-Hour course in Santa Ana
HAZWOPER Annual Refresher Training in Santa Ana

September 21-23

HAZWOPER 24-Hour course in Santa Ana

September 21-25

Hazardous Waste Operations and Emergency Response: 40-Hour HAZWOPER course in Santa Ana

September 22

Drug Abuse in the Workplace: Why Employee Drug Testing Should Be Mandatory for Every Business, Webinar

AGC of California & McGraw-Hill Construction...

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