

Diversity / apprenticeship / training

Shaded projects are physically complete. Data below is provided to WSDOT by the project contractors.

CONSTRUCTION										
Project	Disadvantaged Business Enterprise (DBE) ¹				Apprentice		Training Hours ⁴			
	Percentage		Companies		Date Updated	Hours % (15% Goal)	Date Updated	Goal	Achieved	Date Updated
	Goal	Current	# ²	\$ Claimed Participation						
C7999 - SR 99, Bored Tunnel	8%	9.51%	113	\$115,841,053.59	4/30/2019	14.7%	4/30/2019	50,000	51,482	-
C7847 - SR 99, S. Holgate to S King St, Stage 2	10%	10.90%	12	\$12,457,732.60	11/13/2017	10.8%	11/13/2017	7,500	8,279	-
C8290 - SR 99, S. Holgate to S King St, Stage 3	10%	10.55%	12	\$3,359,677.82	11/13/2017	20.6%	11/13/2017	11,700	14,793	-
C8549 - SR 99, North Access	11%	9.80%	16	\$5,325,260.97	5/31/2018	18.3%	11/13/2017	2,800	2,800	-
C8606 - SR 99, Drilled Shafts	2%	3.50%	5	\$53,710.92	11/13/2017	N/A	N/A	N/A	N/A	N/A
C8921 - SR 99, Dearborn Off-Ramp	11%	12.70%	2	\$442,858.47	11/13/2017	18.2%	11/13/2017	400	451	-
<i>DBE Subtotal</i>			160	\$ 137,480,294.37						
Project	(M)inority, (S)mall, (V)eteran, (W)oman Business Enterprise (MSVWBE) ³				Apprentice		Training Hours			
	TYPE	Goal	Current	#	\$ Claimed Participation	Date Updated	Hours % (15% Goal)	Date Updated	Goal	Achieved
SR 99, South Access Connection Bid-Build (Scarcella contract- first working day 2/12/2018)	M	10%	5.29%	5	\$1,423,598	8/31/2019	22.2%	8/31/2019	NOT REQUIRED	
	S	5%	12.31%	11	\$3,311,058	8/31/2019				
	V	5%	0.15%	1	\$40,750	8/31/2019				
	W	6%	0.00%	0	\$0	8/31/2019				
SR 99, Demo, Decommissioning & Surface Streets Design-Build (Kiewitt Contract - first working day 7/10/2018)	M	10%	2.19%	18	\$2,357,919	8/31/2019	7.7%	7/31/2019	NOT REQUIRED	
	S	5%	5.66%	9	\$6,102,265	8/31/2019				
	V	5%	0.00%	0	\$0	8/31/2019				
	W	6%	0.78%	5	\$840,836	8/31/2019				
<i>MSVWBE Subtotal</i>			49	\$14,076,426 ^						
CONSTRUCTION TOTAL			209	\$ 151,556,720.63						
AWV PROGRAM TOTAL			209	\$151,556,721						

¹ Federally funded projects have DBE goals. Calculations and level of detail are consistent with OEO guidance.
² Individual companies work on multiple projects and to eliminate duplication of reporting DBE / MSVWBE the totals only report the total number of companies in the Program.
³ State funded projects have MSVWBE goals. Calculations and level of detail are consistent with WSDOT HQ Construction Office regarding MSVWBE reporting.
⁴ Once Training Goals are achieved, they are no longer tracked or reported.

Title VI notice to public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.



Diversity and Inclusion in Contracting AWV Quarterly Progress Report: July - Sept. 2019

SR 99 demolition, decommissioning and surface street project winding down

Crews have nearly completed demolition of the Alaskan Way Viaduct, which had stood along the downtown Seattle waterfront since the 1950s. The viaduct's role in moving people into and through downtown Seattle was replaced by the SR 99 tunnel, which opened in February 2019, as well as a new Alaskan Way surface street to be built in the viaduct's footprint.

The contract was awarded to Kiewit Infrastructure West Co. Work began on Feb. 12, 2019, and most demolition activities are now complete. Work on other components of the project will continue into 2020. There is a MSVWBE participation goal for the project set at 26%, with more than \$12.7 million in work contracted to more than 20 firms. The major elements of the project include:

- **Removing the Alaskan Way Viaduct** from South Dearborn Street to the Battery Street Tunnel. (nearing completion)
- **Removing the Columbia and Seneca street ramps.** (complete)
- **Building a new, temporary pedestrian bridge** across Alaskan Way to Colman Dock. (complete)
- **Restoring the area where the viaduct once stood** and then turning the space over to the City of Seattle's Waterfront Seattle Program. (nearing completion)
- **Filling and sealing the Battery Street Tunnel.** (in progress)
- **Rebuilding Seventh Avenue North** between Denny Way and Harrison Street, which serves transit coming into downtown. Reconnecting Thomas and John streets and neighborhoods previously severed by SR 99. (in progress)



Demolition crews work to remove the final remaining sections of the viaduct.



Aerial view of Seattle's waterfront are much different without the double-deck viaduct.

Bobby Forch, AWV DBE Administrator, Honored with Tabor 100 Award



Bobby Forch
AWV DBE Administrator

Bobby Forch, of Bobby Forch Consulting, LLC, was selected by the Tabor 100 President and Board of Directors to receive the 2019 Tabor Excellence in Diversity & Inclusion Award at their 20th Anniversary Gala on Sept. 28, 2019. Tabor 100 is an association of entrepreneurs and business advocates who are committed to economic power, educational excellence and social equity for African-Americans and the community at large.

Mr. Forch, DBE Administrator for the Alaskan Way Viaduct Replacement Program, was awarded the Crystal Eagle Award in recognition of his leadership in working to create partnerships across cultural, economic, social, political, geographic, or educational boundaries on the SR 99 Bored Tunnel Design Build Contract. The Crystal Eagle symbolizes strength, vision, and determination and represents the highest level of recognition and appreciation that Tabor 100 can bestow.

It was due to Mr. Forch's outreach to and advocacy on behalf of the DBE Community, that WSDOT and the Design Build Contractor exceeded the 8% DBE Goal. Under Mr. Forch's guidance, the SR 99 Bored Tunnel attained 9.5 percent participation with \$115.8 million eligible to count towards the DBE goal. Mr. Forch helped 113 DBE subcontracting firms receive 248 lower tier subcontracts in work on the project. Congratulations, Bobby!

Limited opportunities on WSDOT's SR 99 demolition, decommissioning and surface streets project

Work on the demolition, decommissioning and surface streets project is nearing completion. With work winding down, there will be limited opportunities for additional contracts. To learn more about the demolition, decommissioning and surface streets project, contact Bobby Forch at Forchbo@wsdot.wa.gov or 206-805-5418.



Crews continue to restore the roadway where the former viaduct once stood.



Viaduct removal has opened up new views of historic buildings in the Pioneer Square neighborhood.

DBE Construction Enterprises: It's All In the Name



Frederick Thomas
DBE Construction Enterprises

Frederick Thomas has a fleet of dump trucks, but he does not drive them. "I run the business and hire the drivers," he says. Thomas opened DBE Construction Enterprises in 2011. He owned an interior demolition firm and a concrete saw cutting business first and has worked in construction since 1993.

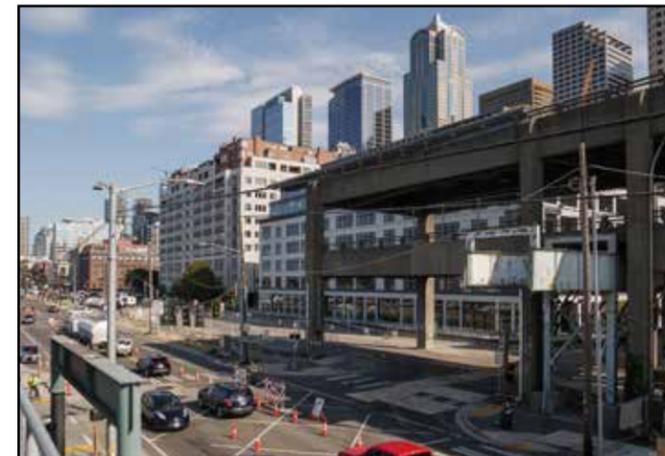
Thomas was born in Memphis, Tennessee but grew up in the Seattle area and his company is based in Lakewood. DBE Construction is a certified Disadvantaged Business Enterprise, but why put that in the name? "It's DBE Construction so when contractors are looking for a DBE, here I am." And the idea paid off.

Thomas started working on the SR 99 Tunnel Project in 2016. His company did labor work — drilling and installation — for two years. During that time, he saved his money and bought dump trucks. When the time came to haul the concrete rubble from the viaduct demolition site and WSDOT wanted a DBE firm to do it, Frederick Thomas and DBE Construction Enterprises were right there.

Thomas warns anyone wanting to get in to the dump truck business that it is not an easy life. "Look out. It's tough out here, very competitive," he warns. "If you don't know who you are dealing with you can get cheated, paid late, or not paid at all." Still, Frederick Thomas has used his knowledge and business savvy to create a successful enterprise.

On a side note, Thomas confided, "You know all that work I did on that tunnel and to this day, I have never driven through it!"

Contact Frederick Thomas and DBE Construction Enterprises at Fredrick@dbeconstructioninc.com or 253-255-6379.



Crews removed and replaced the bridge that connected pedestrians to Colman Dock at Marion Street.



Demolition continues on the hillside near Pike Place Market.