

ARCHITECTURAL AND ENGINEERING (A&E)							
Project	MSVWBE						Duration
	TYPE	Percentage		Companies		Date Updated	
		Goal	Current	No.	Amount		
Program Management Consultant Agreement Y-11917	M	4%	2.83%	2	\$ 163,372.77	5/31/19	July 1, 2016 - Present
	S	14%	26.48%	6	\$ 1,530,625.52	5/31/19	
	V	0%	0.00%	0	\$ -	5/31/19	
	W	6%	18.30%	3	\$ 1,057,703.26	5/31/19	
MSVWBE Subtotal		24%	47.61%	11	\$ 2,751,701.55		
SR 167 General Engineering Consultant Agreement Y-11918	M	5%	2.89%	2	\$ 174,886.01	5/31/19	July 1, 2016 - Present
	S	15%	10.96%	8	\$ 663,539.79	5/31/19	
	V	1%	0.00%	0	\$ -	5/31/19	
	W	6%	5.90%	4	\$ 357,550.86	5/31/19	
MSVWBE Subtotal		27%	19.75%	14	\$ 1,195,976.66		
SR 509 General Engineering Consultant Agreement Y-12197	M	10%	13.51%	2	\$ 447,613.31	5/24/19	October 27, 2018 - Present
	S	5%	40.35%	7	\$ 1,337,190.72	5/24/19	
	V	5%	0.68%	1	\$ 22,542.26	5/24/19	
	W	6%	16.10%	4	\$ 533,442.20	5/24/19	
MSVWBE Subtotal		26%	70.63%	14	\$ 2,340,788.49		
MSVWBE Subtotal		41.51%		39	\$ 6,288,466.70		
Project	DBE						Duration
	Type	Percentage		Companies		Date Updated	
		Goal	Current	No.	Amount		
SR 509 General Engineering Consultant Agreement Y-11628	DBE	15%	11.13%	7	\$ 539,422.43	10/30/19	October 1, 2014 - October 26, 2018
DBE Subtotal		15%	11.13%	7	\$ 539,422.43		
DBE Subtotal		11.13%		7	\$ 539,422.43		
Architectural & Engineering Total		34.15%		46	\$ 6,827,889.13		

Gateway Program MSVWBE Partners

There are currently 25 MSVWBE firms on the Gateway Program Team.

- 1 Alliance
- All Traffic Data
- Axis Environmental
- Commonstreet Consulting
- CW Felice
- Entech Northwest
- Global Geophysics
- Hough, Beck & Baird
- Innovex
- Irwin Writing/Editing
- KBA Construction Management
- Krebs
- O'Neill Service Group
- Osborn Consulting, Inc.
- Ott-Sakai & Associates
- Performance Plane
- PRR
- RES Group NW
- Rohila Consulting
- Robinson Noble
- Stell Environmental
- The Greenbusch Group, Inc.
- Tierra Right of Way
- Van Wormer
- Westby Consulting

Diversity and Inclusive Contracting

Puget Sound Gateway Program Quarterly Progress Report: April – June 2019

Puget Sound Gateway Program plans for small and diverse subcontractor participation on its first design-build project

Program Overview

The Puget Sound Gateway Program is composed of projects in two corridors spanning two Puget Sound counties: completion of SR 167 in north Pierce County and SR 509 in south King County. These projects provide essential connections to the ports of Tacoma and Seattle and will help ensure people and goods move more reliably through the Puget Sound region. The Gateway Program is critical to enhancing the state's economic competitiveness, both nationally and globally, by connecting the state's largest ports to key distribution centers in King and Pierce counties and to eastern Washington.

The Program will use the design-build contracting method to construct the SR 167 and SR 509 Completion Projects; it expects to begin construction in late 2019 and complete construction in mid-2028. With over \$1 billion in design-build projects the Program expects that Minority, Small, Veteran, and Women-owned Business Enterprises (MSVWBE) will play a significant role in helping WSDOT design and construct these projects. With multiple MSVWBE firms included on the team that was awarded the first construction contract, this report highlights the team's key members and its approach to diversity and inclusion. We also highlight two MSVWBE firms who are currently working on the Gateway Program.

For More Information

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First Design-Build Contract Awarded!

Guy F. Atkinson Construction was recently selected to design and build the SR 167, 70th Avenue East Vicinity Bridge Replacement Project. Since this is the first construction contract for the Gateway Program, expectations are high for MSVWBE participation. Atkinson made it clear in their proposal that they intend to maximize participation of qualified MSVWBE firms.

They have a strong diversity and inclusion track record, exceeding MSVWBE goals on several projects in Washington over the last five years and winning the 2016 and 2018 Champion of Inclusion Award for achievements in employing disadvantaged, minority, and women-owned firms on WSDOT and Sound Transit projects.

On this project, the Atkinson team, led by Reggie Wageman, Heather Weeks, Kevin Kidwell, Geoff Shook, and Brooke Shore, made a strong statement by identifying ten MSVWBE firms in its winning proposal. The inclusion of these firms was the culmination of an extensive outreach process to the MSVWBE community during the procurement process.



Atkinson's project team, led by (left to right) Reggie Wageman, Brooke Shore, Heather Weeks, and Geoff Shook, is excited to get started on the 70th Avenue East Bridge Project.

Inclusion Manager Profile

While the Atkinson senior management team made the commitment to seek out and identify MSVWBE firms in their proposal, their Inclusion Manager, Geoff Shook, will have responsibility for ensuring the team achieves a high level of MSVWBE participation. Geoff has worked for over 26 years on major transportation project and has a long track record in the industry of exceeding DBE, MWBE, and MSVWBE goals.

Geoff will craft an inclusion plan that includes strategies for subcontracting with MSVWBE firms and ensuring their success. These strategies include direct outreach to subcontractors with availability and skills to perform scopes of work, advertising in trade and business journals, continuously monitoring and reporting work performed by MSVWBE's, and providing mentoring to build capacity.

With the contract now in hand, Geoff and the Atkinson team will now shift to finalizing and executing the inclusion plan spelled out in the proposal. Atkinson has an extensive roster of MSVWBE firms that they will reach out to, but if you are interested in being part of their team, they want to hear from you. Geoff Shook can be reached by phone or email at: (425) 418-6837 and Geoff.shook@atkn.com.

"Atkinson will continue to employ the methods used to perform outreach to MSVWBE subcontractors during the pre-proposal phase throughout contract design and construction to ensure we maximize participation and meet or exceed project goals."

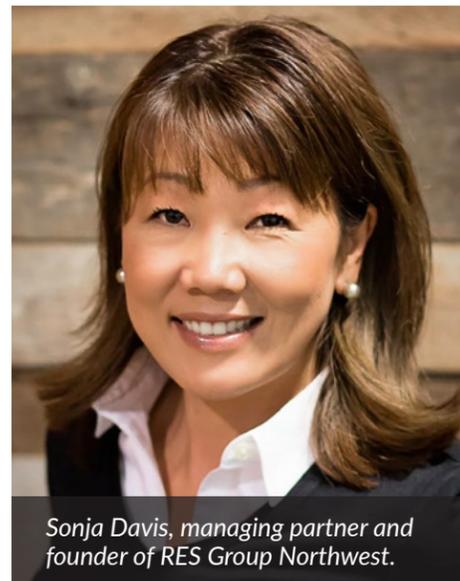
—Geoff Shook

RES Group Northwest: A small firm that plays a big role

Building a new highway through a highly developed area poses many challenges to the team trying to turn a design into something people will drive on one day. One of the more significant ones is acquiring the right-of-way needed to build new highways and relocating the people who live in their path. Thankfully, the Puget Sound Gateway Program has a team of dedicated right-of-way and relocation professionals working with property owners to reach agreement on the sale of their property, home or business and moving them to a new location when required. RES Group Northwest, a Washington State certified Minority and Women-owned small business, is part of that team and leads the relocation process for the SR 509 Completion Project, where they have been instrumental in completing over 75% of the 119 relocations for the project.

Sonja Davis started RES Group Northwest in 2011 and in 2014 Kristina Guzman joined her as a partner. Both women previously worked at larger firms for over 15 years. They started their own firm to deliver the best possible customized services for their clients. Sonja enjoys her work because every relocation is different, each with its unique challenges, especially among sensitive populations. "Relocating can be stressful, especially when you have lived in your home for a long time and don't have a lot of resources," says Sonja. "Our work is about 50 percent social work; we talk people through the process and even help them pack and drive them to their new home." She takes pride in going the extra mile to help people and remarked that the "project can't get built until we do our job."

Sonja and Kristina have both worked individually on other megaprojects, but the Gateway Program is the first megaproject for RES Group Northwest. "Our success on the Gateway Program proves that small firms can work on big projects. It's not about the number of people you have, it's about whether you can do the work." Being a part of the Gateway Program has been a positive experience for RES Group Northwest. The exposure to WSDOT's acquisition and relocation processes, as well as the relationships formed within the department, position them well with smaller agencies and jurisdictions who will benefit from their experience on bigger state projects.



Sonja Davis, managing partner and founder of RES Group Northwest.

C.W. Felice: A Veteran firm with a solid foundation

We all drive over bridges every day, confident that those structures will carry us safely to our destinations. There are people who do a lot of work to make sure the bridges in our state are safe and reliable. On the Puget Sound Gateway Program, one of those people is Conrad W. Felice. Conrad is the managing principal of C.W. Felice, a small veteran-owned business that oversees all of the geotechnical aspects on the SR 509 corridor portion of the Gateway Program. His firm makes sure bridge and wall structures are stable and ready to withstand wear and tear. In their role, C.W. Felice also works closely with other disciplines to address structural issues that could affect the program's bridges and walls.

Conrad started C.W. Felice in 2009, but his engineering experience spans decades. After college, he served our country for 27 years, in active duty for 11 years and as a reservist for 16. He fulfilled a variety of civil engineering duties over this period and retired as a Lieutenant Colonel. He has also worked for national firms in a leadership role. It goes without saying that Conrad is an expert and is a valuable member of the Gateway Program team and says "Within the Gateway Program, it doesn't matter what firm you work for, because we work as an integrated team to deliver safe, sustainable, and resilient transportation solutions for the people of Washington State."

C.W. Felice also works on the I-405 Program and has been part of several design-build projects around the country. Conrad says these long-term projects provide stability to his firm and allow for incremental and sustainable growth. "It's rewarding to be a part of the Gateway Program because we are involved from the beginning through project delivery and get to see the results of our work in a very tangible way." Conrad is confident about the future of his company due in part to WSDOT's commitment to veterans who have served our country, and small and diverse firms on their design and construction projects.



Conrad Felice, managing principal of C.W. Felice, LLC.

Upcoming DBE and MSVWBE Opportunities

There will be opportunities for DBE and MSVWBE firms on the upcoming SR 509 Stage 1b Project. This project, valued at between \$310 and \$350 million, is the first major stage of the SR 509 Completion Project, which, when completed, will extend the existing four-lane SR 509 freeway from the SR 509/South 188th Street interchange in SeaTac, connecting to I-5 with a new interchange in the vicinity of South 212th Street. The Stage 1b Project has federal funding and thus will have specified Disadvantaged Business Enterprise (DBE) requirements as well as Small Business Enterprise (SBE) goals.

WSDOT expects to release the Request for Qualifications (RFQ) in September and will hold a Voluntary Submitters Meeting for all interested firms on Wednesday, September 11, 2019 from 1 to 3 p.m. at the Federal Way Community Center, which is located at 876 S 333rd Street in Federal Way. Information about the SR 509 Stage 1b contract procurement process can be found on the WSDOT Ad and Award webpage: www.wsdot.wa.gov/biz/contaa/Contracts/SR509completion.html.



The SR 509 Submitters meeting will provide opportunities for MSVWBE and DBE firms to network with prime contractors.