

SR 520 Diversity & Inclusive Contracting



Quarterly Progress Report

July-September 2020

Subcontracting opportunities on the SR 520 Montlake Project

Construction of the SR 520 Montlake Project is scheduled to continue through approximately 2023. The project's prime contractor, Graham, and subcontractors American Bridge and Elcon, have additional subcontracting opportunities on the project, in a diverse range of contractor specialty areas.

WSDOT included these opportunities in the recent Q1 and Q2 2020 reports. The project team also hosted a virtual outreach event on Sept. 28. To view the list of opportunities, click here:

wsdot.wa.gov/sites/default/files/2020/09/29/SR520-presentation-MontlakeProject-Contracting-VirtualMeeting.pdf#page=10

To learn more or share your interest, please contact:

Tom McMillan, Procurement Manager, Graham
tom.mcmillan@grahamus.com or 425-410-0993

Darling Nava, Inclusion Resource Specialist
darling@zanninc.com or 813-947-8586



Aerial view of SR 520 eastbound bridge construction over Foster Island, looking east.

SR 520/I-5 Connection Project construction begins in 2021

While the Montlake Project is now in full swing, the next phase of the SR 520 Rest of the West projects in Seattle is right around the corner: the SR 520/I-5 Express Lanes Connection Project.

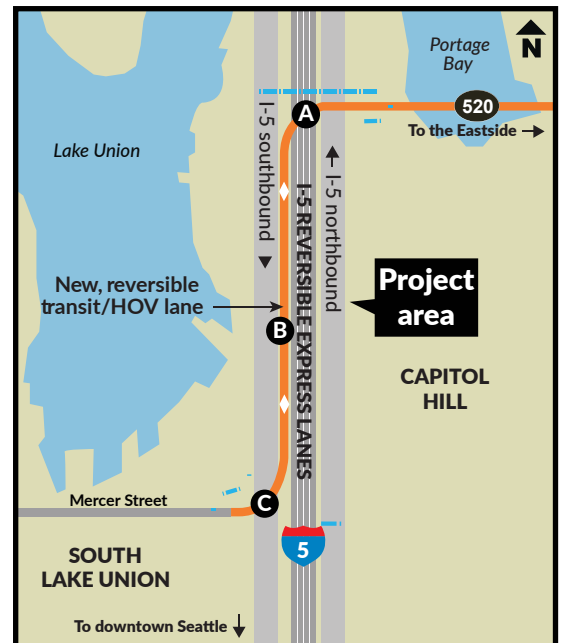
This project is scheduled to begin construction as soon as spring 2021. WSDOT plans to provide additional details about the contracting opportunity in early 2021. This project will be delivered via design-bid-build.

The project's key features include:

- A** A new, reversible transit/HOV ramp between SR 520 and the I-5 express lanes.
- B** Restriped I-5 express lanes that retain the four existing lanes while adding a reversible transit/HOV lane between the I-5/SR 520 interchange and Mercer Street.
- C** A modified, reversible transit/HOV ramp between the I-5 express lanes and Mercer Street.

Questions? Contact Dave Becher, SR 520 Construction Director by email at: BecherD@wsdot.wa.gov

Visit us online: wsdot.wa.gov/Projects/SR520Bridge



Map of SR 520/I-5 Express Lanes Connection Project key features.

Reporting our progress by the numbers

Diversity / Apprenticeship / Training

Shaded projects are physically complete.

Individual companies certify on multiple TYPEs (M, S, V, W) and are calculated based on contract goals / expectations, these areas are stacked.

Data below is provided to WSDOT by its project contractors. Percentages and dollars are based on amounts paid to date.

PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)								
DBE	Disadvantage Business Enterprise (DBE)	Percentage		Companies		Data Date	Duration	
		Goal	Achieved	#	Applied (\$)			Paid (\$)
		Corridor Development	N/A	8.05%	2	\$15,112,456	\$15,112,456	6/30/2014
	SR 520 Program	9%	16.12%	8	\$8,341,036	\$8,341,036	6/30/2017	June 2014 – Dec 2016 (9% is a voluntary goal)
	Completed Agreements	8%	9.79%	8	\$23,453,492	\$23,453,492	6/30/2017	Feb. 2009 – Dec 2016
	DBE Program Subtotal ¹		9.79%	8	\$23,453,492	\$23,453,492		

MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)	Percentage		Companies		Data Date	Duration		
		Goal	Achieved	#	Stacked (\$)			Paid (\$)	
		SR 520 Program Agreement	M	10%	8.54%	8	\$7,227,187	\$7,227,187	9/30/2020
	S		5%	27.34%	23	\$23,130,434	\$7,244,932		
	V		5%	0.03%	2	\$22,286	\$3,147		
	W		6%	14.71%	7	\$12,442,784	\$8,655,168		
	Agmt		50.62%	40	\$42,822,691	\$23,130,434			
	MSWBE Program Subtotal ²	27.34%	50.62%	23		\$23,130,434			

PGM & E TOTAL ¹

26

\$46,583,926

CONSTRUCTION											
DBE	DBE	Percentage		Companies		Data Date	Apprentice		Training Hours ³		
		Goal	Achieved	#	Applied (\$)		Paid (\$)	Hours % (Goal)	Data Date	Goal	Achieved
		Completed Projects ⁴	8%	8.97%	77	\$161,358,421	\$161,358,421	2/5/2019	18.6% (15% Goal)	5/26/2018	199,300
	DBE Program Subtotal ¹		8.97%	77	\$161,358,421	\$161,358,421		18.6%		199,300	237,597

MSWBE	MSWBE	Percentage		Companies		Data Date	Apprentice		Training Hours ³		
		Goal	Achieved	#	Stacked (\$)		Paid (\$)	Hours % (Goal)	Data Date	Goal	Achieved
		Completed Projects ⁵	Varies	32.14%	50.90%	9	\$3,625,682		15.6% (15% Goal)	11/30/2018	NOT REQUIRED
	Montlake Project (currently in construction)	M	10%	1.10%	15	\$4,989,986	\$4,989,986	10/2/2020	15.2% (20% Goal)	9/23/2020	NOT REQUIRED
		S	5%	2.30%	31	\$10,489,740	\$1,888,361				
		V	5%	0.03%	3	\$114,824	\$35,537				
		W	6%	0.87%	11	\$3,941,980	\$3,575,856				
	Project	4.29%	60	\$19,536,530	\$10,489,740						
	MSWBE Program Subtotal ²	3.03%	5.42%	39		\$14,115,422					

CONSTRUCTION TOTAL ¹

105

\$175,473,843

SR 520 PROGRAM TOTAL ¹

129

\$222,057,769

¹ For DBE Program Subtotal, PGM & E TOTAL, CONSTRUCTION TOTAL (two firms worked in both PGM & E and CONSTRUCTION), and SR 520 PROGRAM TOTAL; the calculation for these are based on each individual company on the SR 520 Program.

² Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSWBE Program Subtotal' only calculates the overall %, total '# of Companies', and total 'Paid (\$)' to Companies' to date based on each individual company and total paid on the SR 520 Program (exception - highlighted cell is stacked %).

³ Once Training Goals are achieved, they are no longer tracked or reported.

⁴ Completed federally funded construction projects to date: Pontoons, Eastside, West Connection Bridge, Floating Bridge and Landings, West Approach Bridge North. Total percentage DBE achieved ranged from 3.83% - 14.62%, totaling 8.97% overall. Total percentage Apprentice achieved ranged from 13.7% - 21.4%, totaling 18.6% overall.

⁵ Completed state funded construction projects to date: Grass Creek, Evans Creek, Union Bay Natural Area, Truck Aprons, Eastside Culvert Repair Project. Total percentage MSWBE achieved ranged from 0.00% - 64.74%, totaling 32.14% overall. Total percentage Apprentice achieved ranged from 12.0% - 24.1%, totaling 15.6% overall.

WSDOT is experiencing an evolving budget situation for many months first with the effects of Initiative 976 and now with a large decrease in anticipated transportation revenues due to the pandemic. We continue to work with the Governor's Office and the Office of Financial Management to determine how this affects funding our agency's budget, including the recent Supreme Court ruling that Initiative 976 is unconstitutional. Making changes to our budget requires action by the Legislature, which will convene in January 2021. This may result in changes to the megaprograms' schedules.

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