

Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2022

Megaprograms

Head of Small Business Administration tours SR 520 construction site

Administrator Guzman touts small businesses' role in infrastructure projects

A message from Julie Meredith

The Washington State Department of Transportation often relies on large, sometimes international, construction companies to manage our biggest highway projects. But our projects, including our four Central Puget Sound Megaprograms, simply could not succeed without the skills and creative talents that small businesses bring to the table. Small subcontracting firms, including those owned by minorities, women and veterans, are vital to the delivery of our WSDOT projects.

That was the message conveyed to Isabella Guzman, Administrator of the Small Business Administration, when she toured the SR 520 Montlake Project construction site in Seattle in mid-July. Accompanying her were Gov. Inslee, SR 520 Program Administrator Omar Jepperson and me, along with representatives of four local small businesses working on the Montlake Project.

Guzman, a member of President Biden's cabinet, noted how the \$1.2 trillion Infrastructure Investment and Jobs Act of 2021 is helping to accelerate public infrastructure projects and boost government contracting opportunities for small businesses. Her agency delivers loans, loan guarantees, contracts and contract counseling, and other forms of assistance to small businesses across the country.

"The SBA is collaborating with local leaders throughout the nation to help entrepreneurs gain access to revenue and growth opportunities to achieve their American dreams," Guzman said. "I was thrilled to join Washington Governor Jay Inslee and Seattle Mayor Bruce Harrell during my visit to discuss how we can work together to help small businesses throughout the Pacific Northwest and all of America to continue to recover from the COVID pandemic and meet the challenges ahead."

Continues on back...



Omar Jepperson, at left, discusses with Gov. Inslee and SBA Administrator Isabella Guzman, right, the important role of small subcontracting companies on the SR 520 Montlake Project.

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Megaprograms

During her visit to Seattle, the SBA administrator and Gov. Inslee also discussed the importance of federal, state and local governments working together to continue directing funding from the American Rescue Plan Act to small businesses in hard-hit, underserved communities.

Montlake Project subcontractors

To date, the SR 520 Program has signed 154 contracts, worth more than \$263 million, with small businesses owned by minorities, women or veterans. Joining us on our July 11 tour were several small-business representatives whose companies are working on the Montlake Project: Chris Christiansen, co-owner of AAR Testing Labs, a Redmond-based minority-owned firm; Patricia Cleary, owner of Kenmore-based CRUX Diving; Josh Stepherson, owner of Stepherson & Associates, a minority-owned firm; and Vern Orr, General Manager of Algona-based Terra Dynamics.

"I was thrilled to talk to Governor Inslee and Administrator Guzman about CRUX Diving and the role we play on the Montlake Project," Cleary said. "The SBA has helped me personally and professionally to get the certifications I need to be a successful WBE and DBE business."



Participants in the July 11 tour of the SR 520 Montlake Project were, left to right, Vern Orr, Patricia Cleary, Kerrie Hurd (SBA's NW District Director), Isabella Guzman, Chris Christiansen, Gov. Inslee, Mike Fong (SBA's NW District Administrator), Omar Jepperson, Julie Meredith, Bryant Helvey (Graham's construction manager), and Josh Stepherson.

Stepherson, whose Seattle-based company provides communications support to Graham, the Montlake Project prime contractor, said, "It isn't every day I get the opportunity to meet Governor Inslee and Administrator Guzman about my business, so I was excited that they came on site to personally meet us. It demonstrates their commitment to help small businesses like Stepherson and Associates. We really appreciate their advocacy and support, both in the past and in the present."

Number of MSVWBE and DBE firms for each Megaprogram

All programs are working to meet their voluntary and mandatory goals for MSVWBE and DBE participation. The chart at right shows the total number of current and past MSVWBE and DBE firms contracted on each program. Please refer to the individual program reports for more information about MSVWBE and DBE participation.

I-405/SR 167 Program

25 A&E
128 Construction

153

SR 520 Program

28 A&E
130 Construction

154

(Four firms worked in both design and construction)

AWV Replacement Program

0 A&E
240 Construction

240

Puget Sound Gateway Program

28 PGM&E
55 Construction

79

(Four firms worked in both design and construction)

For More Information

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I-405/SR 167 Corridor Program

The I-405/SR 167 Corridor Program consists of a series of long-term improvements guided by the I-405 Master Plan and SR 167 Corridor Plan. For two decades, WSDOT has worked with cities, counties, federal agencies, transit agencies and community groups to develop consensus on a long-term vision for the multimodal redevelopment of this highway. The Master Plan incorporates more than 150 individual but coordinated projects between SR 512 in Auburn and I-5 in Lynnwood. Total funding for the program is \$3.18 billion.

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SR 520 Bridge Replacement and HOV Program

The SR 520 Program is enhancing public safety and mobility by replacing the highway's aging, vulnerable bridges and making significant transit and roadway improvements throughout the corridor. Program improvements extend from I-405 in Bellevue to I-5 in Seattle. So far, the program has rebuilt SR 520's Eastside segment and constructed a new floating bridge on Lake Washington. The effort now focuses on completing the highway's improvements from Lake Washington to I-5. The first stage of this work in Seattle, the Montlake Project, began in spring 2019. The program's total funding is \$4.9 billion.


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SR 99 Alaskan Way Viaduct Replacement Program

The Alaskan Way Viaduct Replacement Program consists of 30 projects that together brought safety and mobility improvements to Seattle's central waterfront. The program's primary effort involved replacing the aging SR 99 viaduct along Seattle's waterfront with a two-mile-long tunnel, which opened in 2019. The program's final WSDOT-led project, the South Access-Surface Street Connections Project, began in summer 2021. The AWWV Program also provides partial funding for the rebuilding of Alaskan Way, a project begun in 2019 and led by the city of Seattle. Total program funding is \$3.35 billion.

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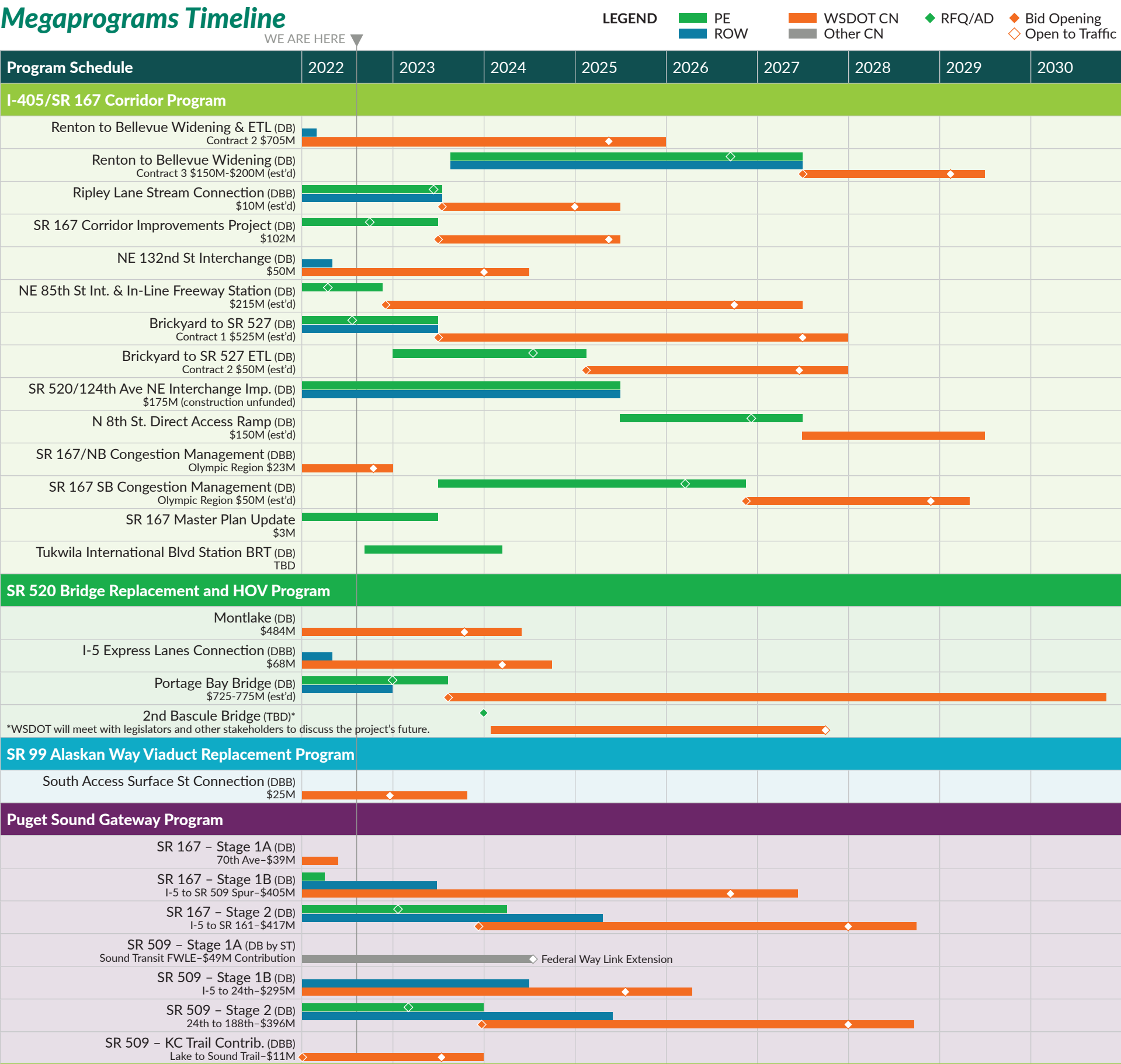


Puget Sound Gateway Program

The Puget Sound Gateway Program is building critical freight links between the ports of Seattle and Tacoma and key distribution, warehouse and industrial areas in King and Pierce counties. Composed of the SR 167 Completion Project in Pierce County and the SR 509 Completion Project in King County, the Gateway Program is building about 12 miles of new roadway to complete two crucial, unfinished links in Washington's highway and freight network. Together, the projects will help ensure that people and goods move more reliably through the Puget Sound region. Total funding is \$2.38 billion.

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I-405/SR 167 Corridor Program

I-405, NE 85th Street Interchange and Inline BRT Station Project

The design-build contract procurement process for the I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station Project is underway. WSDOT announced the shortlist of prime contractors on May 27, which includes Aecon/American Bridge, Graham Contracting, Ltd, and Guy F. Atkinson Construction, LLC. The project team published the Request for Proposals and hosted a Voluntary Proposers Meeting in June. WSDOT anticipates awarding the contract in December. This Sound Transit-funded project includes voluntary minority and women business enterprise (MWBE) goals and enforceable small and veteran-owned business (SVB) goals.

Find more information about the project here: wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-northeast-85th-street-interchange-and-inline-brt-station-project.

I-405, Northeast 132nd Street Interchange Project

Graham, the design-builder, started pre-construction activities last fall and has been doing geotechnical borings at the Kingsgate Park and Ride. Construction activities started in April with a groundbreaking event on May 16 to celebrate the start of construction. The first traffic shift for the project happened less than a week after the groundbreaking event. The second traffic shift is expected to take place this October. Construction is scheduled to be complete in fall 2023. This state-funded project includes voluntary MSVWBE goals.

Major elements of recent work include maintenance of traffic, utility work, drainage work, retaining walls, and erosion control. Upcoming work this summer includes in-water work, stream work, utility relocations, wall construction, temporary alignment on city streets, seismic retrofit work, and pond excavation.

To learn about these opportunities, please contact:

- Bruce Rowlands, Graham District Manager, bruce.rowlands@grahamus.com, 206-549-2395
- Suzanne Arkle, Inclusion Manager, suzanne@zanninc.com, 312-543-6317

For More Program Information

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wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program

I-405, Brickyard to SR 527 Improvement Project

WSDOT began the design-build contract procurement process in summer 2022. The project will create a dual express toll lane (ETL) system from south of the I-405/SR 522 interchange to the I-405/SR 527 interchange. The project team published the RFQ on June 30 and held the Voluntary Submitters Meeting on July 14. WSDOT will notify the shortlisted submitters on October 10. The project team expects to begin construction in 2023 and complete construction in 2027 to align with the north BRT system opening.

Find more information about the project here: wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-brickyard-sr-527-improvement-project.

I-405, Renton to Bellevue Widening and Express Toll Lanes Project

Flatiron-Lane, Joint Venture (FLJV) continued ground improvement work in the Northeast 44th Street/May Creek area for mainline widening. In June, crews closed and demolished the Main Street Bridge across I-405, between 112th Avenue Northeast and 116th Avenue Northeast. This closure will remain in effect for up to five months while they replace the bridge.

Find more information about upcoming events here: fljvwa405project.com.

To learn about these opportunities, please contact:

- George Frost, FLJV Community Liaison, gwffrost3@gmail.com, 206-852-6737
- Danica Mason, FLJV Outreach Specialist, danica@redteam-go.com, 206-947-1992



Bellevue's Main Street Bridge demolition. Construction on a new bridge is underway. (June 2022)

I-405/SR 167 Corridor Program

Diversity / Apprenticeship / Training

Thru 06/30/2022

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	Current	#	Applied (\$)			
	I-405/SR 167 Corridor GEC Y-8092		N/A	12.48%	11	\$22,056,470		March 2002 - August 2016 (N/A - No Goal)	
	DBE Program Subtotal ¹			12.48%	11	\$22,056,470			
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies		Data Date	Duration	
			Goal	Achieved	#	Stacked (\$)			
	I-405/SR 167 Corridor GEC Y-11873		M	10%	7	\$6,297,025	6/30/2022	August 20, 2016 - June 30, 2022	
			S	5%	15	\$17,507,657			
			V	5%	1	\$3,321,320			
			W	6%	6	\$6,850,160			
			Agmt	34.00%	29	\$33,976,162			
	MSVWBE Program Subtotal ²		18.34%	34.00%	14	\$33,976,162		\$18,333,275	

PGM & E TOTAL ¹

25

\$40,389,745

CONSTRUCTION

MSVWBE	MSVWBE		Percentage			Companies		Data Date	15% Apprentice Requirement		Training Hours ³		
			Goal	Achieved	#	Stacked (\$)	Paid (\$)						
	C8665: SR 167/8th ST E to S 277th ST - SB HOT Exten.		14%	9.02%	26	\$4,933,268	\$4,527,035	6/30/2018	15.1%	12/31/2017	NOT REQUIRED		
	C8886: I-405/SR 527 to I-5 PUSL (Northbound Only)		15%	10.20%	14	\$743,716	\$743,716	5/17/2018	16.7%	5/31/2018	NOT REQUIRED		
	C8811: I-405/SR 167 Interchange Direct Connector		26%	9.03%	58	\$10,462,787	\$11,583,532	11/4/2019	16.8%	9/30/2019	NOT REQUIRED		
	C9242: I-405/Renton to Bellevue - Widening & ETL Awarded Flatiron-Lane JV 10/1/2019 Award amt \$704,975,000 NTP 10/30/2019		TYPE	M	10%	2.07%	28	\$14,612,076	\$13,231,503	6/30/2022	9.72%	6/30/2022	NOT REQUIRED
				S	5%	5.04%	69	\$35,539,509	\$14,913,306				
				V	5%	0.36%	10	\$2,525,878	\$2,525,878				
				W	6%	0.88%	19	\$6,214,365	\$6,020,018				
			Project	8.35%	126	\$58,891,827	\$36,690,704						
C9573: I-405/NE 132nd Street Interchange Awarded Graham 7/29/2021 Award amt \$50,444,111 NTP issued: 9/7/2021		TYPE	M	10%	0.46%	6	\$232,317	\$232,317	6/30/2022	0.00%	6/30/2022	NOT REQUIRED	
			S	5%	0.71%	10	\$360,144	\$43,276					
			V	5%	0.01%	1	\$4,508	\$4,508					
			W	6%	0.21%	5	\$105,043	\$80,043					
		Project	1.39%	22	\$702,012	\$360,144							
MSVWBE Program Subtotal ²			5.78%	8.04%	128		\$53,905,131						

CONSTRUCTION TOTAL ¹

128

\$53,905,131

I-405/SR 167 MEGAPROGRAM TOTAL ¹

153

\$94,294,876

¹ For DBE Program Subtotal, A&E TOTAL, CONSTRUCTION TOTAL, and I-405/SR 167 PROGRAM TOTAL; the calculation for these are based on each individual company on the I-405/SR 167 Program.

² Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSVWBE 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 I-405/SR 167 Program (exception - highlighted cell is stacked %).

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

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SR 520 Bridge Replacement and HOV Program

Nicole Norman: Putting creative cleanup plans into action

Pacific Northwest Bio specializes in the cleanup of commercial and residential biohazards. In business barely three years, the Shoreline-based company already has garnered kudos from clients. The firm's reputation for compassion, creativity and getting the job done is owed, in large part, to its owner, Nicole Norman.

"We specialize in unintended death cleanups, suicides, bodily fluids, and the cleanup of hoarder houses and encampments for people experiencing homelessness," she said.

The cleanup of encampments is where Norman and her crew shine.

Her state-certified minority-owned and women-owned business came to WSDOT through an on-call contract with Walsh Construction, prime contractor on the SR520/I-5 Express Lanes Connection Project. Pacific Northwest Bio cleans encampments for Walsh along the SR 520 corridor that's being reconstructed in Seattle. But her vision goes beyond just cleaning up these sites. She works with city governments and community leaders to help people find stable, permanent housing.

Norman's strategy is underway in Tacoma's Hilltop area, where she partners with Tacoma's R.I.S.E. Center, a nonprofit community services organization. "Instead of going to Labor Works, I hire people from R.I.S.E. to go back and clean up the camps and do other jobs with me. They are at the worst point in their lives, and I am able to give them a job at prevailing wage. That feels good."

Norman says she and her 15-member team strive to build a good rapport with the residents of encampments. "We come in with a great attitude and treat people with respect," she said.

Under her approach, technicians work with unhoused community members to clean up their own sites. Pacific Northwest Bio then loads and hauls away the trash. Norman and her team even help encampment residents secure amenities such as ORCA cards "...to help them get back on their feet. You can't discard people because they're down on their luck."

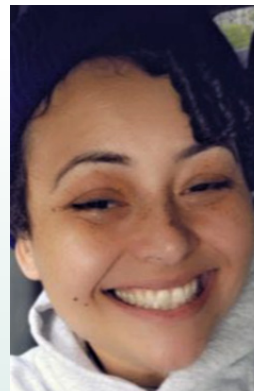
She says the people others have counted out make the best employees. "They have something to prove... and the best part of owning my own business is that I get to give people opportunity."



Crew members with Pacific Northwest Bio work to clean up an encampment of people experiencing homelessness.

Nicole Norman grew up in the Seattle-Tacoma area and lives in Kent. She trained and is certified in biohazardous material cleanup in accordance with OSHA standards. She also has training in blood-borne pathogens. For fun, she likes being outdoors, especially hiking.

Her advice to other small business owners who have innovative ideas is that patience pays off. Be persistent. "Keep at it. When one door shuts go around it, and if some people aren't seeing your vision, there are others who will and who will pay for it."



Contact:

Nicole Norman

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206-422-2681

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.

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PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)												
DBE	Disadvantage Business Enterprise (DBE)		Percentage		Companies			Data Date	Duration			
			Goal	Achieved	#	Applied (\$)	Paid (\$)					
	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						
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies			Data Date				
			Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	SR 520 Program Agreement	TYPE	M 10%	9.26%	9	\$11,742,806	\$11,742,806	6/30/2022	March 2016 - Present			
			S 5%	26.68%	25	\$33,824,163	\$10,057,438					
			V 5%	0.02%	2	\$22,286	\$3,147					
			W 6%	14.86%	10	\$18,831,731	\$12,020,772					
			Agmt	50.82%	46	\$64,420,987	\$33,824,163					
MSVWBE Program Subtotal ²		26.68%	50.82%	25		\$33,824,163						
PGM & E TOTAL ¹				28	\$57,277,655							
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	\$161,362,764	\$161,362,764	2/5/2019	18.6% (15% Goal)	5/26/2018	199,300	237,597
DBE Program Subtotal ¹		8.97%		77	\$161,362,764	\$161,362,764		18.6%		199,300	237,597	
MSVWBE	MSVWBE		Percentage		Companies			Data Date	Apprentice		Training Hours ³	
			Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	Completed Projects ⁵		Varies	32.12% 50.88%	9		\$3,623,870		15.6% (15% Goal)	11/30/2018	NOT REQUIRED	
	C9015: Montlake to Lake WA - I/C & Bridge Replacement (currently in construction)	TYPE	M 10%	3.51%	18	\$15,991,757	\$15,991,757	7/6/2022	14.5% (20% Goal)	7/6/2022	NOT REQUIRED	
			S 5%	7.92%	52	\$36,074,562	\$11,343,988					
			V 5%	0.49%	6	\$2,251,077	\$1,831,879					
			W 6%	2.10%	16	\$9,583,160	\$8,440,830					
			Project	14.03%	92	\$63,900,557	\$37,608,454					
	C9674: I-5 Express Lanes Connection (currently in construction)	TYPE	M 10%	4.34%	3	\$2,951,819	\$2,915,868	7/1/2022	13.3% (15% Goal)	6/30/2022	NOT REQUIRED	
			S 5%	5.85%	10	\$3,980,293	\$1,009,340					
			V 5%	0.00%	0	\$0	\$0					
W 6%			0.00%	0	\$0	\$0						
Project			10.19%	13	\$6,932,112	\$3,925,208						
MSVWBE Program Subtotal ²		9.69%	14.92%	68		\$45,157,532						
CONSTRUCTION TOTAL ¹				130	\$206,520,297							
SR 520 PROGRAM TOTAL ¹				154	\$263,797,952							

¹ For DBE Program Subtotal, PGM & E TOTAL, CONSTRUCTION TOTAL (four 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 'MSVWBE 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 MSVWBE 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.

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SR 99 Alaskan Way Viaduct Replacement Program

Project update: South Access: Surface Streets Connection Project - Phase 2

Scarsella Brothers began work on this \$25 million project on July 19, 2021, with work estimated to be complete by December 2022. However, a sand and gravel drivers' strike, which began in December 2021 and ended in April 2022, delayed critical path work on the project. The project is currently expected to be complete in summer 2023.

WSDOT, Scarsella, and their subcontractors are working together to minimize construction schedule impacts associated with the strike and an ongoing limited availability of concrete.

In April 2022, Scarsella and their subcontractors focused on the drilled shafts for the SR 99 Tunnel South Operations Building's equipment garage, and on concrete pours for the new South Charles Street. In May, illumination and irrigation work continued on the Railroad Way plaza, and forming began for the equipment garage's grade beams. June saw the start of forming footings for the landscape walls at the north end of the City Side Trail and demolition of existing pavement along Alaskan Way. June also saw the installation of concrete sidewalks on the south side of South Charles Street and the east side of First Avenue South.

Subcontracting Opportunities

Scarsella does not anticipate lower-tier subcontracting opportunities at this time. However, they continue to search for other MSVWBE opportunities on this project as well as on upcoming projects. MSVWBE firms are recommended to reach out for more information to Scarsella's Project Manager, Nick Rawlins: 253-226-9932, or Suzanne Arkle, Inclusion Manager:

suzanne@zanninc.com; 312-543-6317.



4/22/22: Concrete pours for South Charles Street



5/6/22: Excavation for grade beams for the equipment garage

For More Program Information:

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SR 99 Alaskan Way Viaduct Replacement Program

Diversity / Apprenticeship / Training

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CONSTRUCTION												
DBE	DBE	Percentage		Companies			Data Date	Apprentice		Training Hours ³		Data Date
		Goal	Current	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Data Date	Goal	Achieved	
	C7847 - SR 99, S. Holgate to S King St, Stage 2	10%	10.19%	12	\$12,457,733	\$12,974,096	10/16/2013	10.8% (15%)	11/13/2017	7,500	8,279	11/13/2017
	C8290 - SR 99, S. Holgate to S King St, Stage 3	10%	10.89%	12	\$3,359,678	\$3,366,896	11/15/2016	20.6% (15%)	11/13/2017	11,700	14,793	11/13/2017
	C8549 - SR 99, North Access	11%	11.07%	19	\$6,371,055	\$8,551,247	4/6/2020	18.3% (15%)	11/13/2017	2,800	2,800	11/13/2017
	C8606 - SR 99, Drilled Shafts	2%	3.40%	5	\$53,711	\$55,211	4/7/2015	N/A	N/A	N/A	N/A	N/A
	C8921 - SR 99, Dearborn Off-Ramp	11%	12.12%	3	\$442,858	\$442,858	6/12/2018	18.2% (15%)	11/13/2017	400	451	11/13/2017
	C7999 - SR 99, Bored Tunnel	8%	9.58%	113	\$116,840,062	\$149,411,996	1/21/2021	15.18%	5/14/2019	50,000	51,482	12/9/2015
	DBE Program Subtotal ¹	9.74%		164	\$139,525,097	\$174,802,303				72,400	77,805	
MSVWBE	MSVWBE	Percentage		Companies			Data Date	Apprentice		Training Hours ³		Data Date
		Goal	Current	#	Stacked (\$)	Paid (\$)		Hours %	Data Date	Goal	Achieved	
	C9160 - SR 99, South Access Connection Bid-Build (Scarsella contract - first working day 2/12/2018, physical completion granted 3/10/2021)	M	10%	5	\$1,500,294	\$1,500,294	7/21/2021	21.1%	2/20/2021	NOT REQUIRED		
		S	5%	18	\$3,680,187	\$2,136,998						
		V	5%	1	\$42,895	\$42,895						
		W	6%	0	\$0	\$0						
		Project	23.13%	24	\$5,223,375	\$3,680,187						
	C9127 - SR 99, Demo, Decommissioning & Surface Streets Design-Build (Kiewit contract - first working day 7/10/2018, substantial completion granted 6/17/2021)	M	10%	25	\$9,100,716	\$9,029,335	6/30/2022	19.06%	6/29/2022	NOT REQUIRED		
		S	5%	45	\$15,897,178	\$3,995,192						
		V	5%	2	\$78,579	\$78,579						
		W	6%	5	\$2,923,297	\$2,794,072						
		Project	29.87%	77	\$27,999,770	\$15,897,178						
	C9662 - SR 99, South Access Surface Streets (Scarsella contract - Awarded 5/11/2021, executed 6/21/2021 - first working day 7/19/2021, 340 working days)	M	10%	4	\$913,948	\$913,948	6/30/2022	18.83%	6/30/2022	NOT REQUIRED		
		S	5%	13	\$2,359,676	\$1,100,297						
		V	5%	2	\$345,430	\$345,430						
		W	6%	0	\$0	\$0						
		Project	14.50%	19	\$3,619,054	\$2,359,676						
	MSVWBE Program Subtotal ²	15.53%	26.08%	76	\$36,842,199	\$21,937,040						
CONSTRUCTION TOTAL ¹				240	\$196,739,344							
AWW REPLACEMENT PROGRAM TOTAL ¹				240	\$196,739,344							

¹ For DBE Program Subtotal, A&E TOTAL, CONSTRUCTION TOTAL, and AWW REPLACEMENT PROGRAM TOTAL; the calculation for these are based on each individual company on the AWW REPLACEMENT Program.

² Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSVWBE 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 AWW REPLACEMENT Program (exception - highlighted cells are stacked %).

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

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Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2022

Puget Sound Gateway Program

SR 509 Update

SR 509, I-5 to 24th Avenue S. New Expressway Project

The Guy F. Atkinson Construction, Inc. (Atkinson) design-build team continued to advance the final design on the SR 509, I-5 to 24th Avenue S. New Expressway Project (Stage 1b) in the second quarter of 2022. They will complete final design work in the second half of 2022.

Atkinson completed the widening of the southbound I-5 structure over SR 516 and started construction of the widening of I-5 in the median including drainage, median barrier and South 216th Street bridge. Atkinson continued work on the new SR 509 corridor, including excavation and fill of the North and South Bound Collector Distributer (NBCD/SBCD), construction of the NBCD bridge at Piers 3 and 4, and utility and drainage work.

Atkinson continues to update their DBE participation plan, which includes commitments of over \$3.9 million (design) and \$30 million (construction) for Underutilized Disadvantaged Business Enterprises (UDBE) and Federal Small Business Enterprises (FSBE). Atkinson currently has six DBE firms on board for design work and 18 DBE firms for construction with contract values totaling over \$38 million dollars. They are interested in adding more DBE firms to their team on this \$264 million contract. Scopes of work include: Saw cutting, Trucking, Sweeping, Construction, Material Supply, Chain Link Fence, Electrical Work, and QA/Testing. UDBE and FSBE firms interested in this project and potential opportunities are encouraged to contact DBE manager Geoff Shook 425-428-6837 geoff.shook@atkn.com.



Southbound Connector (SBCD), grading, building SEW Wall and Light rail on the right-side.

For More Program Information

John White

Puget Sound Gateway Program Administrator
206-310-4828, whitejh@wsdot.wa.gov

wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program

SR 167 Update

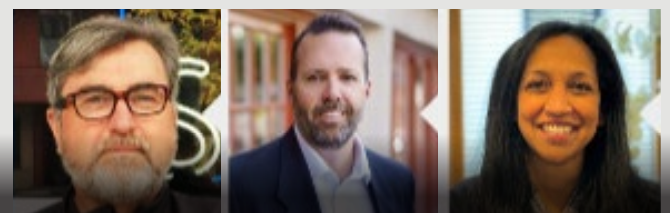
SR 167, I-5 to SR 509 New Expressway Project

In February 2022, WSDOT issued the first Notice to Proceed for Stage 1b of the SR 167 Completion Project to Guy F. Atkinson Construction, Inc. (Atkinson) for completion of final design. Notice to Proceed 2 was issued June 20, 2022, for construction. Activities in June include installation of Best Management Practices and prep for embankment placement as part of initial work packages. Atkinson is engaging DBE firms in support of the 15 percent design and 21 percent construction DBE participation required goals. Atkinson will be reaching out to small businesses for future opportunities.

DBE firms interested in this project and potential opportunities are encouraged to contact DBE Manager, Young-Sang Song of Song Consulting, an MBE at 206-503-1619 or y.song@songconsultingllc.com.

DBE Spotlight

Saez Consulting Engineers Inc. is responsible for the design of the relocation of all the water mains affected by the project. We are also responsible for the design of all the monotube structures and several retaining and noise walls. Our technical experience gained from design-build, transportation, utility relocation, and structural design projects prepared us for this role. Saez Consulting is efficient as a smaller diverse group of professionals. We utilize our depth of experience and technical capabilities to support Atkinson on determining the right design solutions for the project. By being adaptive, Saez meets the demands of accelerated construction schedule. As a small business, Saez is very focused on satisfying WSDOT's needs, from the level of care we provide in our responsive consulting services to the diverse culture we foster in our firm which consistently delivers a quality product.



Jaime Saez, PE; Dan Munn, PE, SE and Lena Peter, PE

Puget Sound Gateway Program

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			Date Updated					
			Goal	Current	#	Applied (\$)	Paid (\$)						
		SR 509 General Engineering Consultant Agreement Y-11628	15%	11.13%	7	\$539,422	\$539,422	10/30/2018	Oct 2014 -- Oct 2018 (15% is a voluntary goal)				
	DBE Program Subtotal (Individual Companies ¹)			11.13%	7	\$539,422	\$539,422	10/30/2018	Oct 2014 -- Oct 2018				
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies			Date Updated	Duration				
			Goal	Current	#	Stacked (\$)	Paid (\$)						
	Puget Sound Gateway - Program Management Agreement Y-11917	TYPE	M	4%	10.50%	4	\$ 1,508,879.33	\$ 1,508,879.33	5/27/2022	July 2016 - Present			
			S	14%	32.23%	9	\$ 4,632,798.98	\$ 826,172.92					
			V	0%	0.00%	0	\$ -	\$ -					
			W	6%	20.16%	3	\$ 2,897,758.38	\$ 2,297,746.73					
		Agmt	62.88%	16	\$ 9,039,436.69	\$ 4,632,798.98							
	SR 167 General Engineering Consultant Agreement Y-11918	TYPE	M	5%	5.64%	3	\$ 1,609,475.12	\$ 1,609,475.12	5/27/2022	July 2016 - Present			
			S	15%	15.40%	16	\$ 4,397,065.42	\$ 552,608.72					
			V	1%	0.58%	1	\$ 166,374.57	\$ 166,374.57					
			W	6%	7.83%	8	\$ 2,234,981.58	\$ 2,068,607.01					
		Agmt	29.45%	28	\$8,407,897	\$ 4,397,065.42							
	SR 509 General Engineering Consultant Agreement Y-12197	TYPE	M	10%	7.88%	3	\$ 1,785,570.51	\$ 1,783,340.45	5/27/2022	October 27, 2018 - Present			
			S	5%	41.57%	9	\$ 9,421,518.58	\$ 5,444,740.77					
			V	5%	2.28%	1	\$ 516,060.89	\$ 516,060.89					
			W	6%	11.21%	4	\$ 2,541,345.95	\$ 1,675,146.41					
		Agmt	62.94%	17	\$14,264,496	\$ 9,419,288.52							
MSVWBE Program Subtotal ²			28.13%	48.35%	25		\$18,449,153	5/27/2022	July 2016 - Present				
PGM & E TOTAL (Individual Companies ¹)				28		\$18,988,575							
CONSTRUCTION													
DBE	DBE		Percentage		Companies			Date Updated	Apprentice		Training Hours ³		
			Goal	Current	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Date Updated	Goal	Achieved	
		NOT STARTED											
MSVWBE	MSVWBE		Percentage		Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours?) ³		
			Goal	Current	#	Stacked (\$)	Paid (\$)						
	SR 167/70th Avenue E. Vicinity Bridge Replacement Project	TYPE	M	10%	8.71%	20	\$ 3,741,565.85	\$ 3,512,044.36	6/18/2022	18.57% *	6/18/2022	15,035	
			S	5%	11.04%	45	\$ 4,739,095.74	\$ 389,865.69					
			V	5%	0.84%	3	\$ 359,213.69	\$ 359,213.69					
			W	6%	1.11%	11	\$ 477,972.00	\$ 477,972.00					
	Project	21.70%	79	\$ 9,317,847.28	\$ 4,739,095.74								
	MSVWBE Program Subtotal ²			11.04%	21.70%	45		\$ 4,739,095.74	December 2019 - Present				
	UDBE & FSBE	UDBE & FSBE		Percentage		Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours?) ³	
				Goal	Current	#	Unstacked (\$)	Paid (\$)					
SR 509, I-5 to 24th Ave S. - Design		TYPE	UDBE	8%	10.54%	5	\$ 2,573,101.83	\$ 2,573,101.83	6/2/2022	13.46% *	6/2/2022	3,639	
			FSBE	8%	0.94%	1	\$ 230,096.17	\$ 230,096.17					
			Project	11.49%	6	\$ 2,803,198.00	\$ 2,803,198.00						
SR 509, I-5 to 24th Ave S. - Construction		TYPE	UDBE	10%	0.98%	15	\$ 2,353,335.57	\$ 2,353,335.57					
			FSBE	13%	0.01%	3	\$ 31,144.86	\$ 31,144.86					
	Project		0.99%	18	\$ 2,384,480.43	\$ 2,384,480.43							
UDBE & FSBE Program Subtotal ²			1.96%		15		\$ 5,187,678.43	April 2020 - Present					
CONSTRUCTION TOTAL (Individual Companies ¹)				55	\$	9,926,774.17							
GATEWAY PROGRAM TOTAL (Individual Companies ¹)				79		\$28,915,350							

¹ For DBE Program Subtotal, A&E TOTAL, CONSTRUCTION TOTAL, and PS Gateway PROGRAM TOTAL; the calculation for these are based on each individual company on the PS Gateway Program.

² Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSVWBE 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 PS Gateway Program (exception - highlighted cell is stacked %).

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