

Diversity and Inclusive Contracting

Quarterly Progress Report: July–September 2022

Megaprograms

Lekha Fernandes takes the helm of Office of Minority and Women's Business Enterprises

The state Office of Minority and Women's Business Enterprises, or OMWBE, has a new director, Lekha Fernandes. In her new role, Lekha (pronounced LAY-kuh) leads the state's effort to provide minority- and women-owned businesses access, visibility and contracting opportunities with public agencies here in Washington.



Washington State Office of
**MINORITY &
WOMEN'S**
Business Enterprises

"I am so excited to be a part of the mission and vision of OMWBE as we create equitable approaches for small businesses owned by people of color, women and veterans to participate in government contracts," Fernandes said. "I am

grateful for the incredible work already accomplished by the office and am encouraged with where we intend to go as an agency and a state."

Julie Meredith, WSDOT assistant secretary of Urban Mobility & Access and Megaprograms, noted the department's ambitious goals for enlisting the skills of firms owned by minorities, women and veterans. "We look forward to working with Lekha and her staff in furthering WSDOT's commitment to equitable and inclusive contracting," she said. "Lekha's office is an important resource for underrepresented companies looking to share in the jobs and family wages our WSDOT projects provide."

OMWBE is responsible for increasing access, removing barriers and promoting the inclusion of minority- and women-owned businesses in the public spending of state agencies, colleges and universities. The office's programs include a comprehensive certification process and online directory of small firms certified by OMWBE as minority- or women-owned. The certification program helps public agencies like WSDOT—and its prime contractors and consultants—more easily recruit firms qualified for meeting agencies' inclusive-contracting goals. The state Department of Veterans Affairs provides similar certification services for veteran-owned firm seeking to do business with public agencies.



Office of Minority and Women's Business Enterprises director, Lekha Fernandes

Fernandes has extensive experience leading high-performing teams, conducting legal analysis, managing grants and contracts, and overseeing performance and budget programs. Prior to her recent OMWBE appointment by Gov. Jay Inslee, Fernandes was the Southwest coastal regional director with the Employment Security Department. She led oversight of the agency and WorkSource programs. Prior to her time at Employment Security, Fernandes owned and operated a business managing workforce development grants as a subcontractor to the state of Michigan.

OMWBE leads the Governor's Subcabinet on Business Diversity and works with state agencies and institutions of higher education to promote equitable and inclusive purchasing practices.

"Lekha's leadership, professional experience and background will make her an excellent director to the OMWBE," Gov. Inslee said. "Her customer-focused approach will serve our agencies and small businesses well."

Lekha holds a law degree from Lewis & Clark College's Northwestern School of Law and a master's degree in business administration from Willamette University.

Megaprograms

Promoting contract opportunities with WSDOT

WSDOT held the Northwest Region Construction and Design Open House in Shoreline on Oct. 19 to connect with companies interested in contract opportunities with the department. We expect to have more than \$2 billion worth of work over the next two years between the King-Pierce county line and the Canadian border. Please reach out to us at ContractingInfo@wsdot.wa.gov with any questions you have



Thank you
to all who joined us
at the event!

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
152 Construction

177

SR 520 Program

28 A&E
130 Construction

154 (Four firms worked in both design and construction)

AWV Replacement Program

0 A&E
241 Construction

241

Puget Sound Gateway Program

28 PGM&E
56 Construction

80 (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 and deliver on a long- term vision for the multimodal redevelopment of this corridor. 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 \$3.6 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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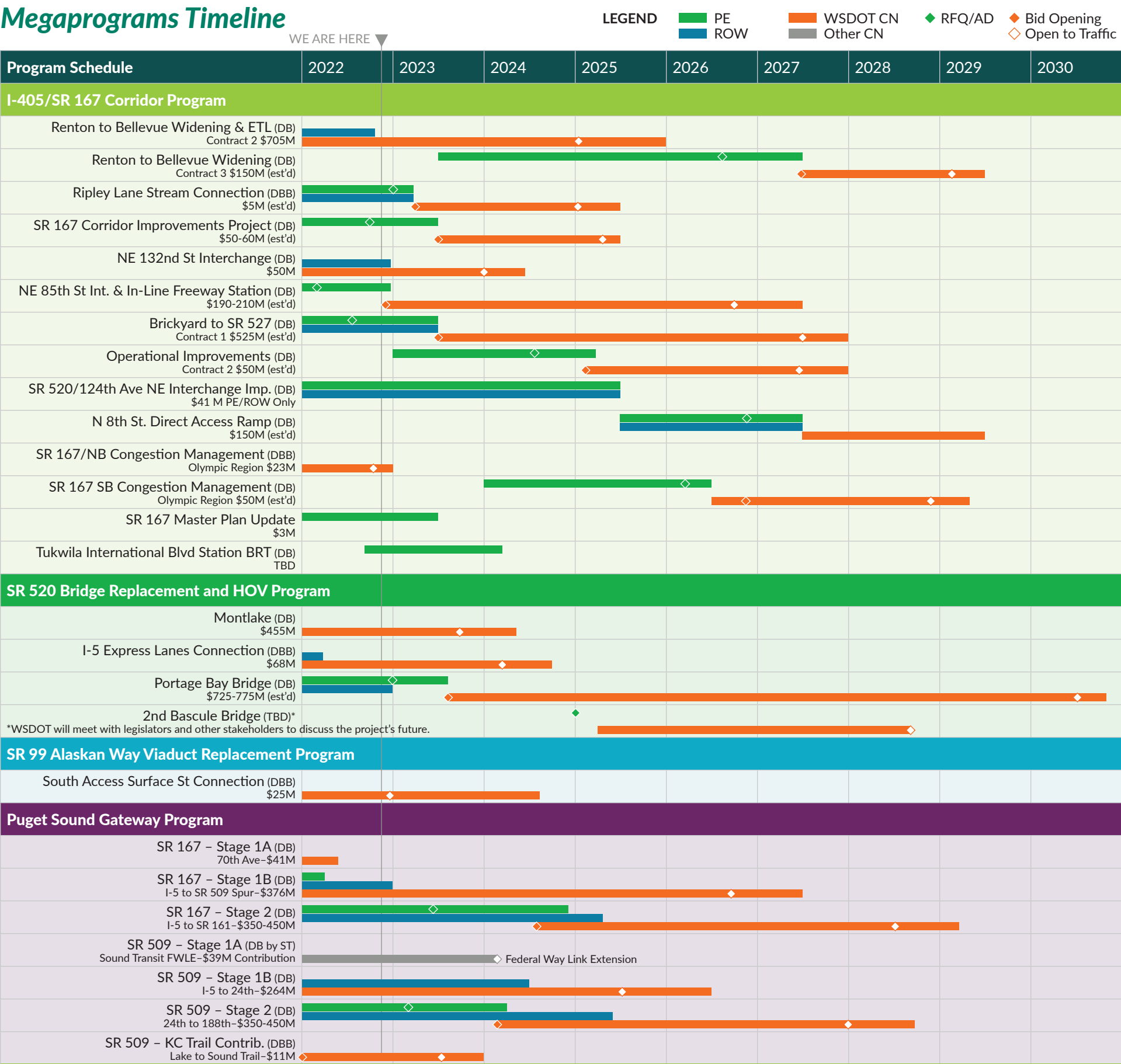


Puget Sound Gateway Program

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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Quarterly Progress Report: July–September 2022

I-405/SR 167 Corridor Program

SR 167 Corridor Improvements Project

WSDOT began the design-build contract procurement process for the SR 167 Corridor Improvements Project in October 2022. WSDOT issued the Request for Qualifications on Oct. 11 and held a Voluntary Submitters Meeting on Oct. 18. The project will upgrade the toll system on SR 167 by updating the photo tolling, destination pricing, implementing double white line buffers in select areas, and other general updates.

In the northbound direction, the project will convert the high occupancy vehicle lane constructed as part of the SR 167, SR 410 to SR 18 Congestion Management Project, to an express toll lane. This project also includes construction of a southbound auxiliary lane on SR 167, between S. 277th St. and SR 516, to address the high volume of traffic along this section of SR 167, improve area traffic operations, and improve safety performance.

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

The design-build contract procurement process for the I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit Station Project is underway. The project team published the Request for Proposals and hosted a Voluntary Proposers Meeting in June. Proposals were due on Sep. 28. 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

Graham continued to make progress on the new interchange project. The second traffic shift for MOT stage 2 of the project began in mid-October. This work includes building retaining walls, continuing utility relocations, continuing drainage work, building the temporary 116th Ave NE alignment, and excavation for ponds. The team anticipates completing construction in November 2023.

The project team hosted their fourth quarterly project update meeting on Sept. 21. The presentation focused on project purpose and benefits, roundabouts, project schedule, and upcoming work for MOT stage 2.

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

I-405, Brickyard to SR 527 Improvement Project

WSDOT began the design-build contract procurement process in summer 2022. The project team published the Request for Qualifications on June 30 and held the Voluntary Submitters Meeting on July 14. WSDOT announced the two shortlisted teams, Walsh/AECON Joint Venture and Skanska, on Sep. 14. WSDOT released the Request for Proposals on Oct. 25 and will hold a Voluntary Proposers Meeting and MSVWBE Networking Session on Nov. 1. This project includes voluntary minority and women business enterprise (MWBE) goals and enforceable small and veteran-owned business (SVB) goals. 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

Flatiron-Lane, Joint Venture (FLJV) continued to make progress on replacement of the Main Street Bridge across I-405 in Bellevue. This closure will remain in effect for up to five months while they replace the bridge. Starting mid-winter 2023, FLJV may solicit subcontractors for super solo trucking, large equipment lowboy services, and general trucking services.

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

To learn about these opportunities, please contact:

- George Frost, FLJV Community Liaison, gwfrost3@gmail.com, 206-852-6737
- Danica Mason, FLJV Outreach Specialist, danica@redteam-go.com, 206-947-1992

For More Program Information

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

I-405/SR 167 Corridor Program

Diversity / Apprenticeship / Training

Thru 09/30/2022

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 (\$)	Paid (\$)				
	I-405/SR 167 Corridor GEC Y-8092	N/A	12.48%	11	\$22,056,470	\$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 (\$)	Paid (\$)				
	I-405/SR 167 Corridor GEC Y-11873	TYPE	M	10%	6.24%	7	\$6,582,795	\$6,582,795	9/30/2022	August 20, 2016 - September 30, 2022	
			S	5%	17.58%	15	\$18,550,176	\$2,026,315			
			V	5%	3.32%	1	\$3,504,356	\$3,504,356			
			W	6%	6.96%	6	\$7,341,330	\$7,262,327			
			Agrmt	34.10%	29	\$35,978,657	\$19,375,794				
MSVWBE Program Subtotal ²			18.36%	34.10%	14	\$35,978,657	\$19,375,794				
PGM & E TOTAL ¹			25	\$41,432,264							

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%	2.52%	36	\$17,772,330	\$16,039,123	9/30/2022	9.76%	9/30/2022	NOT REQUIRED
				S	5%	5.93%	91	\$41,827,824	\$16,682,139				
				V	5%	0.45%	10	\$3,198,599	\$3,198,599				
				W	6%	1.17%	22	\$8,239,488	\$8,045,141				
				Project	10.08%	159	\$71,038,243	\$43,965,003					
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%	0.84%	8	\$424,701	\$418,801	9/30/2022	7.49%	9/30/2022	NOT REQUIRED	
			S	5%	1.29%	12	\$651,547	\$115,739					
			V	5%	0.04%	2	\$20,240	\$20,240					
			W	6%	0.36%	8	\$179,955	\$138,288					
			Project	2.53%	30	\$1,276,442	\$693,067						
MSVWBE Program Subtotal ²			6.59%	9.34%	152		\$61,512,353						
CONSTRUCTION TOTAL ¹			152	\$61,512,353									

I-405/SR 167 MEGAPROGRAM TOTAL ¹			177	\$102,944,617					
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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

SR 520 Portage Bay project presents new contracting opportunities

WSDOT is launching one of its largest, most complex design-build projects in history: the [SR 520 Portage Bay Bridge and Roanoke Lid Project](#) in Seattle. We are committed to providing contract opportunities on our projects for firms owned by minorities, women and veterans. If yours is one, we encourage you to learn more about the Portage Bay project and to network with potential prime contractors.

We're preparing to issue a request for contractor proposals in January 2023. We expect to award a contract in late summer and authorize project design work to begin next fall. Construction should start in 2024 and last about six years. So now is the time to connect with the companies that will be looking for team members. Show them all you can do and highlight your specialty. Reach out, start the conversation – and keep it going!

Key project elements

This will be a big job, with a contract estimated at somewhere between \$725 million and \$900 million. Key elements include:

- Replacing the vulnerable, 1960s-era Portage Bay Bridge with a structure built to current seismic codes.
- Completing SR 520's new transit/HOV system between the Eastside and Seattle.
- Extending SR 520's regional, cross-lake shared-use trail across Portage Bay.
- Building a landscaped, community-connecting lid over the highway between Delmar Drive East and 10th Avenue East.
- Constructing stormwater conveyance and treatment systems to capture and treat highway runoff and protect local watersheds.



Conceptual rendering of new, parallel Portage Bay bridges, looking southwest



Attendees at a fall 2022 regional contracting forum in Auburn

Contracting opportunities

The Portage Bay project will demand a variety of disciplines and fields of work, including:

- Design
- Grading, excavation and hauling
- Electrical and lighting systems
- Utility relocations
- Fire and life safety systems
- Concrete work
- Paving work
- Sign structures
- Landscaping
- Traffic signaling
- Communications/community outreach

If you have contract-related questions about the Portage Bay project, please send an email to SR520PortageBayRFP@wsdot.wa.gov. This [WSDOT contracting webpage](#) provides more information about this upcoming project and its potential business opportunities.



Conceptual rendering of the future Roanoke lid, looking southeast



Diversity and Inclusive Contracting

Quarterly Progress Report: July-September 2022

SR 520 Bridge Replacement and HOV 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.

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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%	9.28%	9	\$12,449,794	\$12,449,794	9/30/2022	March 2016 - Present			
			S 5%	26.58%	25	\$35,681,974	\$10,530,103					
			V 5%	0.02%	2	\$22,286	\$3,147					
			W 6%	14.97%	10	\$20,087,444	\$12,698,930					
			Agmt	50.84%	46	\$68,241,498	\$35,681,974					
	MSVWBE Program Subtotal ²			26.58%	50.84%	25		\$35,681,974				
PGM & E TOTAL ¹				28	\$59,135,466							
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%	3.80%	18	\$17,285,150	\$17,285,150	10/3/2022	14.9% (20% Goal)	10/3/2022	NOT REQUIRED	
			S 5%	9.15%	53	\$41,673,900	\$15,082,555					
			V 5%	0.60%	7	\$2,752,466	\$2,333,267					
			W 6%	2.23%	16	\$10,174,475	\$8,950,441					
			Project	15.79%	94	\$71,885,991	\$43,651,414					
	C9674: I-5 Express Lanes Connection (currently in construction)	TYPE	M 10%	5.37%	3	\$3,656,227	\$3,656,227	10/6/2022	12.4% (15% Goal)	10/6/2022	NOT REQUIRED	
			S 5%	6.75%	9	\$4,596,230	\$940,003					
			V 5%	0.00%	0	\$0	\$0					
W 6%			0.00%	0	\$0	\$0						
Project			12.13%	12	\$8,252,457	\$4,596,230						
MSVWBE Program Subtotal ²			11.12%	16.64%	68		\$51,871,514					
CONSTRUCTION TOTAL ¹				130	\$213,234,279							
SR 520 PROGRAM TOTAL ¹				154	\$272,369,745							

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: Pontoon, 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, and work is currently scheduled to be complete by summer 2023. In July 2022, Scarsella and their subcontractors focused on pouring pole bases for the south plaza area, pouring luminaire foundations for the City Side Trail, and pouring roadway panels on First Avenue South and Alaskan Way South. They also completed the paving of the key intersection of South Dearborn Street and First Avenue South, and began installing drainage on the east side of Alaskan Way.

The main areas of work in August were forming and pouring the equipment garage's grade beams, pouring signal pole foundations and sidewalks on First Avenue South, and obtaining building permits.

September saw the continuation of roadway and sidewalk pours, signal pole foundations, and landscaping. Scarsella poured the garage's slab on grade in late September, setting the stage for structural steel installation in October.

The late summer construction schedule was complicated by a limited supply of concrete due to a shortage of drivers and materials, but WSDOT and Scarsella collaborated on ways to mitigate against delay.

Subcontracting Opportunities

The project does not anticipate advertising any additional subcontracting opportunities. However, Scarsella continues to search for MSVWBE opportunities on upcoming projects. MSVWBE firms are recommended to reach out for more information to Scarsella's Project Manager, Nick Rawlins: 253-226-9932.



8/31/22: A concrete roadway pour on Alaskan Way South.



9/14/22: Signal pole excavation at the corner of South Dearborn Street and First Avenue South.

For More Program Information:

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206-909-3655 (cell)

www.alaskanwayviaduct.org

Email: viaduct@wsdot.wa.gov

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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	\$ 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	\$1 802,303				72,400	77,805	
MSVWBE	MSVWBE	Percentage		Companies			Data Date	Apprentice		Training Hours ³		
	TYPE	Goal	Current	#	Stacked (\$)	Paid (\$)						
	C9160 - SR 99, South Access Connection Bid-Build (Scarsella contract - first working day 2/12/2018, physical completion granted 3/10/2021)	M	10%	6.64%	5	\$1,500,294	\$1,500,294	7/21/2021	21.1%	2/20/2021	NOT REQUIRED	
		S	5%	16.30%	18	\$3,680,187	\$2,136,998					
		V	5%	0.19%	1	\$42,895	\$42,895					
		W	6%	0.00%	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%	9.71%	25	\$9,100,716	\$9,029,335	9/30/2022	19.04%	10/25/2022	NOT REQUIRED	
		S	5%	16.96%	46	\$15,897,328	\$3,995,192					
		V	5%	0.08%	2	\$78,579	\$78,579					
W		6%	3.12%	5	\$2,923,447	\$2,794,222						
Project		29.87%	78	\$28,000,070	\$15,897,328							
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%	4.28%	4	\$1,069,147	\$1,069,147	9/30/2022	19.58%	10/25/2022	NOT REQUIRED		
	S	5%	11.87%	13	\$2,962,753	\$1,529,277						
	V	5%	1.46%	2	\$364,329	\$364,329						
	W	6%	0.00%	0	\$0	\$0						
	Project	17.61%	19	\$4,396,229	\$2,962,753							
MSVWBE Program Subtotal ²		15.95%	26.63%	77	\$37,619,674	\$22,540,268						
CONSTRUCTION TOTAL ¹				241	\$197,342,571							
AWV REPLACEMENT PROGRAM TOTAL ¹				241	\$197,342,571							

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: July–September 2022

Puget Sound Gateway Program

SR 167 Update

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

The Design-Builder Guy F. Atkinson Construction, Inc. (Atkinson) broke ground on the SR 167, I-5 to SR 509 New Expressway Project (Stage 1b) in July, while continuing to advance the final design. Some of the early work includes embanking about 160,000 cubic yards of material for the planned new interchange at I-5 just south of the old 70th Avenue Bridge and widening the bridges at I-5 over the Hylebos Creek. In preparation of this bridge work, the project has successfully implemented a traffic shift in both directions of I-5 towards the median which allows traffic to continue through the work zone while temporary pavement and walls are constructed to support the construction of the I-5 bridges over Hylebos Creek. For more project information, visit wsdot.wa.gov/construction-planning/search-projects/sr-167-completion-project.

Atkinson is engaging DBE firms in support of the 15 percent design and 21 percent construction DBE participation goals on this \$376 million contract. Atkinson continues to reach out to small businesses for future opportunities, including potential culvert installation and dewatering activity support. Atkinson will be hosting upcoming work opportunities at another DBE outreach event at 11:00 a.m. on November 9, which will have virtual and in-person options to participate. DBE firms are encouraged to contact DBE manager, Young-Sang Song of Song Consulting, an MBE, at 206-503-1619 or y.song@songconsultingllc.com, to inquire about potential opportunities and how to submit bids.

DBE Spotlight

Subsurface Construction is contracted by Atkinson Construction to furnish and install driven steel piles for new bridge foundations on the SR 167 project. Owner Brian Fujii stated, “we worked closely with their team on constructability and provided cost estimates for different foundation options during the design phase. Pile driving is inherently a dangerous process, with large hammers creating large forces that are required to drive pilings deep into the ground. Our strength is that we have a close and tightknit group of craftworkers committed to completing projects safely. We are nimbler and can pursue ‘outside the box’ solutions to many challenges on WSDOT heavy civil projects. In addition to upland pile driving, Subsurface Construction does marine pile driving, drilled foundations and driven and drilled pile installation for shoring work.”

SR 509 Update

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

Gateway SR 509 Stage 2 is preparing to issue the Request for Qualifications for their Stage 2 Design-Build contract in February of 2023. The SR 509, 24th Avenue South to South 188th Street–New Expressway Project includes: constructing five new bridges, a new four-lane expressway between 24th Avenue South and Street and South 188th Street/Des Moines Memorial Drive, reconfigured SR 509 interchanges, a new southbound auxiliary lane, two new noise walls and an extension of one existing noise wall alongside I-5, retaining walls to minimize impacts to nearby wetlands and stream buffers, and wetland preservation enhancement and environmental rehabilitation activities.

The Atkinson design-build team continues to complete final design on the SR 509, I-5 to 24th Avenue S. New Expressway Project (Stage 1b) in the third quarter of 2022. They will complete final design work by the end of 2022. Atkinson completed construction of the widening of I-5 in the median including drainage, ITS, and median barrier. Atkinson completed construction of the temporary ramp from SR 516 to northbound I-5 and started excavation for the southbound off ramp from I-5 to SR 516. For more project information, visit wsdot.wa.gov/construction-planning/search-projects/sr-509-completion-project.

Atkinson continues to update their DBE participation plan, which includes commitments of over \$3.9 million for design and \$30 million for construction for Underutilized Disadvantaged Business Enterprise (UDBE) and Federal Small Business Enterprise (FSBE). Atkinson currently has six DBE firms on board for design work and 18 DBE firms for construction. They are interested in adding more DBE firms to their team on this \$264 million contract. Needed scopes of work include: shifting traffic to the median and setting temporary concrete barrier. Work on Northbound Connector Bridge outside pier and abutment. Installing shoring (soil nails) for new roadway alignment. Demo some existing noise walls, construct new ones, and construct structural earth walls. Drainage, illumination, clear and grub. UDBE and FSBE firms interested in this project and potential opportunities are encouraged to contact DBE manager Geoff Shook at 425-428-6837 or geoff.shook@atkn.com.

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

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				
MSVBE	Minority, Small, Veteran, Women Business Enterprise (MSVBE)	Percentage			Companies			Date Updated	Duration			
		Goal	Current	#	Stacked (\$)	Paid (\$)						
	Puget Sound Gateway - Program Management Agreement Y-11917	TYPE	M	4%	11.13%	4	\$ 1,662,083.27	\$ 1,662,083.27	8/26/2022	July 2016 - Present		
			S	14%	32.68%	9	\$ 4,881,842.49	\$ 858,723.71				
			V	0%	0.00%	0	\$ -	\$ -				
			W	6%	20.06%	3	\$ 2,997,185.87	\$ 2,361,035.51				
			Agmt	63.87%	16	\$ 9,541,111.63	\$ 4,881,842.49					
	SR 167 General Engineering Consultant Agreement Y-11918	TYPE	M	5%	5.36%	3	\$ 1,724,478.72	\$ 1,724,478.72	8/26/2022	July 2016 - Present		
			S	15%	15.55%	16	\$ 5,003,426.08	\$ 712,611.44				
			V	1%	0.53%	1	\$ 169,494.38	\$ 169,494.38				
			W	6%	7.97%	8	\$ 2,566,335.92	\$ 2,396,841.54				
			Agmt	29.40%	28	\$ 9,463,735	\$ 5,003,426.08					
	SR 509 General Engineering Consultant Agreement Y-12197	TYPE	M	10%	7.69%	3	\$ 1,875,133.70	\$ 1,868,154.30	8/26/2022	October 27, 2018 - Present		
			S	5%	40.98%	9	\$ 9,992,743.62	\$ 5,713,716.73				
			V	5%	2.28%	1	\$ 555,643.57	\$ 555,643.57				
			W	6%	11.22%	4	\$ 2,735,816.19	\$ 1,848,249.62				
			Agmt	62.17%	17	\$ 15,159,337	\$ 9,985,764.22					
	MSVBE Program Subtotal ²		27.79%	47.78%	25		\$19,871,033	8/26/2022	July 2016 - Present			
	PGM & E TOTAL (Individual Companies ¹)				28	\$20,410,455						
	CONSTRUCTION											
	DBE	DBE	Percentage			Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours?) ³
Goal			Current	#	Applied (\$)	Paid (\$)	Hours % (Goal)	Date Updated				
SR 167/I-5 to SR509 -- Stage 1B - Design			TYPE DBE	15%	1.80%	6	\$ 569,122.39	\$ 569,122.39	9/7/2022	0%	9/7/2022	0
SR 167/I-5 to SR509 - New Expressway - Stage 1B - Construction	TYPE DBE	21%	0.60%	6	\$ 2,029,897.77	\$ 2,029,897.77						
	Project	2.40%	6	\$ 2,599,020.16	\$ 2,599,020.16							
DBE Program Subtotal ²			2.40%	12	\$ 2,599,020.16	\$ 2,599,020.16		December 2021 - Present				
MSVBE	MSVBE	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	8/26/2022	18.57% *	8/26/2022	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					
	MSVBE 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%	11.52%	5	\$ 2,811,883.39	\$ 2,811,883.39	8/25/2022	Apprentice		10,438
			FSBE	8%	1.17%	1	\$ 285,206.05	\$ 285,206.05				
			Project	12.69%	6	\$ 3,097,089.44	\$ 3,097,089.44					
SR 509, I-5 to 24th Ave S. - Construction		TYPE	UDBE	10%	1.73%	20	\$ 4,160,318.82	\$ 4,160,318.82		13.33% *	8/25/2022	
			FSBE	13%	0.02%	3	\$ 40,901.39	\$ 40,901.39				
			Project	1.75%	23	\$ 4,201,220.21	\$ 4,201,220.21					
UDBE & FSBE Program Subtotal ²			2.76%	17		\$ 7,298,309.65		April 2020 - Present				
CONSTRUCTION TOTAL (Individual Companies ¹)				56	\$	14,636,425.55						
GATEWAY PROGRAM TOTAL (Individual Companies ¹)				80		\$35,046,881						

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 'MSVBE 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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Diversity and Inclusive Contracting

Quarterly Progress Report: July–September 2022

Toll Division

Tacoma Narrows Bridge Roadside Toll System Reprocurement

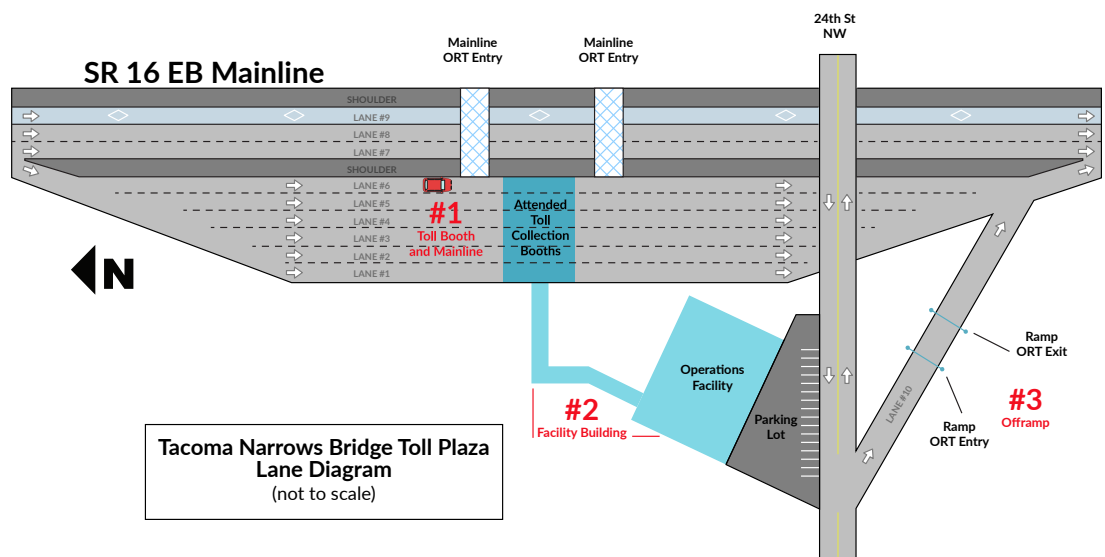
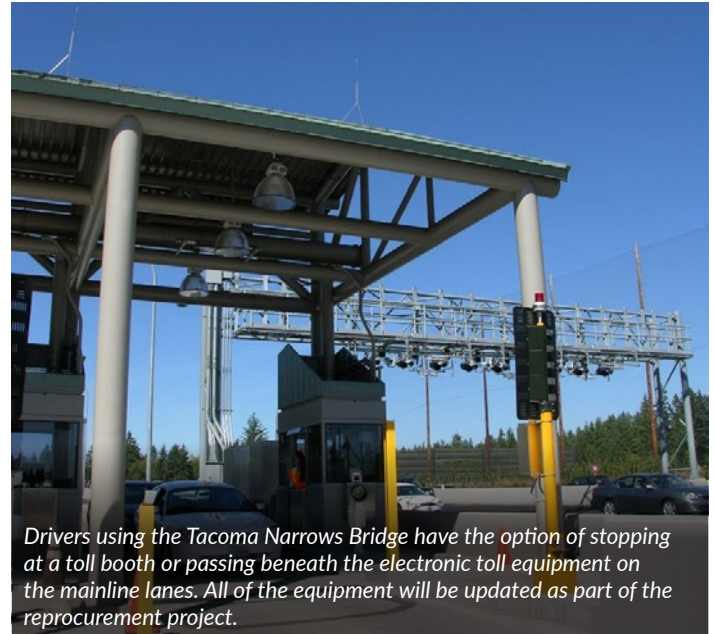
The eastbound span of the Tacoma Narrows Bridge opened July 15, 2007 as the first modern toll road in Washington. What at the time was state of the art toll technology is nearing the end of its usable life and the Toll Division is now in the process of seeking a vendor to replace roadside systems, update and operate the toll booths, and provide maintenance for all equipment. The contract went to bid in June 2022 and is anticipated to be awarded in December 2022.

A successful bidder will ideally achieve operational cost efficiencies through the application of innovative technologies and by applying industry best practices.

As part of that proposal the Toll Division is looking for the awarded company to include plans to involve MSVWBE companies in its work. The solicitation provides voluntary goals, and encourages the companies to aim for the following percentages in their bid:

- (Minority) MBE – 10%
- (Small) SBE – 5%
- (Veteran) VBE – 5%
- (Women) WBE – 6%

Meeting those goals is incentivized as part of the evaluation criteria and has been strongly encouraged as part of the RFP process.



For More Program Information

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wsdot.wa.gov/travel/roads-bridges/toll-roadsbridges-tunnels

Toll Division

General Toll Consultants Contract

Since the Toll Division was created in 2009 certain specialties have been contracted out to experts through a single General Toll Consultants (GTC) Contract, but as the contract ends in 2023 the Toll Division is looking to reprocur toll expertise consultant support.

A single, large contract made sense at a time when the Toll Division wasn't sure what skills would be necessary and would need to rely on the flexibility such a contract provided. The current consultants, and sub-contractors, did a great job providing that much-needed support in the early days of the division and throughout the recent system transition.

But as the Toll Division grows, staff have acquired additional skills and experience and have been able to take on more tasks in-house and the division as a whole has become less reliant on consultants for support.

The Toll Division is now looking to procure multiple smaller contracts to seek consultant expertise in a targeted manner: to meet short term needs, bridge staffing gaps, conduct training for staff, or seek out specific skills. At this time, the disciplines under consideration are:

- Toll System and Engineering
- Toll Customer Service Support
- Toll Outreach and Marketing Support

The intent is to have the new consultants on board by July of 2023, however the Outreach and Marketing Support contracts would likely come later. The contracts will begin going out to bid as early as December 2022, but most will go to bid in early 2023.

While the Toll Division intends to include MSVWBE goals in the future contracts, each contract and its goals will need to be assessed by the Office of Equal Opportunity to determine what level of participation is feasible given the nature of the work and the field of available consultants.

Studying equity and tolling

As part of ongoing efforts to understand equity when it comes to tolling, the Toll Division has engaged the University of Washington to conduct a study.

In partnership with Toll Division, the team from UW will analyze travel data and demographic information to surmise the socio-economic characteristics of toll road users and the travel shed of each toll road to analyze:

- The patterns of use,
- The demographics of the paying customers,
- A comparison of the demographics of the users versus the demographics of the individuals that use the facilities and parallel facilities without paying a toll,
- A comparison of the demographics of the use of the facility versus the demographics in the travel shed for the facility, and
- A comparison of commercial use of the facility versus private citizen use of the toll facility

From there, the UW study will also compare the benefits and costs of using toll roads for each socio-economic characteristic group.

This equity study will build on a similar study conducted in 2019 by UW. The work, which focused on just the I-405 Express Toll Lanes, discovered that drivers with higher income levels tended to use the lanes more frequently than lower income drivers and accrued more net benefits as a result. However lower income drivers saw greater time and travel benefits per trip.

The final report is anticipated in 2023 and will be used to inform practices and to help the Toll Division find opportunities for improvement.

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