

Megaprograms Diversity and Inclusive Contracting Quarterly Report: January–March 2022

State lawmakers help Washington's transportation system 'Move Ahead'

Washington's transportation system received a big boost when the state Legislature and Gov. Inslee approved a far-reaching measure in March called *Move Ahead Washington*. The legislation invests nearly \$17 billion in new revenue over the next 16 years in a variety of important transportation initiatives across the state.

For WSDOT's large Central Puget Sound megaprograms, *Move Ahead Washington* provides the funds needed to keep the programs' integrated, multimodal construction projects on track. Specifically, the legislation earmarks an additional:

- \$380 million for the I-405/SR 167 Program to improve travel along the 50-mile highway corridor via express toll lanes, bus rapid transit lanes and general-purpose lanes.
- \$406 million for SR 520's Portage Bay Bridge and Roanoke Lid Project to replace the aging, earthquake-vulnerable Portage Bay Bridge and complete the final stretch of dedicated transit/HOV lanes between Redmond and Seattle.
- \$433 million for the Puget Sound Gateway Program to complete vital freight-hauling highway links to Washington's main ports in King and Pierce counties, and Sea-Tac Airport.

Move Ahead Washington's new transportation dollars, together with existing state and federal transportation funding, will support thousands of good jobs across the state in project planning, design and construction. WSDOT's commitment to inclusion holds a goal of awarding up to 26% of its projects' contract value to diverse, underserved firms. That goal means many of those good jobs will be found in small companies owned by minorities, women and veterans.



A crew member on the Puget Sound Gateway megaprogram operates an excavator this spring on the site of a future SR 509 link between I-5 and Sea-Tac Airport.

Other projects funded by *Move Ahead Washington*

- \$1.5 billion for Washington State Ferries to build four hybrid electric ferries and electrify up to four existing ferries
- \$3 billion for transit programs and investments
- \$3 billion for highway preservation and maintenance
- \$2.4 billion to replace fish-blocking culverts
- \$50 million for projects in communities historically underserved with walking and biking infrastructure
- \$1.3 billion in nonmotorized transportation models like Safe Routes to School, bike and pedestrian safety programs, and school-based bike programs
- \$1 billion to fund Washington's share of a new I-5 bridge over the Columbia River between Vancouver and Portland

SR 167 Master Plan: Centering equity for historically underserved communities

The Puget Sound region's thriving economy and high housing costs in Seattle and the Eastside are fueling large population growth in communities along the SR 167 corridor in south King County and north Pierce County. A notable aspect of that growth is the large number of minority and lower-income households that are migrating south for more affordable homes to rent or buy.

One part of an SR 167 Master Plan now in development by WSDOT is a Planning and Environmental Linkage (PEL) study. The study aims to better understand the transportation needs for people who work, live, or play in communities along the SR 167 corridor. In addition, the Master Plan and PEL study are developing near-, medium- and long-term transportation solutions for meeting the

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corridor's vision. Equity for historically underserved communities is a top priority for this research.

Centering equity in the PEL study

The SR 167 Master Plan's PEL study prioritizes input from vulnerable and overburdened communities. The goal is elevating the voices of people frequently overlooked in transportation planning processes and centering infrastructure improvements for community members who need them most.

To that end, the PEL study conducted demographics analysis within the SR 167 corridor. The research prioritized Black, indigenous and people of color (BIPOC); low-income households; people with disabilities; people over 64; people without jobs; and other historically underserved community groups. WSDOT used this demographic information to help identify community-based organizations that represent historically overlooked community members in south King County and north Pierce County. The goal is to partner with these organizations to learn more about the transportation patterns and transportation needs of the people they support.

The result was WSDOT's formation of an Equity Advisory Committee (EAC) consisting of members from the identified community organizations. The committee is working alongside an SR 167 Master Plan Policy Advisory Committee and a Technical Advisory Committee in developing a final



transportation project list within the PEL study.

The EAC evolved from one-on-one listening sessions WSDOT held last fall and winter with a broad range of organizations that represent historically underserved communities. These communities include people living without permanent shelter; Asian immigrants, refugees and U.S.-born Asian populations; African Americans; Filipino families; African immigrants; Latina(o) immigrants and U.S.-born populations; and people living with mental and physical disabilities. The EAC also includes representatives of organizations focused on environmental justice and transportation.

Ultimately, the SR 167 Master Plan's PEL study will influence how people and goods move through the highway corridor in the future. The EAC has met one time so far and will meet up to five more times throughout all phases of the PEL study. WSDOT will deliver the Master Plan and PEL study to the Legislature in 2023 for its review and consideration.

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
127 Construction

152

SR 520 Program

28 A&E
127 Construction
(Four firms worked in both design and construction)

151

AWV Replacement Program

0 A&E
238 Construction

238

Puget Sound Gateway Program

27 A&E
55 Construction

78
(Four firms worked in both design and construction)

For More Information

Julie Meredith
Assistant Secretary of
Urban Mobility, Access
and Megaprograms
meredjl@wsdot.wa.gov
206-770-3568

Regina Glenn
Diversity and Inclusion
Manager, WSDOT
Megaprograms
glennre@wsdot.wa.gov
425-503-7212

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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.

Dawn McIntosh, P.E.
Diversity and Inclusion Manager
mcintod@wsdot.wa.gov
206-909-3655



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.

Ron Paananen, P.E.
GEC Manager, HDR Inc.
paananr@consultant.wsdot.wa.gov
206-770-3621



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.

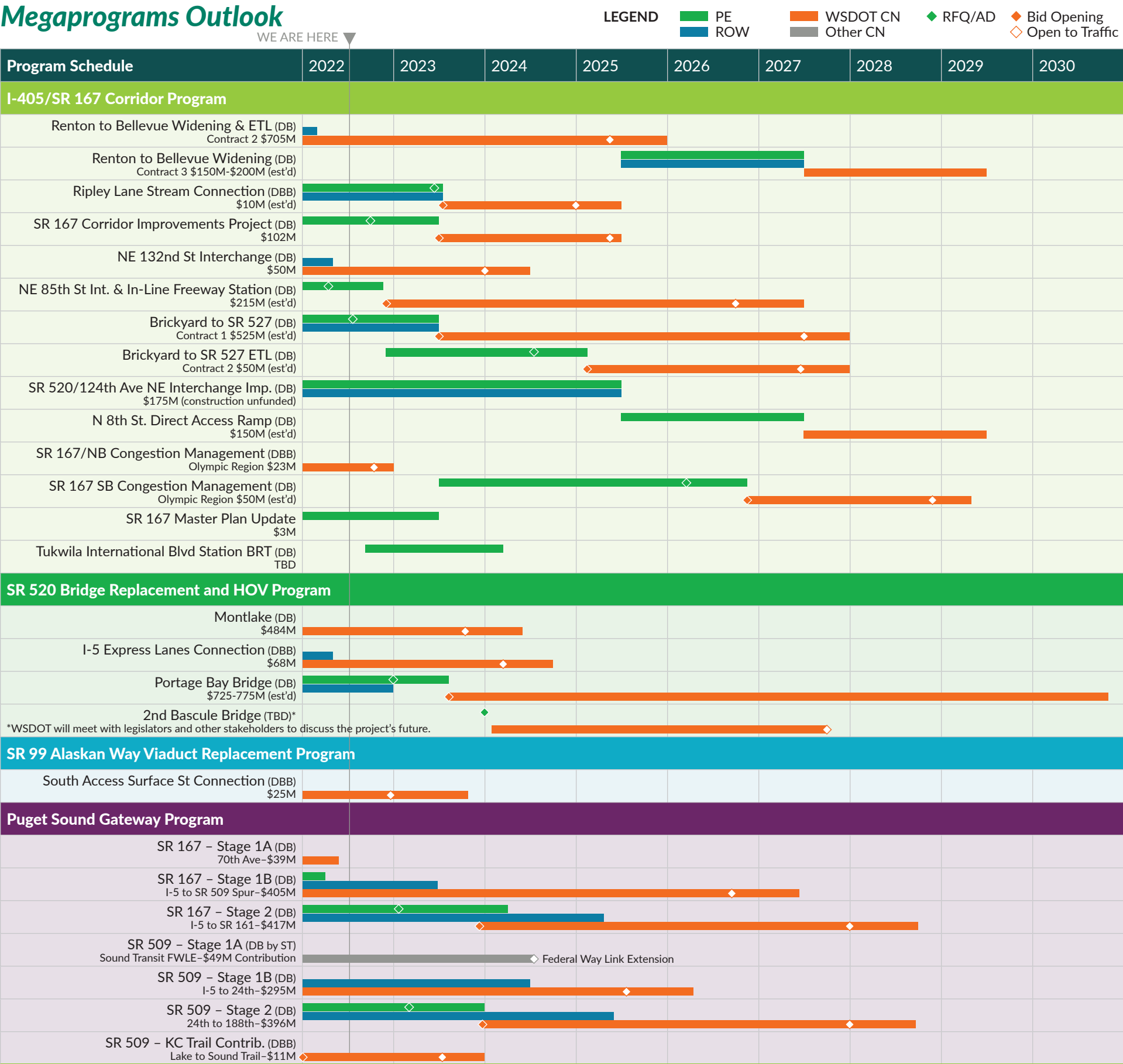
Dawn McIntosh, P.E.
Diversity and Inclusion Manager
mcintod@wsdot.wa.gov
206-909-3655



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.

John White, P.E.
Program Administrator
whitejh@wsdot.wa.gov
206-805-2966



Diversity and Inclusive Contracting

I-405/SR 167 Megaprogram Quarterly Progress Report: January 1-March 31, 2022

Construction progress and upcoming contracting opportunities

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

WSDOT has begun the design-build contract procurement process for the I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit Station Project. The team released the Request for Qualifications to the design-build community on Feb. 22 and held a Voluntary Submitters Meeting on Feb. 28. WSDOT plans to announce the shortlist of design-builders at the end of May and publish the Request for Proposals and host a Voluntary Proposers Meeting in June. WSDOT anticipates awarding the contract in December. Construction is expected to begin in early 2023 and take up to four years to complete. This Sound Transit-funded project includes voluntary minority and women business enterprise (MWBE) goals and enforceable small and veteran-owned business (SVB) goals.

I-405, Northeast 132nd Street Interchange

Graham, the design-builder, started pre-construction activities last fall and has been doing geotechnical borings at the Kingsgate Park and Ride. Construction activities will start this spring with a groundbreaking event planned for May 16 to celebrate the start of construction. Construction is scheduled to be complete in fall 2023. This state-funded project includes voluntary MSVWBE goals.

Major elements of work include preliminary engineering and CAD support services; site prep and grading; drainage, fish passage, and stormwater treatment; landscaping; bridge structures and retaining walls; pavement, roadway striping and channelization; traffic signals and illumination; roadway signage; and temporary traffic control and maintenance of traffic.

Graham held their first outreach event on March 30, with six attendees. They discussed current and upcoming subcontracting opportunities including trucking, utilities, fencing, guardrail supply and install, and job site security services.

To learn about these opportunities, please contact:

- Greg Ritke, Graham Project Manager, Greg.Ritke@grahamus.com, 206-571-1588
- Suzanne Arkle, Inclusion Manager, suzanne@zanninc.com, 312-543-6317

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

The design-builder, Flatiron-Lane, Joint Venture (FLJV) continued ground improvement work in the Northeast 44th Street/May Creek area in preparations for mainline widening. They also continued clearing and grading for retaining walls ahead of the 2022 construction season.

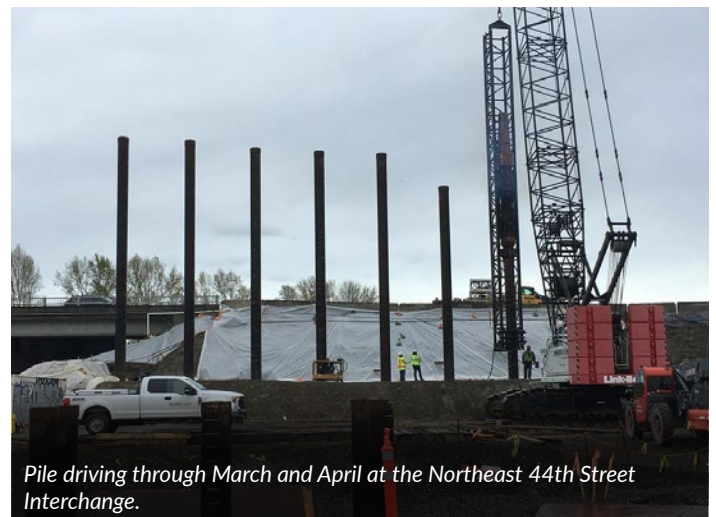
FLJV hosted a quarterly outreach event to the minority, small, veteran, and women business enterprise community on March 9, with 14 people in attendance. They discussed the difference between design-build and design-bid-build projects. John Salinas (Salinas Construction) and Xiaoping Zhang (Concord Engineering) spoke about their experiences being a subcontractor on design-build projects.

Find more information about upcoming events here:

<https://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



Pile driving through March and April at the Northeast 44th Street Interchange.

For More Program Information

Dawn McIntosh, P.E., Program Diversity and Inclusion Manager, 206-909-3655, mcintod@wsdot.wa.gov

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

I-405/SR 167 Megaprogram



167

Diversity / Apprenticeship / Training

Thru 04/01/2022

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%	6.30%	7	\$5,986,057	\$5,983,645	4/1/2022	August 20, 2016 - April 1, 2022
			S	5%	17.37%	15	\$16,517,446	\$25,312		
			V	5%	3.35%	1	\$3,183,806	\$3,183,806		
			W	6%	6.72%	6	\$6,392,189	\$6,313,187		
			Agmt		33.74%	29	\$32,079,498	\$15,505,950		
MSVWBE Program Subtotal ²			16.31%	33.74%	14	\$32,079,498	\$15,505,950			
PGM & E TOTAL ¹				25		\$37,562,420				

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%	1.86%	28	\$13,127,831	\$11,893,843	3/31/2022	10.12%	3/29/2022	NOT REQUIRED
				S	5%	4.40%	69	\$31,033,811	\$12,855,563				
				V	5%	0.31%	10	\$2,150,766	\$2,150,766				
				W	6%	0.71%	19	\$4,987,086	\$4,827,332				
					Project	7.28%	126	\$51,299,494	\$31,727,505				
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%	0.18%	5	\$91,458	\$91,458	3/31/2022	0.00%	3/31/2022	NOT REQUIRED	
			S	5%	0.24%	9	\$120,159	\$0					
			V	5%	0.00%	1	\$0	\$0					
			W	6%	0.06%	2	\$28,701	\$28,701					
				Project	0.48%	17	\$240,319	\$120,159					
MSVWBE Program Subtotal ²			5.22%	7.23%	127		\$48,701,947						
CONSTRUCTION TOTAL ¹					127		\$48,701,947						

I-405/SR 167 MEGAPROGRAM TOTAL ¹					152	\$86,264,367				
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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 Diversity & Inclusive Contracting



Quarterly Progress Report

January-March 2022

NetCompliance Environmental: Delivering world-class service

NetCompliance Environmental Services (NCES) bills itself as “The Experienced & Qualified Small Business That Delivers Word-Class Services.” The company provides demolition, asbestos abatement, concrete saw-cutting/core drilling, and other environmental cleanup work in Washington and Oregon. Project Manager Jim Willard says the company description is well deserved.

“We are a small, minority-owned company,” he said, “but we deliver a large company experience. If you did not know our size, you’d think we are a large multistate firm.” NCES, in business since 2002, is a certified MBE/DBE firm in Washington and Oregon. The company also has small contractor and supplier (SCS) certification with King County, and small disadvantaged business (SDB) and historically underutilized business (HUB Zone) certifications with the Small Business Administration. NCES does not usually hire subcontractors, but Willard is proud of the fact that minorities and women constitute about half of NetCompliance’s current workforce.

NCES performs environmental cleanup work on the SR 520 Montlake Project for Graham, the prime contractor. This work began in 2019 on an as-needed basis. Willard said the work has included cleanup of four homeless camps. “The Montlake Project has helped the company expand our services by providing experience cleaning up biohazards and homeless encampments. This was very beneficial, helping us win a recent procurement from Washington state for these types of services.”

NCES will perform SR 520 concrete saw cutting and expansion joint replacement for Graham starting this summer. Other projects by NCES include demolition, saw cutting, and abatement on the L and T Street bridges in Tacoma and a new contract for saw cutting on the West Seattle Bridge beginning this summer.

Willard joined NetCompliance almost six years ago but has been in the abatement and demolition business for nearly 30 years. Sam Thompson heads up the saw cutting division for NCES and has more than 25 years of experience saw cutting and core drilling in the Seattle area. He has worked with the management team of NCES for the last 20 years.



Sam Thompson (left) and Jim Willard (right) with NetCompliance Environmental Services.

Contact

Jim Willard, 360-984-1084, jimw@net-compliance.com
Sam Thompson, 360-946-8417, samt@ncesllc.com

New funding OK'd for Portage Bay project

The state Legislature made important investments in transportation during the 2022 legislative session. Of particular importance to the SR 520 Program was lawmakers' passage of the Move Ahead Washington legislation.

The legislation devotes \$16.8 billion in new revenue to key transportation programs over the next 16 years. For SR 520, the measure provides \$406 million for the [Portage Bay Bridge and Roanoke Lid Project](#). That added funding allows WSDOT to complete the project's critical safety and multimodal improvements as planned, with construction scheduled to start in 2024. The Legislature did not provide the \$200 million needed to build a second drawbridge over the Montlake Cut. WSDOT will meet with legislators and other stakeholders in the coming months to discuss the future of that project.

For more information, contact Regina Glenn, Diversity and Inclusion Manager, WSDOT Megaprograms
Email: GlennRe@consultant.wsdot.wa.gov, or call: 206-770-3520

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 (\$)						
	Completed Agreements		8%	9.79%	8	\$23,453,492	\$23,453,492	6/30/2017	Feb. 2009 – Dec 2016				
DBE Program Subtotal ¹			8%	9.79%	8	\$23,453,492	\$23,453,492						
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)		Percentage		Companies			Data Date					
			Goal	Achieved	#	Stacked (\$)	Paid (\$)						
	SR 520 Program Agreement	TYPE	M	10%	9.25%	9	\$11,279,304	\$11,279,304	3/31/2022	March 2016 - Present			
			S	5%	26.60%	25	\$32,429,605	\$9,728,191					
			V	5%	0.02%	2	\$22,286	\$3,147					
			W	6%	14.68%	10	\$17,899,554	\$11,418,964					
			Agmt	50.55%	46	\$61,630,750	\$32,429,605						
MSWBE Program Subtotal ²		26.60%	50.55%	25		\$32,429,605							
PGM & E TOTAL ¹				28	\$55,883,098								
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	
MSWBE	MSWBE		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%	3.38%	18	\$15,371,450	\$15,371,450	4/4/2022	14.8% (20% Goal)	4/4/2022	NOT REQUIRED	
			S	5%	7.46%	50	\$33,991,504	\$10,782,950					
			V	5%	0.41%	6	\$1,854,162	\$1,434,963					
			W	6%	1.91%	14	\$8,695,270	\$7,552,940					
			Project	13.16%	88	\$59,912,387	\$35,142,303						
	C9674: I-5 Express Lanes Connection (currently in construction)	TYPE	M	10%	3.95%	3	\$2,686,115	\$2,686,115	4/1/2022	14.1% (15% Goal)	4/6/2022	NOT REQUIRED	
			S	5%	4.25%	6	\$2,890,531	\$204,416					
V			5%	0.00%	0	\$0	\$0						
W			6%	0.00%	0	\$0	\$0						
Project			8.19%	9	\$5,576,646	\$2,890,531							
MSWBE Program Subtotal ²		8.92%	14.07%	65		\$41,656,704							
CONSTRUCTION TOTAL ¹				127	\$203,019,469								

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 '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: 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 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.

Alaskan Way Viaduct **REPLACEMENT** PROGRAM



Diversity and Inclusive Contracting AWV Quarterly Progress Report: January-March 2022

Alaskan Way Viaduct Program update

South Access: Surface Streets Connection Project - Phase 2:

Scarsella Brothers, Inc. began work on this \$25 million project on July 19, 2021, with work estimated to be complete by December 2022. However, a Teamsters labor strike affecting concrete delivery began in December 2021 and has continued into April 2022. This strike is affecting the project's critical path work, and will likely push the project's completion into 2023.

While concrete activities were suspended, WSDOT, Scarsella Bros., and their subcontractors worked to accomplish other activities. In January, Scarsella Bros. began moving a wall supporting the City Side Trail to avoid a 26 kV duct bank. In February, crews began pavement demolition and drainage work for the new South Charles Street. Scarsella also placed HMA on First Avenue South to shift travel lanes and accommodate a new work zone. March saw installation of lighting conduit for the Railroad Way Plaza and along South Charles Street and First Avenue South. Crews also progressed drainage work and dowel bar installation.



Wall SW- 36 formwork rebuilding



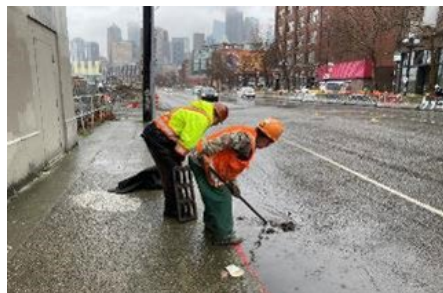
Conduit installation on S. Charles St.



HMA paving on 1st Ave S.



Tree protection on 1st Ave S



Inlet protection and cleaning



Roadway excavation and grading

Subcontracting Opportunities

Scarsella does not anticipate 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 encouraged to reach out to Scarsella's Project Manager, Nick Rawlins (253-226-9932) for details.

Reporting our progress by the numbers

Diversity/Apprenticeship/Training

Shaded projects are physically complete.

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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 (\$)						
	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	\$9,083,427	\$9,012,047	3/31/2022	19.04%	4/21/2022	NOT REQUIRED		
		S	5%	45	\$15,878,361	\$3,993,664						
		V	5%	2	\$78,579	\$78,579						
		W	6%	5	\$2,923,297	\$2,794,072						
		Project	29.83%	77	\$27,963,664	\$15,878,361						
	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%	3	\$610,446	\$610,446	3/31/2022	16.08%	4/21/2022	NOT REQUIRED		
		S	5%	11	\$1,543,887	\$674,342						
		V	5%	2	\$259,099	\$259,099						
		W	6%	0	\$0	\$0						
		Project	9.67%	16	\$2,413,432	\$1,543,887						
	MSVWBE Program Subtotal ²	14.94%	25.20%	74	\$35,600,472	\$21,102,435						
CONSTRUCTION TOTAL ¹				238	\$195,904,738							
AWV REPLACEMENT PROGRAM TOTAL ¹				238	\$195,904,738							

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.

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

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Diversity and Inclusive Contracting

Puget Sound Gateway Program Quarterly Progress Report: January-March 2022

Multiple DBE Opportunities as construction kicks into high gear

SR 167 Update

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

In February 2022 WSDOT issued Notice to Proceed to begin final design to Guy F. Atkinson Construction, Inc. (Atkinson) for the SR 167, I-5 to SR 509 New Expressway Project (Stage 1b), and expects to issue construction Notice to Proceed in June 2022.

Atkinson is engaging DBE firms in support of the 15 percent design and 21 percent construction DBE participation goals. One of Atkinson's recent efforts included meeting with each of the DBE design team members to discuss design requirements and project scope, and set clear expectations about required quality, safety, and upcoming environmental training.

Atkinson will be hosting and facilitating a DBE Outreach Event on April 28, 2022. DBE firms are encouraged to contact DBE Manager, Young-Sang Song of Song Consulting, a Minority Business, at 206-503-1619 or: y.song@songconsultingllc.com to inquire about potential opportunities and how to submit bids.



SR 167 1a 70th Ave. Project Completed

SR 509 Update

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

The design-build team, led by Guy F. Atkinson Construction, Inc. (Atkinson), continued to perform final design on the SR 509, I-5 to 24th Avenue S. New Expressway Project (Stage 1B) in the first quarter of 2022. They will complete final design work in the second half of 2022. Atkinson started the widening of the SB I-5 structure over SR 516. They also began work on the SR 509 corridor including clearing and grubbing, utility and median work.

Atkinson continues to update their DBE participation plan, which includes commitments of over \$3.9 million for design and \$30 million for construction by Underutilized Disadvantaged Business Enterprise (UDBE) and Federal Small Business Enterprise (FSBE) companies. Atkinson currently has six DBE firms on board for design work and 18 contracted DBE firms for construction. They are interested in adding more DBE firms to their team on this \$264 million contract. 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.



William Bolima and his team at Bolima Drafting & Design, Inc.

Bolima Drafting & Design, Inc. (BDD) is a Native American owned (MBE/DBE) CADD management and support firm founded in 1987. Bolima is currently providing support to the Atkinson/Jacobs team for both the SR 509 1b project and the SR-167 / I-5 to SR-509 project. Services provided by BDD include, software and methodologies training, CADD conversion, CADD compliance and red-line drafting.

For More Information

John White

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

www.wsdot.wa.gov/Projects/Gateway

Puget Sound Gateway Program



Quarterly Progress Report: January-March 2022

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 (\$)						
		TYPE	M	4%	9.72%	4	\$ 1,314,595.57	\$ 1,314,595.57	2/25/2022	July 2016 - Present		
			S	14%	30.62%	8	\$ 4,141,796.20	\$ 673,519.06				
			V	0%	0.00%	0	\$ -	\$ -				
	W		6%	19.91%	3	\$ 2,692,759.62	\$ 2,153,681.57					
		Agrmt	60.25%	15	\$ 8,149,151.39	\$ 4,141,796.20						
	SR 167 General Engineering Consultant Agreement Y-11918	TYPE	M	5%	5.66%	3	\$ 1,433,810.88	\$ 1,433,810.88	2/25/2022	July 2016 - Present		
			S	15%	15.18%	16	\$ 3,846,401.67	\$ 440,955.25				
			V	1%	0.59%	1	\$ 150,168.61	\$ 150,168.61				
			W	6%	7.78%	8	\$ 1,971,635.54	\$ 1,821,466.93				
			Agrmt	29.21%	28	\$7,402,017	\$ 3,846,401.67					
	SR 509 General Engineering Consultant Agreement Y-12197	TYPE	M	10%	8.21%	2	\$ 1,708,910.78	\$ 1,708,910.78	2/25/2022	October 27, 2018 - Present		
			S	5%	42.05%	8	\$ 8,750,719.13	\$ 5,097,131.99				
			V	5%	2.22%	1	\$ 461,902.69	\$ 461,902.69				
			W	6%	11.21%	4	\$ 2,332,502.38	\$ 1,482,773.67				
			Agrmt	63.69%	15	\$13,254,035	\$ 8,750,719.13					
	MSVWBE Program Subtotal ²	28.05%	48.27%	24		\$16,738,917	2/25/2022	July 2016 - Present				
PGM & E TOTAL (Individual Companies ¹)				27		\$17,278,339						
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 (\$)						
		TYPE	M	10%	8.61%	20	\$ 3,700,925.83	\$ 3,471,404.34	2/23/2022	18.57% *	2/23/2022	15,035
			S	5%	10.93%	45	\$ 4,696,940.29	\$ 389,865.69				
			V	5%	0.83%	3	\$ 358,260.28	\$ 358,260.28				
			W	6%	1.11%	11	\$ 477,409.98	\$ 477,409.98				
			Project	21.48%	79	\$ 9,233,536.38	\$ 4,696,940.29					
		MSVWBE Program Subtotal ²	10.93%	21.48%	45		\$ 4,696,940.29	December 2019 - Present				
	UDBE & FSBE	Percentage		#	Companies		Date Updated	Apprentice		Apprentice Hours (Training Hours?) ³		
		Goal	Current		Unstacked (\$)	Paid (\$)						
TYPE		UDBE	8%	8.57%	5	\$ 1,111,354.79	\$ 1,111,354.79	2/24/2022	14.35% *	2/24/2022	3,639	
		FSBE	8%	0.71%	1	\$ 75,479.68	\$ 75,479.68					
		Project	9.28%	6	\$ 1,186,834.47	\$ 1,186,834.47						
SR 509, I-5 to 24th Ave S. - Construction	TYPE	UDBE	10%	0.44%	15	\$ 599,031.23	\$ 599,031.23	2/24/2022	14.35% *	2/24/2022	3,639	
		FSBE	13%	0.01%	3	\$ 16,222.03	\$ 16,222.03					
		Project	0.45%	18	\$ 615,253.26	\$ 615,253.26						
	UDBE & FSBE Program Subtotal ²		1.27%	15		\$ 1,802,087.73	April 2020 - Present					
CONSTRUCTION TOTAL (Individual Companies ¹)				55	\$	6,499,028.02						
GATEWAY PROGRAM TOTAL (Individual Companies ¹)				78		\$23,777,367						

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.

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