

Megaprograms Diversity and Inclusive Contracting Quarterly Report: July–September 2021

WSDOT staff and contractors adapting, making progress during the pandemic

The COVID-19 pandemic upended countless aspects of our lives. And tragically, we lost eight WSDOT colleagues to the pandemic. Fortunately, with the development of effective vaccines and now, promising new antiviral drugs treatments being tested for people who contract COVID-19, we're starting to regain some sense of "normal" life.

I am proud that, nearly two years into the pandemic, our WSDOT employees, consultants and construction crews on the Central Puget Sound megaprograms found ways to deal with the pandemic's challenges and make steady progress on their projects.

Together but apart

When the pandemic first hit in early 2020, much of our region went into lockdown to slow the virus's spread. WSDOT employees who could perform their work remotely began teleworking from home.

You can't build highways and bridges from your kitchen, however. In consultation with state and local health officials, Labor & Industries, the Governor's Office and our contractors, we established new health and safety protocols for workers in the field: wearing masks and gloves, maintaining safe social distance, installing hand-wash stations, taking temperatures daily before coming to work, and insisting that people stay home if feeling the slightest bit ill.

The pandemic delayed some of our projects for weeks while new safety rules were crafted. A few projects, however, gained quicker approval to restart. One involved important fish-passage work on our I-405/SR 167 Megaprogram. We needed critical geotechnical boring explorations to move the project forward. Our Project Engineers Office worked with the prime contractor to develop COVID-safety procedures that that allowed successful, on-time completion of the work.



Elected officials, project partners and construction crews participate in a COVID-safe ribbon-cutting in June 2021 for a new 70th Avenue East Bridge over I-5 in Fife.

On the Puget Sound Gateway Program, crews completed the \$40 million 70th Avenue East Bridge Replacement Project—on schedule—entirely during the pandemic. More than 40 MSVWBE firms worked on that project. Meanwhile, our SR 520 and Alaskan Way Viaduct megaprograms also made tremendous construction progress in spite of the challenges wrought by the coronavirus. In the SR 520 corridor, crews built the central portion of a new freeway lid in Montlake, and soon will start pouring concrete for the roadway deck of a new, mile-long eastbound bridge over Seattle's Union Bay.

Cross-training for new roles

COVID-19 heightened the challenges that ordinarily occur on fast-moving construction projects when staff leave. Backfilling a vacant position typically takes two months, but during the pandemic, it's taking as many as six.

The AWW Program's South Access—Surface Street Connections project team lost six staff members to promotions and retirements in the first half of 2021. With construction



A crew working on the Alaskan Way Viaduct Replacement Program drills holes in a concrete panel that will be part of the new Alaskan Way and South Dearborn Street intersection at the SR 99 tunnel's south portal.

set to begin in July, and not knowing when those open positions might be filled, WSDOT field and office staff began cross-training to help each other out. One office engineer cross-trained to step into a field engineer role; a materials tester took on many of the tasks of a materials engineer. This collaboration not only helped the project stay on schedule, but built more resiliency and flexibility into the team.

Connecting virtually

Engaging the community in the planning, design and construction of our projects historically involves in-person meetings and face-to-face conversation. During the pandemic, however, that's simply not possible. So, we've turned to virtual engagement—with considerable success!

For example, we held a 30-day online open house during the Environmental Assessment for the SR 522 to SR 527 Express Toll Lanes Improvement Project, attracting 1,546 visitors. Numerous MSVWBE subconsultants on this project were involved in preparing for and participating in the open house.

Continued from front..

Additionally, we have regular, virtual, “in-person” engagement with community members and other stakeholders via Microsoft Teams or Zoom meetings.

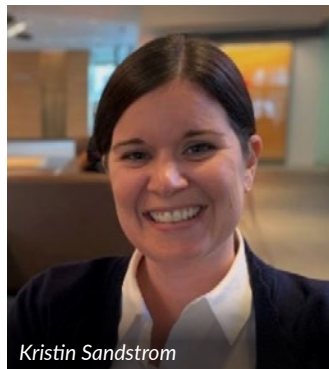
All work and no play...

To some degree, the pandemic takes an emotional toll on us all. Fear, anger, apprehension, isolation and, for too many, the loss of loved ones leave an indelible mark. WSDOT has worked throughout the pandemic to provide and encourage the use of coping resources for employees. Moreover, we advocate ways to bring staff together—remotely, outside regular work hours—to build camaraderie, have some fun, and relieve stress. Trivia Night competitions, virtual Halloween costume parties, remote Book Club gatherings, and online recipe-sharing meet-ups are some of the ways we try to promote resilience.

While the pandemic has changed a lot, one thing it hasn’t changed is WSDOT’s commitment to its 26% goal for diversity and inclusive contracting. Our megaprogram liaisons are John White, Administrator of the Puget Sound Gateway Program, and Regina Glenn, Manager of Diversity and Inclusion for the Megaprograms.

—Julie Meredith, WSDOT Assistant Secretary,
Urban Mobility, Access and Megaprograms

Hello and Welcome, Kristin!



Kristin Sandstrom

WSDOT welcomes Kristin Sandstrom to the UMA and Megaprograms team. She is the new Strategic Operation Manager. “Right now,” she said, “I’m focused on helping the teams prepare for the upcoming legislative session and have conversations with lawmakers about funding and revenue.”

Kristin spent the last 13 years with the SR 520 Bridge Replacement and

HOV Program, where she worked in strategic planning, project development, and environmental coordination. Most recently she served as the program’s Communications Manager. “I’m excited to continue supporting WSDOT to deliver its vision and mission. It was a gift to be a part of the SR 520 team for such a long time. I’m looking forward now to working closely with the UMA and Megaprogram teams.”

Kristin Sandstrom is originally from Ohio. She attended Seattle University for graduate school and decided to stay. Now she has a husband, twin 5-year-old sons, a house in Ballard, and a chocolate lab.

Contact: Kristin Sandstrom | SandstK@consultant.wsdot.wa.gov | 206-399-1876

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
102 Construction

127

SR 520 Program

26 A&E
119 Construction
(Three firms worked in both design and construction)

142

AWV Replacement Program

0 A&E
231 Construction

231

Puget Sound Gateway Program

21 A&E
45 Construction

66

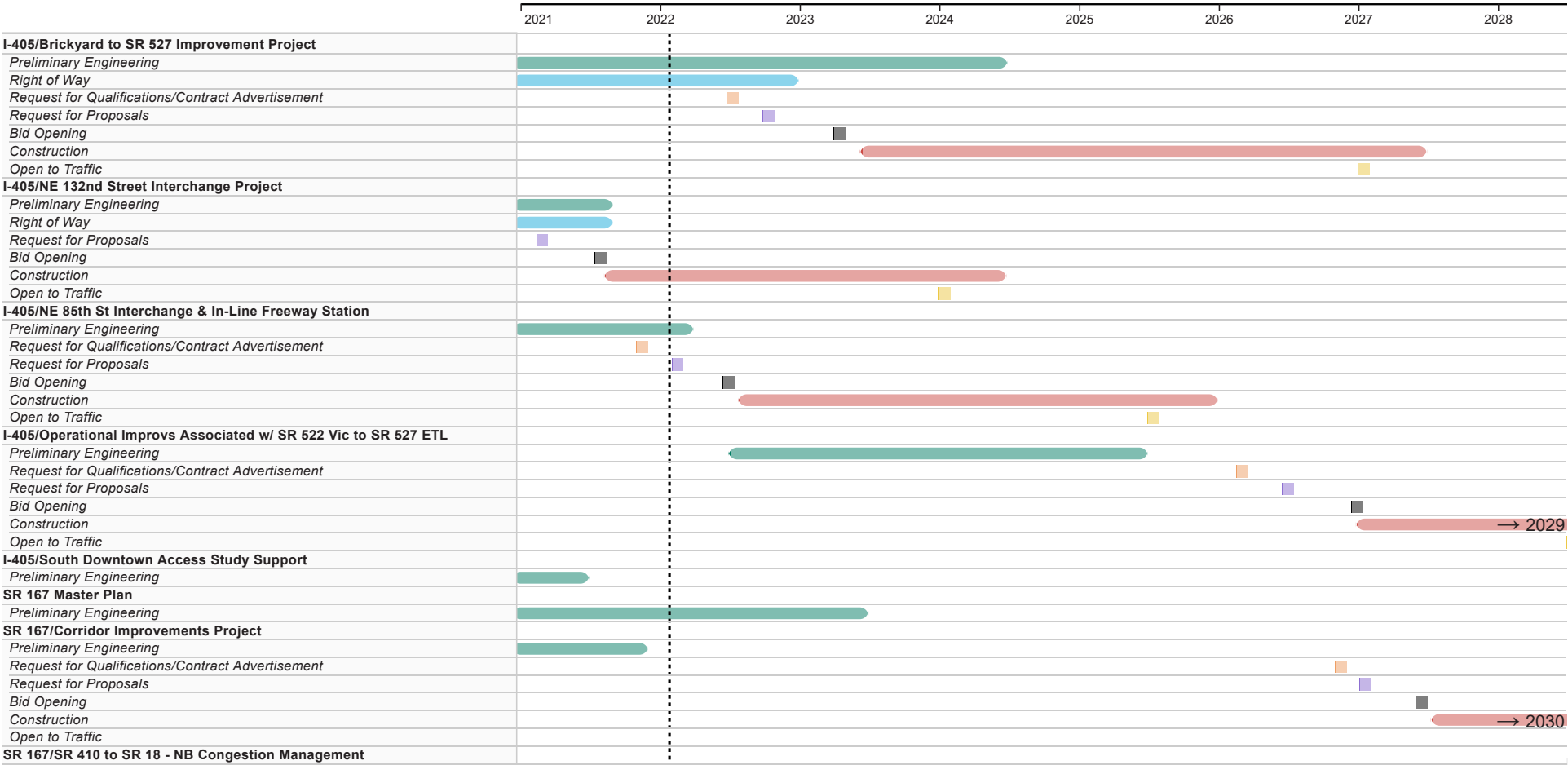
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I-405/SR 167 Corridor Program

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 \$2.8 billion.

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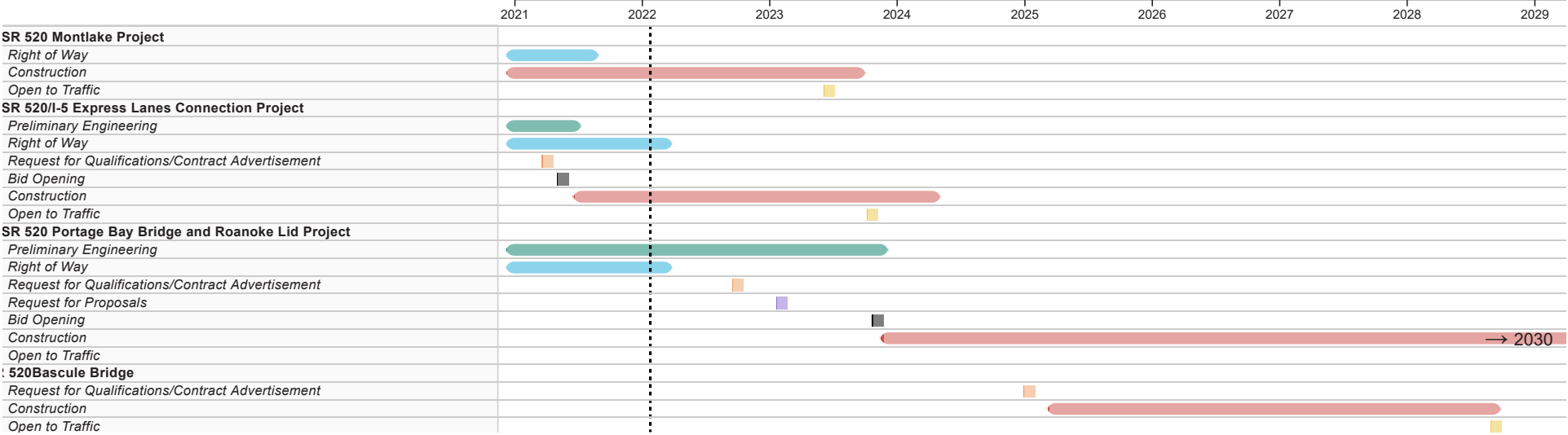


Key: Bid Opening Construction Open to Traffic Preliminary Engineering Request for Qualifications/Contract Advertisement Right of Way

SR 520 Bridge Replacement and HOV Program

The SR 520 Bridge Replacement and HOV 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. Planned improvements extend from I-5 in Seattle to I-405 in Bellevue, at a total budget of \$4.51 billion. The Program is focused on completing the remaining SR 520 improvements from Lake Washington to I-5. Construction of the first stage, the Montlake Project, began in spring 2019.

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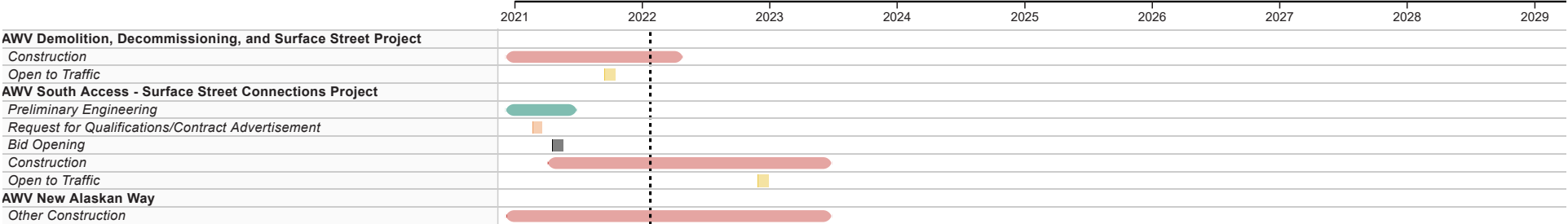


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SR 99 Alaskan Way Viaduct Replacement Program

The SR 99 Alaskan Way Viaduct Replacement Program has wrapped up demolition of the aged, seismically vulnerable elevated viaduct. Decommissioning of the Battery Street Tunnel is underway. At the north end, the Program is rebuilding streets to reconnect neighborhoods separated by SR 99 since the 1950s. The City of Seattle is rebuilding Alaskan Way, work that is partially funded by the AWV Program. Total program funding is \$3.3 billion.

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Key: Bid Opening Construction Open to Traffic Preliminary Engineering Request for Qualifications/Contract Advertisement Right of Way

Puget Sound Gateway Program

The Puget Sound Gateway Program is composed of the SR 167 Project in Pierce County and the SR 509 Project in King County. Both projects provide essential connections to the ports of Tacoma and Seattle and will help ensure people and goods move more reliably through the region. Total funding is \$1.88 billion. The SR 167 Stage 1a design-build team began construction on the 70th Avenue East bridge in early 2020 and expects to complete the project in the fall of 2021. The SR 509 Stage 1b Project is under contract and expects to break ground in late 2021 or early 2022.

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Key: Bid Opening Construction Open to Traffic Preliminary Engineering Request for Qualifications/Contract Advertisement Right of Way

For More Information

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Diversity and Inclusive Contracting

I-405/SR 167 Megaprogram Quarterly Progress Report: July 1-September 30, 2021

Construction progress and upcoming contracting opportunities

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

The team continued to make progress on the King County Eastrail regional trail, an early project milestone. 1.5 miles opened to the public back in May and we expect to open fully completed 2.5 miles of trail from Ripley Lane in Renton and Coal Creek Parkway in Bellevue and host an opening event with King County this month.

Patrick L. Hughes Sr.: Eyes on the Prize

Patrick L. Hughes Sr. is laser-focused on logistics. “We at Hughes Group believe logistics is the ability to deliver a product, material, and/or services on time, under budget, and in a way that satisfies the customer.” The Hughes Group, LLC. is a 22-year-old company with a government division and a construction division. The construction division provides striping and seal coating, asphalt and concrete, curbing, post-construction cleanup, and traffic control.

“We’re excited to be working with Flatiron-Lane Joint Venture on the I-405/Renton to Bellevue Project,” said Hughes. The company is currently doing trailer cleaning maintenance and plans to bid on the traffic control package.

The Hughes Group is a certified minority and veteran business enterprise (MBE/VBE). Hughes says 90 percent of his 170 employees are veterans. “We hope as an MBE/VBE company we can bring other MBE and VBE companies along as we grow.” Hughes’ advice to other small business owners is to “not take no for an answer and to do a good job whenever you are called on. Sometimes MBE and VBE companies are seen as a liability. Show them you are an asset.”



Contact: Patrick L. Hughes Sr., Hughes Group, construction@hughesgroup.biz, 253-592-6161

FLJV held their third quarter outreach event on November 10, 2021. In addition to discussing potential bid opportunities on the Renton to Bellevue project, FLJV invited Steve Watts-Oelrich, Veteran Business Outreach Center (VBOC), to provide an educational session on subcontracting with veteran owned businesses (VOB). Mr. Watts-Oelrich presented on topics including becoming certified as a VOB, supportive services and resources offered by the VBOC. Please contact George Frost, FLJV Community Liaison, at gwfrost3@gmail.com, 206-852-6737 for upcoming opportunities.

I-405, Northeast 132nd Street Interchange project

Graham, the design builder, is starting pre-construction activities later this month, which will include field investigations and surveying, geotechnical borings, clearing, establishing the project field office, and early TESC measures. 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.

Potential subcontracting opportunities include project controls; civil, electrical and structural engineering; excavation, earthwork and paving; sidewalk, curb and gutter; landscaping, electrical and drainage; trucking, carpentry and ironwork; signage installation and roadway striping; temporary traffic control and fencing; and office supplies, small tools and janitorial 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

For More Program Information

Dawn McIntosh, P.E., Program Diversity and Inclusion Manager
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I-405/SR 167 Megaprogram



Diversity / Apprenticeship / Training

Thru 9/30/2021

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%	5.92%	6	\$5,086,297	\$5,086,297	9/24/2021	August 20, 2016 - September 24, 2021		
			S	5%	17.22%	14	\$14,790,967	\$2,002,666				
			V	5%	3.39%	1	\$2,908,702	\$2,908,702				
			W	6%	6.64%	6	\$5,697,922	\$5,618,920				
			Agrmt		33.17%	27	\$28,483,888	\$15,616,585				
MSVWBE Program Subtotal ²			18.19%	33.17%	14	\$28,483,888	\$15,616,585					
PGM & E TOTAL ¹				25	\$37,673,055							

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
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%	1.45%	22	\$10,235,610	\$9,960,685	9/30/2021	10.7%	9/30/2021	NOT REQUIRED
		S	5%	2.99%	53	\$21,087,460	\$8,232,780				
		V	5%	0.22%	6	\$1,559,421	\$1,559,421				
		W	6%	0.45%	16	\$3,155,450	\$3,699,658				
		Project		5.11%	97	\$36,037,940	\$23,452,544				
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%	0.00%	0	\$0	\$0	9/30/2021	0.0%	9/30/2021	NOT REQUIRED
		S	5%	0.00%	0	\$0	\$0				
		V	5%	0.00%	0	\$0	\$0				
		W	6%	0.00%	0	\$0	\$0				
		Project		0.00%	0	\$0	\$0				
MSVWBE Program Subtotal ²			4.32%	5.59%	102		\$40,306,827				
CONSTRUCTION TOTAL ¹				102	\$40,306,827						

I-405/SR 167 MEGAPROGRAM TOTAL ¹				127	\$77,979,882					
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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

July-September 2021

Walsh Construction: Willing and able

Walsh Construction is the prime contractor for WSDOT's SR 520/I-5 Express Lanes Connection Project, and Ethan Kaufman manages Walsh's project team. Besides the complex traffic logistics of diverting thousands of drivers daily around the work zone, the project involves myriad other demands: fiber installation, illumination work, cast-in-place concrete work, construction of a new, elevated freeway ramp and modification of an existing ramp, and building several retaining walls — all to construct a dedicated, reversible transit/HOV connection, via the I-5 express lanes, between SR 520 and Seattle's bustling South Lake Union neighborhood.

Walsh Construction supports diversity and inclusive contracting, and is committed to meeting WSDOT's voluntary 26% goal for contract participation by small firms owned by minorities, women and veterans (or MSVWBEs). Broken down, that goal is 10% for minority-owned companies, 6% women-owned, 5% veteran-owned, and 5% small businesses.

"We actively make sure we establish and meet these contracting requirements on our project," Kaufman said. "That's from the estimating side and the project side, and John Currier is specifically tasked with it. He can coach and guide people in the right direction."

John Currier is Walsh's Diversity Project Manager. "I manage subcontracts and I have a lot of contacts with local firms in the region," he said. "We also work quite a bit with Regina Glenn and Bobby Forch (WSDOT's Diversity and Inclusion managers)."

"We're looking for companies that want to be our partner on the job. We want them to come prepared, fully understanding their skill set and communicating that to us," Kaufman said.

"Firms should be reaching out to us early in the estimating process," Currier said, "so everyone can communicate what the scopes are, what the firm is capable of. The more folks reach out to us and our estimating team early in the process, the better off everyone will be. Look for our ads in the Daily Journal of Commerce and on the OMWBE website."



Ethan Kaufman (left) is Walsh Construction's project manager for the SR 520/I-5 Express Lanes Connection Project. John Currier (right) is Walsh's diversity manager.

Contact

Ethan Kaufman, Prime Contract Manager
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John Currier, Diversity Project Manager
206-661-1657 | jcurrier@walshgroup.com

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

Reporting progress by the numbers

Diversity/ Apprenticeship / Training

Shaded projects are physically complete.

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

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

PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)										
DBE	Disadvantage Business Enterprise (DBE)	Percentage		Companies			Data Date	Duration		
		Goal	Achieved	#	Applied (\$)	Paid (\$)				
	Corridor Development	N/A	8.05%	2	\$15,112,456	\$15,112,456	6/30/2014	Feb. 2009 – June 2014 (N/A – No Goal)		
	SR 520 Program	9%	16.12%	8	\$8,341,036	\$8,341,036	6/30/2017	June 2014 – Dec 2016 (9% is a voluntary goal)		
	Completed Agreements	8%	9.79%	8	\$23,453,492	\$23,453,492	6/30/2017	Feb. 2009 – Dec 2016		
DBE Program Subtotal ¹			9.79%	8	\$23,453,492	\$23,453,492				
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)	Percentage		Companies			Data Date	Duration		
		Goal	Achieved	#	Stacked (\$)	Paid (\$)				
	SR 520 Program Agreement	TYPE	M 10%	9.08%	9	\$10,352,917	\$10,352,917	9/30/2021	March 2016 - Present	
			S 5%	26.48%	23	\$30,189,081	\$9,184,148			
			V 5%	0.02%	2	\$22,286	\$3,147			
			W 6%	14.43%	8	\$16,444,363	\$10,648,868			
			Agmt	50.01%	42	\$57,008,648	\$30,189,081			
	MSVWBE Program Subtotal ²			29.22%	50.01%	23		\$30,189,081		
PGM & E TOTAL ¹				26		\$53,642,573				

CONSTRUCTION												
DBE	DBE	Percentage		Companies			Data Date	Apprentice		Training Hours ³		
		Goal	Achieved	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Data Date	Goal	Achieved	
	Pontoon Construction	6%	6.05%	20	\$27,182,102	\$27,182,102	12/1/2015	17.7%		50,000	94,415	
	Eastside Transit and HOV	11%	12.18%	36	\$44,161,134	\$44,161,134	6/1/2015	13.7%	8/15/2016	58,500	38,655 *	
	West Connection Bridge	3%	3.83%	5	\$848,460	\$848,460	11/1/2014	18.8%	10/1/2014	1,200	1,200	
	Floating Bridge and Landings	7%	7.83%	46	\$59,993,946	\$59,993,946	9/30/2017	21.4%	10/31/2017	74,600	113,931	
	West Approach Bridge North	12%	14.62%	17	\$29,177,122	\$29,177,122		20.0%	5/26/2018	15,000	28,051	
	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%	2.86%		17	\$13,005,649	\$13,005,649	9/30/2021	15.1% (20% Goal)	8/9/2021	NOT REQUIRED
			S 5%	5.69%		45	\$25,916,476	\$6,034,861				
			V 5%	0.30%		4	\$1,347,806	\$1,268,519				
			W 6%	1.64%		12	\$7,479,279	\$6,593,670				
			Project	10.49%		78	\$47,749,211	\$26,902,699				
	C9674: I-5 Express Lanes Connection (currently in construction)	TYPE	M 10%	0.12%		3	\$531,519	\$531,519	9/30/2021	0% (20% Goal)	9/30/2021	NOT REQUIRED
			S 5%	0.12%		3	\$531,519	\$0				
			V 5%	0.00%		0	\$0	\$0				
			W 6%	0.00%		0	\$0	\$0				
			Project	0.23%		6	\$1,063,037	\$531,519				
MSVWBE Program Subtotal ²		6.66%		11.46%	56		\$31,058,088					
CONSTRUCTION TOTAL ¹				119	\$192,420,852							

SR 520 PROGRAM TOTAL ¹				142	\$246,063,426				
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¹ For DBE Program Subtotal, PGM & E TOTAL, CONSTRUCTION TOTAL (three 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.

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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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Alaskan Way Viaduct **REPLACEMENT** PROGRAM



U.S. Department of Transportation
Federal Highway Administration

WSDOT

King County

Port
of Seattle

City of Seattle

Diversity and Inclusive Contracting AWV Quarterly Progress Report: July-October 2021

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. Construction activities began with Salinas Construction, a small, minority-owned business enterprise (MBE), reconstructing South Dearborn Street between Alaskan Way and First Avenue South. Salinas successfully rebuilt this critical road, including full-width concrete paving, in an impressive one-month timeframe.

This September, the project needed to perform a design analysis to identify how to get people with mobility needs through the work zone to reach Lumen Field. O'Bunco Engineering, also a small MBE, mobilized on three days' notice and completed the survey work required to perform the design analysis.

Scarsella Brothers, whose MSVWBE Participation Plan is now WSDOT-approved, has also subcontracted with His Hands Lawn Care (MBE) to furnish and install over 27,000 new plants and trees on the project, and has teamed up with the Kaeka Group, a small veteran-owned security company, to keep the jobsite safe through project completion.

These are only a few of the many contracting and construction success stories that we will have on this, the final project in the storied AWV Program.



O'Bunco Engineering provided survey data to help plan work near Seattle's Lumen Field (photo credit: Tim Rice)



Salinas constructing the new South Dearborn Street roadway

Subcontracting Opportunities

Scarsella Brothers anticipates lower-tier electrical subcontracting opportunities under their electrical subcontractor, Valley Electric. They continue to search for other MSVWBE opportunities on this project as well as on upcoming projects. Interested MSVWBE firms should reach out to Scarsella's Project Manager, Nick Rawlins, 253-226-9932, or to Suzanne Arkle, Inclusion Manager, suzanne@zanninc.com, 312-543-6317.

Reporting our progress by the numbers

Diversity/Apprenticeship/Training

Shaded projects are physically complete.

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

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

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		
		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)	TYPE	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)	TYPE	M	10%	9.64%	24	\$9,038,223	\$8,966,843	9/30/2021	22.2%	10/29/2021	NOT REQUIRED
			S	5%	16.83%	45	\$15,782,244	\$3,976,512				
			V	5%	0.08%	2	\$78,579	\$78,579				
W			6%	3.08%	5	\$2,889,536	\$2,760,311					
Project			29.64%	76	\$27,788,582	\$15,782,244						
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)	TYPE	M	10%	0.46%	3	\$114,272	\$114,272	9/30/2021	17.8%	10/29/2021	NOT REQUIRED	
		S	5%	0.46%	4	\$114,272	\$0					
		V	5%	0.00%	1	\$0	\$0					
		W	6%	0.00%	0	\$0	\$0					
		Project	0.92%	8	\$228,544	\$114,272						
MSVWBE Program Subtotal ²		13.86%	23.53%	67	\$33,240,502	\$19,576,703						
CONSTRUCTION TOTAL ¹				231	\$194,379,007							

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 %).

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Diversity and Inclusive Contracting

Puget Sound Gateway Program Quarterly Progress Report: July–September 2021

Multiple DBE Opportunities as construction kicks into high gear

SR 167 Update

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

On November 17, Guy F. Atkinson Construction was named the apparent best value bidder for the SR 167, I-5 to SR 509 New Expressway Project (Stage 1b). Atkinson's proposal was ranked highest based on its technical score and bid price. DBE firms are encouraged to contact DBE Manager, Geoff Shook at geoff.shook@atkn.com; 425-428-6837 to inquire about potential opportunities, how to submit bids, and to learn more about the DBE outreach events they are conducting. The project requires 15% DBE participation for design and 21% for construction, so there are lots of opportunities for DBE firms to participate. We expect begin work on final design in January 2022 and to begin construction in June 2022. The project is scheduled for completion in late 2026. To learn more about the project and the procurement process, visit our contract ad & award page: wsdot.wa.gov/biz/contaa/Contracts/I-5toSR509.html.

SR 509 Update

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

The Atkinson design-build team continued to conduct field explorations and worked on the final design for the SR 509, I-5 to 24th Avenue S. New Expressway Project (Stage 1b) in the third quarter of 2021. They will continue final design work into the first quarter of 2022 and will break ground in late 2021, with major construction beginning in early 2022. Atkinson has finalized their DBE participation plan, which includes commitments of over \$3.5 million for design and over \$7.5 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 11 DBEs 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: (425) 428-6837, geoff.shook@atkn.com.

For More Information

John White

Puget Sound Gateway Program Administrator

206-310-4828, whitejh@wsdot.wa.gov

www.wsdot.wa.gov/Projects/Gateway



Gateway Program
SR 167 Completion Project

W
B



Covid and still moving

The \$40 million 70th Avenue East Bridge Replacement Project was constructed entirely during the COVID-19 pandemic. The bridge opened on schedule and was worked on by over 40 MSVWBE firms. Construction crews, elected officials and project partners participated in a COVID-safe ribbon cutting event.

Puget Sound Gateway Program



Quarterly Progress Report: April–June 2021

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	10/30/18	Oct 2014 -- Oct 2018 (15% is a voluntary goal)					
	DBE Program Subtotal (Individual Companies ¹)			11.13%	7	\$539,422	\$539,422	10/30/18	Oct 2014 -- Oct 2018					
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)		Percentage		Companies			Date Updated	Duration					
			Goal	Current	#	Stacked (\$)	Paid (\$)							
	TYPE	Puget Sound Gateway - Program Management Agreement Y-11917	M	4%	9.66%	4	\$ 1,225,449.52	\$ 1,225,449.52	9/24/21	July 2016 - Present				
			S	14%	30.70%	8	\$ 3,896,404.17	\$ 632,741.86						
			V	0%	0.00%	0	\$ -	\$ -						
			W	6%	19.87%	3	\$ 2,521,942.82	\$ 2,038,212.79						
			Agrmt	60.23%	15	\$ 7,643,796.51	\$ 3,896,404.17							
	TYPE	SR 167 General Engineering Consultant Agreement Y-11918	M	5%	5.59%	2	\$ 1,236,417.79	\$ 1,236,417.79	9/24/21	July 2016 - Present				
			S	15%	14.61%	12	\$ 3,233,457.45	\$ 338,121.74						
			V	1%	0.55%	1	\$ 121,192.90	\$ 121,192.90						
			W	6%	7.50%	6	\$ 1,658,917.92	\$ 1,537,725.02						
			Agrmt	28.24%	21	\$6,249,986	\$ 3,233,457.45							
	TYPE	SR 509 General Engineering Consultant Agreement Y-12197	M	10%	8.85%	2	\$ 1,591,611.47	\$ 1,591,611.47	9/24/21	October 27, 2018 - Present				
			S	5%	42.20%	8	\$ 7,586,158.98	\$ 4,454,638.38						
			V	5%	1.83%	1	\$ 328,872.83	\$ 328,872.83						
			W	6%	11.32%	4	\$ 2,035,338.13	\$ 1,211,036.30						
			Agrmt	64.21%	15	\$11,541,981	\$ 7,586,158.98							
MSWBE Program Subtotal ²			27.87%	48.17%	22		\$14,716,021	9/24/21	July 2016 - Present					
PGM & E TOTAL (Individual Companies ¹)					25	\$15,255,443								
CONSTRUCTION														
DBE	DBE		Percentage		Companies			Date Updated	Apprentice		Training Hours ³			
			Goal	Current	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Date Updated	Goal	Achieved		
	NOT STARTED													
MSWBE	MSWBE		Percentage		Companies			Date Updated	Apprentice		Training Hours ³			
			Goal	Current	#	Stacked (\$)	Paid (\$)							
	TYPE	SR 167/70th Avenue E. Vicinity Bridge Replacement Project	M	10%	6.60%	19	\$ 2,824,421.31	\$ 2,596,321.82	9/30/21	18.48% *		9/30/21		14,387
			S	5%	8.74%	43	\$ 3,744,132.13	\$ 323,178.52						
			V	5%	0.83%	3	\$ 355,926.13	\$ 355,926.13						
			W	6%	1.09%	11	\$ 468,705.66	\$ 468,705.66						
			Project	17.27%	76	\$ 7,393,185.23	\$ 3,744,132.13							
	MSWBE Program Subtotal ²			8.74%	17.27%	43		\$ 3,744,132.13	December 2019 - Present					
CONSTRUCTION TOTAL (Individual Companies ¹)					41	\$3,744,132								
GATEWAY PROGRAM TOTAL (Individual Companies ¹)					66	\$18,999,575								

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 '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 PS Gateway Program (exception - highlighted cell is stacked %).

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