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## Megaprograms

# More contract opportunities for MSVWBEs



Julie Meredith, Assistant Secretary of Urban Mobility, Access and Megaprograms

2023 promises to be a busy year of design and construction for our Central Puget Sound megaprograms. And that means significant contracting opportunities for small businesses and companies owned by minorities, women or veterans (MSVWBEs). WSDOT is committed to providing a notable share of that upcoming work to historically underrepresented businesses. Please read on to see what our megaprograms may have to offer MSVWBEs.

One of the state’s largest-ever transportation projects—replacement of the SR 99 Alaskan Way Viaduct with a downtown Seattle tunnel—wraps up this summer. However, about \$5.6 billion worth of work remains on our three other megaprograms: the I-405/SR 167 Program, the Puget Sound Gateway Program, and the SR 520 Bridge Replacement and HOV Program.

### I-405/SR 167 Program

WSDOT and contractors with the design-builder Flatiron-Lane Joint Venture (FLJV) continue to make construction progress on their \$705 million contract. Work is underway and increasingly visible to travelers on several projects, including major ground improvement work around the Northeast 44th Street interchange and the restoration of the Wilburton rail bridge connection. The program continues to work with Flatiron on MSVWBE contract opportunities for the Renton to Bellevue Project. Interested firms should contact George Frost: [george@gwfrost.com](mailto:george@gwfrost.com), or 206-207-7475. Construction also continues on the \$50.4 million I-405/Northeast 132nd Street Interchange Project. Subcontractors are encouraged to reach out to Suzanne Arkle, Inclusion Manager, [suzanne@zanninc.com](mailto:suzanne@zanninc.com), 312-543-6317, regarding upcoming opportunities.

In February, WSDOT executed the design-build contract to Graham for the Northeast 85th Street Interchange and Inline Bus Rapid Transit Station Project. Construction will start in early 2023. WSDOT will award the design-build contracts for the SR 167 Corridor Improvements Project and Brickyard to SR 527 Improvements Project in mid-2023. WSDOT will move both projects toward construction in late 2023. Firms interested in these projects should contact Dawn McIntosh: [mcintod@wsdot.wa.gov](mailto:mcintod@wsdot.wa.gov), or 206-909-3655.



Progress on the Northeast 44th Street Interchange and abutment as part of the Renton to Bellevue project.

### SR 520 Program

This program is building multimodal safety and mobility improvements from the new SR 520 floating bridge west to I-5 in Seattle. Two of its projects—the [Montlake Project](#) and [SR 520/I-5 Express Lanes Project](#)—expect to complete their work by spring 2024. To date, they’ve paid MSVWBE subcontractors more than \$56 million.



At right is a new, three-lane SR 520 bridge across Union Bay, for eastbound traffic. The bridge at left will revert to a westbound-only bridge after the new bridge opens this summer. In the foreground are girders for a bicycle and pedestrian bridge over SR 520.

Looking ahead, we’ll soon be seeking MSVWBE firms for another big SR 520 project—the [Portage Bay Bridge and Roanoke Lid Project](#). We’ll select a prime contractor later this summer or early fall, and begin construction early next year. We estimate the contract to come in somewhere between \$725 million and \$900 million, with construction lasting about six years. That means a significant amount of business will be available to the MSVWBE community. You’ll find more information on this design-build project in this document’s SR 520 report.

# Megaprograms

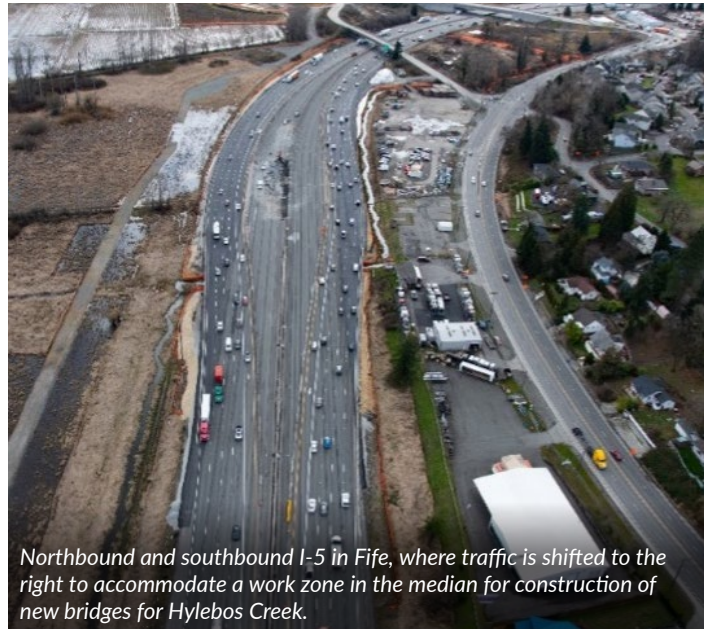
## Puget Sound Gateway Program

This *program* combines the *SR 509 Completion Project* in King County and the *SR 167 Completion Project* in Pierce County to complete critical missing links in Washington’s highway and freight network. Both completion projects are divided into stages.

The SR 509/I-5 to 24th Avenue South—New Expressway Project, Stage 1b, is in progress with completion expected in 2025. To date, it has paid MSVWBE/DBE contractors more than \$13 million. The RFQ for the SR 509/24th Avenue South to South 188th Street—New Expressway Project, Stage 2, was issued March 1, 2023. The RFP is anticipated in July 2023, with construction beginning in 2024. The contract value is estimated at \$450 million to \$500 million, with 15% and 22% DBE participation requirements for design and construction, respectively. Construction is expected to last through 2028

The SR 167/I-5 to SR 509 New Expressway Project, Stage 1b, is in construction with work expected to finish in 2026. MSVWBE/DBE contractors have received \$8.5 million to date. The next stage of construction is the SR 167, I-5 to SR 161 New Expressway Project, Stage 2. The RFQ is tentatively scheduled for release in summer 2023 and the RFP in winter 2023, depending on the schedule

adopted in the final 2023 legislative transportation budget. Construction is currently scheduled to begin in winter 2024/2025 and will last four years. The contract value is estimated at \$450 million to \$500 million. The federal DBE requirements for this project have not been set yet.



Northbound and southbound I-5 in Fife, where traffic is shifted to the right to accommodate a work zone in the median for construction of new bridges for Hylebos Creek.

## 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 PGM&E  
 171 Construction

196

### SR 520 Program

28 PGM&E  
 138 Construction

162 (Four firms worked in both design and construction)

### Puget Sound Gateway Program

28 PGM&E  
 63 Construction

90 (Four firms worked in both design and construction)

### For More Information

**Julie Meredith**  
 Assistant Secretary of  
 Urban Mobility, Access  
 and Megaprograms  
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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.

**Lisa Hodgson, P.E.**  
Program Administrator  
hodgsol@wsdot.wa.gov  
206-410-0401



### 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.

**Omar Jepperson, P.E., DBIA**  
Program Administrator  
jeppero@wsdot.wa.gov  
206-419-6961



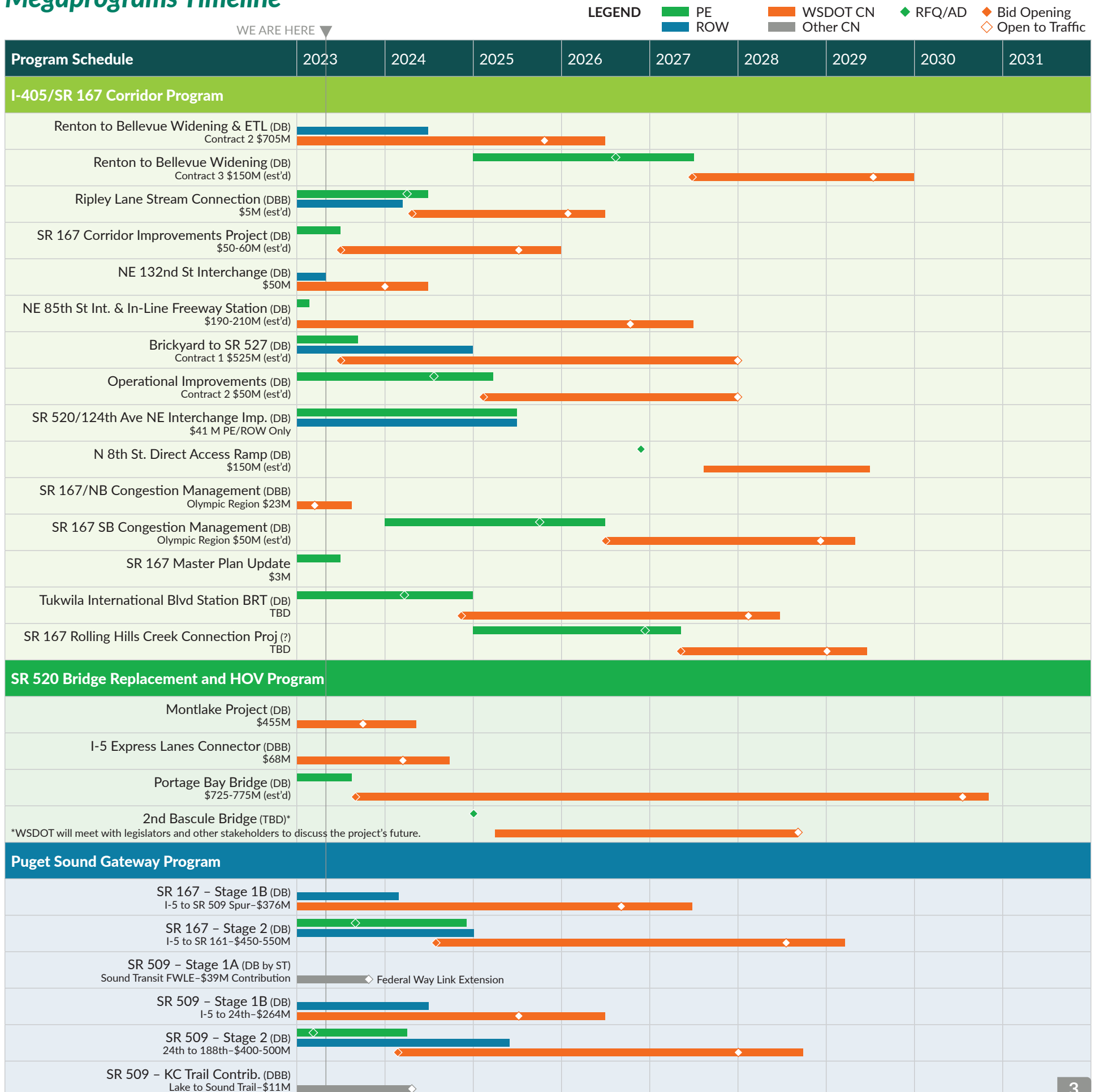
### Puget Sound Gateway Program

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.**  
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whitejh@wsdot.wa.gov  
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## Megaprograms Timeline



# Diversity and Inclusive Contracting

## Quarterly Progress Report: January–March 2023

### I-405/SR 167 Corridor Program

#### Construction progress and upcoming contracting opportunities

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

On Feb. 2, WSDOT executed the \$234 million contract to Graham for the I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit Station Project. The project team started pre-construction activities in spring 2023.

This Sound Transit-funded project includes voluntary minority and women business enterprise (MWBE) goals and enforceable small and veteran-owned business (SVBE) goals. Find more information about the project at: [wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-northeast-85th-street-interchange-and-inline-brt-station-project](https://wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-northeast-85th-street-interchange-and-inline-brt-station-project)

##### To learn about these opportunities, please contact:

- Suzanne Arkle, Inclusion Manager, [suzanne@zanninc.com](mailto:suzanne@zanninc.com), 312-543-6317

##### SR 167 Corridor Improvements Project

The design-build contract procurement process for the SR 167 Corridor Improvements Project is underway. Proposals are due from the shortlisted firms (Northrup-Elcon, A Joint Venture, Flatiron West, Inc., and Walsh Construction Company II, LLC) May 17. WSDOT expects to award the project in summer 2023. The project will open to traffic in 2025. This 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. This project also includes the SR 167, Southbound Auxiliary Lane work which will add a southbound auxiliary lane on SR 167 between SR 516 and S. 277th Street.

Potential scopes of work include upgrading the existing toll system, new ITS and illumination installations, minor shoulder widening at two new CCTV sites, pavement rehabilitations at spot locations, and maintenance of traffic.

This project includes voluntary MWBE goals and enforceable SVBE goals. Find more information about the project and contact information for the shortlisted firms at: [wsdot.wa.gov/business-wsdot/contracting-opportunities/sr-167-corridor-improvements-project](https://wsdot.wa.gov/business-wsdot/contracting-opportunities/sr-167-corridor-improvements-project)

##### For More Program Information

Lisa Hodgson, P.E., Program Administrator, 206-410-0401, [hodgsol@wsdot.wa.gov](mailto:hodgsol@wsdot.wa.gov)

[wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program](https://wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program)

##### I-405, Brickyard to SR 527 Improvement Project

WSDOT began the design-build contract procurement process in summer 2022. The project will create a dual express toll lane (ETL) system from south of the I-405/SR 522 interchange to the I-405/SR 527 interchange. Proposals from the shortlisted submitters Skanska and Walsh/ AECON Joint Venture are due May 30.

The program expects to award the project in summer 2023 and complete construction in 2028. Potential scopes of work include bridge demolition, mass excavation, retaining and noise wall construction, stormwater infrastructure construction, toll infrastructure, and maintenance of traffic.

This project includes voluntary MWBE goals and enforceable SVBE goals. Find more information and contact information for the shortlisted firms at: [wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-brickyard-sr-527-improvement-project](https://wsdot.wa.gov/business-wsdot/contracting-opportunities/i-405-brickyard-sr-527-improvement-project)

##### I-405, Northeast 132nd St Interchange Project

Over the next quarter, the project will focus on wall construction, installation of a new sanitary sewer line, drainage work throughout the project area, grading for the future ramps, utilities and new roadway work on 116th Avenue Northeast, and lighting and electrical work. The project will also install new fish culverts, install new concrete barriers, make geotechnical ground improvements under the I-405 bridge structures, and work on curbs, gutters, and sidewalks. The new roundabouts and ramps will be open to traffic in November 2023.

##### To learn about these opportunities, please contact:

- Suzanne Arkle, Inclusion Manager, [suzanne@zanninc.com](mailto:suzanne@zanninc.com), 312-543-6317

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

Flatiron-Lane, Joint Venture (FLJV) opened the new on-ramp for the rebuild of the 44th interchange on April 15.

Upcoming work includes ridge expansion joint replacement, sign and sign structure removal and installation, and dewatering. Find more information about upcoming events at: [fljvwa405project.com](https://fljvwa405project.com)

##### To learn about these opportunities, please contact:

- George Frost, FLJV Community Liaison, [george@gwfrost.com](mailto:george@gwfrost.com), 206-852-6737
- Danica Mason, FLJV Outreach Specialist, [danica@redteam-go.com](mailto:danica@redteam-go.com), 206-947-1992

# I-405/SR 167 Corridor Program

## Diversity / Apprenticeship / Training

Thru 3/31/23

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)	
	<b>DBE Program Subtotal <sup>1</sup></b>		<b>12.48%</b>		<b>11</b>		<b>\$22,056,470</b>			
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)		Percentage		Companies		Data Date	Duration		
	Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	I-405/SR 167 Corridor GEC Y-11873	TYPE	M	10%	6.04%	7	\$7,085,320	\$7,085,320	3/31/2023	August 20, 2016 - March 31, 2023
			S	5%	17.17%	15	\$20,129,663	\$2,200,723		
			V	5%	3.25%	1	\$3,812,064	\$3,812,064		
			W	6%	6.77%	6	\$7,936,176	\$7,857,174		
			<b>Agrmt</b>	<b>33.23%</b>	<b>29</b>	<b>\$38,963,223</b>	<b>\$20,955,281</b>			
	<b>MSWBE Program Subtotal <sup>2</sup></b>		<b>17.87%</b>	<b>33.23%</b>	<b>14</b>	<b>\$38,963,223</b>	<b>\$20,955,281</b>			
<b>PGM &amp; E TOTAL <sup>1</sup></b>					<b>25</b>	<b>\$43,011,751</b>				

CONSTRUCTION												
MSWBE	Percentage		Companies		Data Date	15% Apprentice Requirement		Training Hours <sup>3</sup>				
	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	
MSWBE	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%	3.32%	38	\$23,406,192	\$21,651,409	3/31/2023	10.12%	3/31/2023	NOT REQUIRED
			S	5%	7.80%	103	\$55,018,515	\$21,974,268				
			V	5%	0.63%	12	\$4,445,733	\$4,445,733				
			W	6%	1.55%	22	\$10,929,527	\$10,698,625				
			<b>Project</b>	<b>13.31%</b>	<b>175</b>	<b>\$93,799,967</b>	<b>\$58,770,035</b>					
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%	2.16%	8	\$1,090,722	\$1,090,722	3/31/2023	9.75%	3/31/2023	NOT REQUIRED	
		S	5%	4.87%	19	\$2,455,819	\$859,945					
		V	5%	0.07%	2	\$33,648	\$33,648					
		W	6%	1.10%	8	\$555,457	\$471,504					
		<b>Project</b>	<b>8.20%</b>	<b>37</b>	<b>\$4,135,646</b>	<b>\$2,455,819</b>						
	<b>MSWBE Program Subtotal <sup>2</sup></b>		<b>8.37%</b>	<b>12.22%</b>	<b>171</b>	<b>\$114,075,384</b>	<b>\$78,080,136</b>					
<b>CONSTRUCTION TOTAL <sup>1</sup></b>					<b>171</b>	<b>\$78,080,136</b>						

<b>I-405/SR 167 MEGAPROGRAM TOTAL <sup>1</sup></b>					<b>196</b>	<b>\$121,091,887</b>			
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<sup>1</sup> 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.

<sup>2</sup> 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 I-405/SR 167 Program (exception - highlighted cell is stacked %).

<sup>3</sup> Once Training Goals are achieved, they are no longer tracked or reported.

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# Diversity and Inclusive Contracting

## Quarterly Progress Report: January-March 2023

### SR 520 Bridge Replacement and HOV Program

## SR 520 Program seeks diverse firms to join Portage Bay project team

Companies with experience in design, engineering or construction services may find valuable business opportunities with the upcoming SR 520 [Portage Bay Bridge and Roanoke Lid Project](#). And now is the time for interested consultants and subcontractors to market their skills for the project's work.

The Washington State Department of Transportation will select a prime contractor in late summer or early fall this year. We expect this Seattle highway construction project to last about six years, at a cost estimated at somewhere between \$725 million and \$900 million. Key work involves replacing the 1960s-era Portage Bay Bridge with a stronger, earthquake-resistant structure, building a landscaped lid over the highway near Roanoke Park, and completing SR 520's transit-HOV system between the Eastside and Seattle.

### Commitment to inclusion

WSDOT is committed to providing a significant share of the contract's value to disadvantaged small businesses (5%) and firms owned by minorities (10%), women (6%) and veterans (5%). WSDOT can now enforce inclusive-contracting goals for hiring small businesses and veteran-owned firms.

"We try to help our prime contractors reach WSDOT's inclusive-contracting goals in all these categories," said Omar Jepperson, administrator of the SR 520 Program. "But ultimately, the primes are responsible for recruiting their subcontractors and hitting our diversity targets."

Two short-listed companies are competing for the Portage Bay contract: Kiewit/Stacy and Witbeck, a Joint Venture; and Skanska USA Civil West. Their proposals for the project are due by early August.

### Skills needed for the Portage Bay project

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

Design	Paving Work
Grading, excavation and hauling	Sign structures
Utility relocations	Traffic signals
Fire life safety systems	Communications/ community outreach
Concrete work	Stormwater treatment and conveyance



Conceptual rendering, looking east, of a new Portage Bay Bridge and landscaped lid over SR 520.

### Market your firm

Although the selection of a prime contractor for the Portage Bay project is several months away, Jepperson encourages underrepresented firms to reach out well beforehand to the two short-listed companies. "Don't wait until we've selected our lead contractor," he said. "Contact our two finalists now and let them know what skills you can bring to the table. [See the "Who to contact" text box below.] Early and persistent networking could tip the scale in your favor."

Another good way to market a company is registering its contact information and service specialties (i.e., "commodity codes") with [Washington's Electronic Business Solutions](#). The website also lists [bid opportunities](#) with public agencies. In addition, diverse consultants and subcontractors can raise their visibility with prime contractors by certifying their businesses with the state's [Office of Minority and Women's Business Enterprises](#).

We expect additional design work by the selected project team to start this fall, with construction starting in spring 2024. Check this [WSDOT contracting webpage](#) for more information about the upcoming Portage Bay project.

### Who to contact

#### Skanska USA Civil West

Vicky Schiantarelli  
vicky@schiantarelliassociates.com

#### Kiewit/Stacy and Witbeck, a Joint Venture

Dennis Ahl  
dennis.ahl@kiewit.com

#### WSDOT SR 520 Procurement Manager

Robyn Mills  
SR520PortageBayRFP@wsdot.wa.gov

# Diversity and Inclusive Contracting

## Quarterly Progress Report: January-March 2023

### 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.

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						
	<b>DBE Program Subtotal <sup>1</sup></b>	<b>9.79%</b>		<b>8</b>	<b>\$23,453,492</b>	<b>\$23,453,492</b>								
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)	Percentage		Companies			Data Date	Duration						
		Goal	Achieved	#	Stacked (\$)	Paid (\$)								
		SR 520 Program Agreement	M	10%	9.45%	9				\$13,574,435	\$13,574,435	3/31/2023	March 2016 - Present	
			S	5%	26.85%	25				\$38,554,103	\$11,172,576			
			V	5%	0.02%	2				\$22,286	\$3,147			
			W	6%	15.30%	10				\$21,978,493	\$13,803,944			
Agmt	51.62%	46	\$74,129,318	\$38,554,103										
<b>MSWBE Program Subtotal <sup>2</sup></b>	<b>26.85%</b>	<b>51.62%</b>	<b>25</b>		<b>\$38,554,103</b>									
<b>PGM &amp; E TOTAL <sup>1</sup></b>				<b>28</b>	<b>\$62,007,595</b>									

CONSTRUCTION											
DBE	DBE	Percentage		Companies			Data Date	Apprentice		Training Hours <sup>3</sup>	
		Goal	Achieved	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Data Date	Goal	Achieved
	Completed Projects <sup>4</sup>	8%	8.97%	77	\$161,362,764	\$161,362,764	2/5/2019	18.6% (15% Goal)	5/26/2018	199,300	237,597
	<b>DBE Program Subtotal <sup>1</sup></b>	<b>8.97%</b>		<b>77</b>	<b>\$161,362,764</b>	<b>\$161,362,764</b>		<b>18.6%</b>		<b>199,300</b>	<b>237,597</b>

MSWBE	MSWBE	Percentage		Companies			Data Date	Apprentice		Training Hours <sup>3</sup>		
		Goal	Achieved	#	Stacked (\$)	Paid (\$)		Hours % (Goal)	Data Date	Goal	Achieved	
	Completed Projects <sup>5</sup>	Varies	32.12%	50.88%	9	\$3,623,870		15.6% (15% Goal)	11/30/2018	NOT REQUIRED		
MSWBE	C9015: Montlake to Lake WA - I/C & Bridge Replacement (currently in construction)	M	10%	4.31%	20	\$19,628,818	\$19,628,818	4/6/2023	15.8% (20% Goal)	4/6/2023	NOT REQUIRED	
		S	5%	11.10%	60	\$50,523,886	\$19,843,616					
		V	5%	0.76%	8	\$3,474,739	\$3,055,540					
		W	6%	2.68%	19	\$12,181,589	\$10,649,121					
		Project	18.84%	107	\$85,809,031	\$53,177,094						
MSWBE	C9674: I-5 Express Lanes Connection (currently in construction)	M	10%	7.28%	3	\$4,957,517	\$4,957,517	4/6/2023	11.8% (15% Goal)	4/6/2023	NOT REQUIRED	
		S	5%	9.84%	10	\$6,696,671	\$1,739,154					
		V	5%	0.00%	0	\$0	\$0					
		W	6%	0.00%	0	\$0	\$0					
		Project	17.13%	13	\$11,654,188	\$6,696,671						
	<b>MSWBE Program Subtotal <sup>2</sup></b>	<b>13.61%</b>	<b>19.62%</b>	<b>77</b>		<b>\$63,497,635</b>						

<b>CONSTRUCTION TOTAL <sup>1</sup></b>				<b>138</b>	<b>\$224,860,400</b>					
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<b>SR 520 PROGRAM TOTAL <sup>1</sup></b>				<b>162</b>	<b>\$286,867,995</b>					
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<sup>1</sup> 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.

<sup>2</sup> 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 %).

<sup>3</sup> Once Training Goals are achieved, they are no longer tracked or reported.

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

<sup>5</sup> 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.

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# Diversity and Inclusive Contracting

## Quarterly Progress Report: January–March 2023

### Puget Sound Gateway Program

With two design-build projects in active construction and another two projects releasing requests for proposal later this year, the Puget Sound Gateway Program has contracting opportunities across a variety of fields of work.

#### Active construction on the SR 167 and SR 509 Completion Projects

In Pierce County, Atkinson Construction is the design-builder for the SR 167, I-5 to SR 509 New Expressway Project. Atkinson is working to meet the 15% design and 21% construction DBE participation goals on this \$367 million contract with work through 2025. Atkinson will host a DBE outreach event on June 8, 2023 to present upcoming work opportunities. For more information about this event, potential opportunities, or how to submit a bid, 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](mailto:y.song@songconsultingllc.com).

In King County, Atkinson is also leading the design-build team for the SR 509, I-5 to 24th Avenue South New Expressway Project. Atkinson has committed over \$3.9 million (design) and \$55 million (construction) to underutilized disadvantaged and federal small business enterprises. Atkinson currently has six DBE firms on board for design work and 28 DBE firms for construction, on this \$264 million contract with work through 2025. UDBE and FSBE firms interested in this project are encouraged to contact DBE manager Geoff Shook at (425) 428-6837, [Geoff.shook@atkn.com](mailto:Geoff.shook@atkn.com).

#### Upcoming opportunities on the SR 167 and SR 509 Completion Projects

On March 1, 2023, the Puget Sound Gateway Program achieved a major program milestone with the public release of the RFQ for the SR 509, 24th Avenue South to South 188th Street New Expressway Project. This project has an anticipated cost range of \$400-\$500 million and will be awarded in spring 2024 with construction activity through 2028. This is the first of two RFQs that the Gateway Program will release this year. The second will be for the SR 167, I-5 to SR 161 New Expressway Project which is scheduled for later this summer.

#### For More Program Information

##### John White

Puget Sound Gateway Program Administrator  
206-310-4828, [whitejh@wsdot.wa.gov](mailto:whitejh@wsdot.wa.gov)

[wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program](https://wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program)

#### Looking to work together?

On March 16, 2023, WSDOT hosted a voluntary submitters meeting following the RFQ release for the SR 509, 24th Avenue South to South 188th Street New Expressway Project. At the event, Bobby Forch, DBE MSVWBE Compliance & Inclusion Administrator



Bobby Forch

for WSDOT Megaprograms presented key information about the project's federal DBE participation requirements. We asked Bobby (BF) to share his best advice for DBEs and primes looking to work together on Gateway's upcoming projects:

#### What is the best way to learn about opportunities and build connections that pay off?

BF: For DBEs, attend advertised pre-submittal or proposers' meetings to talk face-to-face with interested primes. Professional relationships with primes matter. Gateway has three such opportunities planned for this summer and fall. Also, engage with your local community partner groups and their members as a way to create a business network. Networking with other DBEs is as important as doing so with primes.

#### Any advice for primes?

BF: A strong plan shows true commitment through clear demonstration of the path and math to attain the contract DBE participation requirements. Ensure that contracting opportunities or the type of work available is varied to allow large, medium, and small firms to participate. Equally important is demonstrating a commitment to mentorship and development of small businesses that will ensure their growth and success.

#### What else?

Get certified in the Office of Minority Women Business Enterprises database, [omwbe.wa.gov](http://omwbe.wa.gov) or (360) 664-9750 and make sure that your certification is current. Get a North American Industry Classification System (NAICS) code and the proper descriptions with your work certification. If you're not certified at the time that the contract is executed then you will not count toward the DBE goal.

For more DBE information:

##### Bobby T. Forch Jr.

Mobile: 206-853-3322

[forchbo@consultant.wsdot.wa.gov](mailto:forchbo@consultant.wsdot.wa.gov)



# 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		
<b>DBE Program Subtotal</b> (Individual Companies <sup>1</sup> )		<b>11.13%</b>		<b>7</b>	<b>\$539,422</b>	<b>\$539,422</b>	<b>10/30/2018</b>	<b>Oct 2014 -- Oct 2018</b>

MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)	Percentage		Companies			Date Updated	Duration
		Goal	Current	#	Stacked (\$)	Paid (\$)		
		Puget Sound Gateway - Program Management Agreement Y-11917	M	4%	12.13%	4		
S	14%		32.98%	9	\$ 5,502,613.33	\$ 954,258.89		
V	0%		0.00%	0	\$ -	\$ -		
W	6%		19.59%	3	\$ 3,268,424.23	\$ 2,524,940.53		
<b>Agrmt</b>			<b>64.69%</b>	<b>16</b>	<b>\$ 10,794,451.47</b>	<b>\$ 5,502,613.33</b>		
SR 167 General Engineering Consultant Agreement Y-11918	M	5%	4.75%	3	\$ 1,916,528.16	\$ 1,916,528.16	3/31/2023	July 2016 - Present
	S	15%	15.56%	16	\$ 6,275,615.75	\$ 1,144,746.82		
	V	1%	0.45%	1	\$ 182,100.17	\$ 182,100.17		
	W	6%	7.97%	8	\$ 3,214,340.77	\$ 3,032,240.60		
	<b>Agrmt</b>		<b>28.73%</b>	<b>28</b>	<b>\$11,588,585</b>	<b>\$ 6,275,615.75</b>		
SR 509 General Engineering Consultant Agreement Y-12197	M	10%	7.30%	3	\$ 2,066,075.48	\$ 2,045,103.42	3/31/2023	October 27, 2018 - Present
	S	5%	40.17%	9	\$ 11,373,374.66	\$ 6,385,265.04		
	V	5%	2.21%	1	\$ 625,454.17	\$ 625,454.17		
	W	6%	11.37%	4	\$ 3,218,599.13	\$ 2,296,579.97		
	<b>Agrmt</b>		<b>61.04%</b>	<b>17</b>	<b>\$17,283,503</b>	<b>\$ 11,352,402.60</b>		
<b>MSWBE Program Subtotal</b> <sup>2</sup>		<b>27.10%</b>	<b>46.48%</b>	<b>25</b>		<b>\$23,130,632</b>	<b>3/31/2023</b>	<b>July 2016 - Present</b>

<b>PGM &amp; E TOTAL</b> (Individual Companies <sup>1</sup> )		<b>28</b>	<b>\$23,670,054</b>
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CONSTRUCTION										
DBE	DBE	Percentage		Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours?) <sup>3</sup>
		Goal	Current	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Date Updated	
		SR 167/I-5 to SR 509 - Design	DBE	15%	5.18%	7		\$ 1,661,160.97	\$ 1,661,160.97	
SR 167/I-5 to SR509 - New Expressway - Construction	DBE	21%	2.00%	20	\$ 6,896,391.13	\$ 6,896,391.13				
	<b>Project</b>		<b>7.19%</b>	<b>27</b>	<b>\$ 8,557,552.10</b>	<b>\$ 8,557,552.10</b>				
<b>DBE Program Subtotal</b> <sup>2</sup>			<b>7.19%</b>	<b>25</b>	<b>\$ 8,557,552.10</b>	<b>\$ 8,557,552.10</b>				<b>December 2021 - Present</b>

MSWBE	MSWBE	Percentage		Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours?) <sup>3</sup>
		Goal	Current	#	Stacked (\$)	Paid (\$)		Hours % (Goal)	Date Updated	
		SR 167/70th Avenue E. Vicinity Bridge Replacement Project	M	10%	9.20%	20		\$ 3,956,828.68	\$ 3,722,224.88	
S	5%		11.54%	45	\$ 4,963,862.06	\$ 391,515.80				
V	5%		0.84%	3	\$ 360,126.49	\$ 360,126.49				
W	6%		1.14%	11	\$ 489,994.89	\$ 489,994.89				
<b>Project</b>			<b>22.72%</b>	<b>79</b>	<b>\$ 9,770,812.12</b>	<b>\$ 4,963,862.06</b>				
<b>MSWBE Program Subtotal</b> <sup>2</sup>		<b>11.54%</b>	<b>22.72%</b>	<b>45</b>		<b>\$ 4,963,862.06</b>			<b>December 2019 - December 2022</b>	

UDBE & FSBE	UDBE & FSBE	Percentage		Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours?) <sup>3</sup>
		Goal	Current	#	Unstacked (\$)	Paid (\$)		Hours % (Goal)	Date Updated	
		SR 509, I-5 to 24th Ave S. - Design	UDBE	8%	13.19%	5		\$ 3,219,437.06	\$ 3,219,437.06	
FSBE	8%		1.26%	1	\$ 306,638.97	\$ 306,638.97				
<b>Project</b>			<b>14.45%</b>	<b>6</b>	<b>\$ 3,526,076.03</b>	<b>\$ 3,526,076.03</b>				
SR 509, I-5 to 24th Ave S. - Construction	UDBE	10%	4.27%	20	\$ 10,253,623.12	\$ 10,253,623.12	4/6/2023	13.21% *	4/6/2023	26,508
	FSBE	13%	0.61%	8	\$ 1,456,560.25	\$ 1,456,560.25				
	<b>Project</b>		<b>4.87%</b>	<b>28</b>	<b>\$ 11,710,183.37</b>	<b>\$ 11,710,183.37</b>				
<b>UDBE &amp; FSBE Program Subtotal</b> <sup>2</sup>		<b>5.75%</b>		<b>27</b>		<b>\$ 15,236,259.40</b>			<b>April 2020 - Present</b>	

<b>CONSTRUCTION TOTAL</b> (Individual Companies <sup>1</sup> )		<b>63</b>	<b>\$ 28,757,673.56</b>
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<b>GATEWAY PROGRAM TOTAL</b> (Individual Companies <sup>1</sup> )		<b>90</b>	<b>\$52,427,728</b>
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<sup>1</sup> 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.

<sup>2</sup> 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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# Diversity and Inclusive Contracting

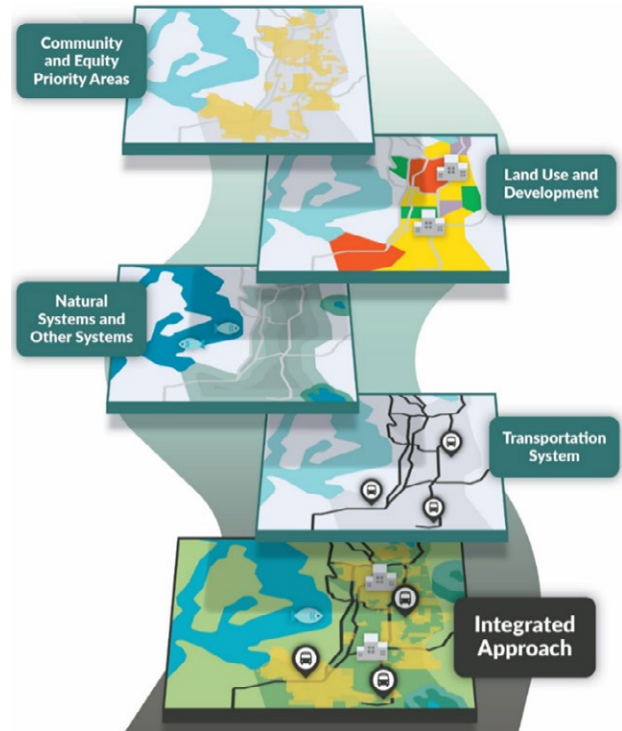
## Quarterly Progress Report: January–March 2023

# Management of Mobility

## SR 167 Master Plan Planning and Environmental Linkages (PEL) Study

The SR 167 Master Plan PEL Study used an integrated approach (Figure 1) by considering the community, surrounding lands and the natural and built systems to help identify transportation projects and investments that would address existing issues of mobility and connectivity and that would align with projected development patterns included in the Puget Sound Regional Council’s Regional Growth Strategy.

The SR 167 Master Plan PEL Study and overall master planning process was driven by data analysis and the involvement of the three advisory committees (Technical Advisory Committee-TAC, Equity Advisory Committee-EAC, and Policy Advisory Committee-PAC). The three groups were engaged during every step of the process from developing the vision, goals, and metrics to a multistep scenario planning process to the development of a recommendation. The Final Study Recommendation incorporates data analysis and feedback from the TAC, EAC and PAC as well as feedback gathered from the Summer 2022 Outreach efforts (online open houses, events, and co-creation workshops).



### Centering Equity in the Recommendation

The community engagement plan prioritized input from vulnerable and overburdened communities with the goal of elevating the voices of people frequently overlooked in planning processes and to center infrastructure improvements on community members who need them the most. The EAC, consisting of community-based organization representatives focused on environmental justice and transportation, was integral to centering equity in the overall planning process and the final recommendation. The Equity Advisory Committee is made up of leadership and members of the following community-based organizations: African Community Housing & Development, Asian Counseling and Referral Service, Atlantic Street Center, Center for Independence, ForeverGreen Trails, IDIC Filipino Senior & Family Services, Orion Industries, Puyallup Tribe of Indians, Somali Community Services of Seattle, Sound Generations (Hyde Shuttle), Tilth Alliance, Renton Inclusion Task Force, and City of Renton community members.

Visit the SR 167 Master Plan and PEL study website to learn more: [wsdot.wa.gov/construction-planning/search-studies/sr-167-master-plan](https://wsdot.wa.gov/construction-planning/search-studies/sr-167-master-plan) or contact:

**April Delchamps, AICP**, Corridor Planning Manager  
206-305-9479 [Delchaa@wsdot.wa.gov](mailto:Delchaa@wsdot.wa.gov)

	EAC Feedback Theme Areas	Projects/Strategies in Final Recommendation Due to EAC Feedback
<b>Transit</b>	Transit needs to be more reliable and accessible.	Create new east-west transit routes, Add new on-demand transit areas/services (e.g., Via, Pingo), Provide more night/weekend service, and Connect to regional destinations.
<b>Sidewalks and Trails</b>	Sidewalk and trail gaps are barriers to access.	Create new connections to regional trails, Add or improve sidewalks and bike lanes through interchanges and across SR 167, Fill sidewalk gaps.
<b>Sense of Security</b>	Lighting, visibility, and design can improve sense of security.	Invest in new lighting, access, and placemaking on regional trails.
<b>Congestion</b>	Traffic congestion is a barrier to travel.	Invest in new lighting, access, and placemaking on regional trails.
<b>Tolling</b>	Tolling may be a barrier to low-income travelers on SR 167.	Recommend a statewide low-income tolling program.

## Management of Mobility

### Speed Safety Camera Systems

WSDOT received legislative authority to implement, administer and adjudicate processes to operate speed safety camera systems in state highway work zones and major crash sites by 2024. The Speed Safety Camera System (SSCS) will be spot deployed by region across the state inside WSDOT contractor work zones, maintenance work zones and major crash sites. This new system will play a key role in reducing speeds through work zones, and keeping drivers, crews, and emergency responders safe.

Prior to receiving authorization, WSDOT partnered with a contractor, PRR, to support equity outreach and analysis. This effort included an in-depth data review of existing research on racial equity and community reactions to automated safety enforcement, traffic fines, and fee collection; engagement and one-on-one listening sessions with three key community-based organization (CBO) representatives; and a thorough analysis of program equity considerations and expansion of new considerations through a racial equity toolkit.

Equity considerations of the SSCS program are critical to its success. Phase 1 outreach reached out to 13 CBOs that work closely with the communities that could experience disproportionate impacts of this program. Of the 13 CBOs, 3 agreed to give feedback. Key feedback included:

- Provide clear, human-centered notification before program deployment
- Use various channels to deliver accessible information about the program
- Incorporate flexibility and equity into the fine structure
- Involve community members before, during and after program implementation
- Consider community demographics before selecting camera locations

Equity focused outreach will continue prior, during and after deployment of the SSCS program. Key findings from phase 1 equity outreach and analysis to consider in developing the SSCS program include:

- **Maintain a Focus on Impact:** We must account for and mitigate the harmful impacts of decision-making, even when unintended.
- **Collective Responsibility:** Safety and equity are dependent on each other, and public safety systems must center equity to be effective. There is a shared responsibility between WSDOT, the traveling public, and construction workers to keep one another safe and reduce harmful impacts.

- **Align Behavior Change with Increased Awareness:** Driver behavior change is required to meet high-volume, high-speed work zone safety.
- **Multi-Approach to Speed Reduction in Work Zones:** Policies, programs, or practices are often viewed in isolation. Because inequities and barriers are perpetuated through systems and structures, it is important to also think about complementary approaches that will maximize alignment across systems and communities.

### WSDOT's Community-Based Organization SSCS outreach framework

**Phase 1: Initial outreach prior to authorization and funding**  
WSDOT engages CBOs in Washington State that represent audiences potentially most impacted by the program. These organizations will provide initial input and suggestions for program deployment.

**Phase 2: Outreach prior to and during regional deployment**  
After WSDOT receives funding and authorization, it will re-engage Phase 1 CBOs and engage with additional organizations in areas or regions where the speed safety cameras will be deployed first. WSDOT will aim to consistently inform and engage communities throughout system deployment by partnering with CBOs.

**Phase 3: Ongoing outreach after statewide deployment**  
Once speed safety camera systems are in place, WSDOT will continue to inform and engage historically marginalized communities and populations through CBO engagement. WSDOT will gather and use feedback on an annual basis to improve the program and ensure the program operates equitably.

### Upcoming Contracting Opportunities

In the 2023 Legislative session, \$11.9 million of the move ahead WA flexible account was provided for an I-5 planning and environmental linkage study and a statewide I-5 master plan, building upon existing work under way in the corridor. The effort will focus on seismic resiliency planning, HOV lane system-wide performance planning, and I-5 corridor planning, as well as the development of a recommendation for future phases and funding request for work planned through 2029. More information will be available in late 2023.

### For More Program Information

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