

A determined dozen

Veteran-owned businesses meet with WSDOT to discuss opportunities

A dozen veterans who own businesses recently met virtually to discuss contract opportunities with the Department of Veterans Affairs (DVA), the Society of Military Engineers (SAME), and WSDOT Diversity and Inclusion Manager Regina Glenn, who moderated the event.

Much of the online meeting centered on certification for veteran-owned businesses. Glenn and the DVA Veteran-Owned Business Program Manager Jennifer Montgomery encouraged veterans to certify through the Department of Enterprise Services' WEBS program.

Their message was loud and clear. "Hey, vets, prime contractors are looking for you!" State agencies have a veteran business participation goal of at least 5 percent on all procurement and construction contracts, which total in the billions of dollars. Some of those dollars could go to veteran-owned businesses—but only if they are certified.

"The biggest challenge (to getting contracts) is there is no outreach from the big primes to vets," Damian Mackie said. "It's hard to get your foot in the door if you're running job sites and also need to do marketing." Julie Erickson agreed, adding that persistence and communication are essential on both sides.

Patrick Hughes said, "We should consider joint venturing. That's a way we can work together to get the bigger contracts." Erickson said primes need to know they get credit for contracting with veteran-owned businesses.

This veteran-business network group will continue. Regina Glenn is following up individually with the group's members to determine which WSDOT projects align with their business qualifications and interests, and she then will set up a one-on-one conference with a WSDOT decision maker or with contractors. For those interested in participating in the fall meeting, please contact Regina Glenn at 425-503-7212 | GlennRe@consultant.wsdot.wa.gov.

The participating veterans were Michael Barry, MJB Solutions; Mari Borrero, American Abatement and Demo; Trevor Cichos, GP Security; Julie Erickson, Stell Environmental; Andre Godinet, Northwest Construction Partners; Patrick Hughes, the Hughes Group; Scott MacColman, Vet First Mechanical; Damian Mackie, Fortitude Pacific; Sherry McPherson, Dynamic Underwater Construction Services; Louis Morales, MorLo Aerial Operations; Eduardo Quiles, CGM Dirt-Works; and Jim Sailors, Seattle Sweeping.

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

29 A&E
52 Construction

81

SR 520 Program

25 A&E
104 Construction

128

AWV Replacement Program

41 A&E
167 Construction

208

Puget Sound Gateway Program

24 A&E
11 Const.

35

For More Information

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Megaprograms Diversity and Inclusive Contracting Quarterly Report: April–June 2020

Recharged and reopened

WSDOT construction resumes under COVID-19 safety rules

Following the late-March halt of nearly all WSDOT construction, I'm pleased to say we've recharged and reopened, with comprehensive COVID-19 safety protocols in place at all our work sites. That said, we are still working to address the pandemic's effects on our megaprogram budgets and schedules. Moreover, we understand the devastating effect the disease has had on many of our state's small businesses, including those that work on our projects.

To quote state Transportation Secretary Roger Millar, "Contractors, suppliers, and consultants play a vital role helping us to deliver our transportation projects. We recognize the profound effect of the COVID-19 pandemic...and we remain committed to our small-business partners."

During the pause in construction from late March to early June, WSDOT worked with the Governor's Office, state Department of Health, Department of Labor & Industries and others to ensure that our project crews could safely resume their work as soon as possible.

As we now move forward, we will not waiver in our commitment to diversity and inclusion. We will ensure that disadvantaged businesses have the opportunity to work with WSDOT on our programs and projects.

I am glad to report that many of our business partners are back to work and meeting new deadlines. One such firm is Subsurface Contracting. Read below about the owner, Brian Fujii.

—Julie Meredith, Deputy Assistant Secretary, Megaprograms

Subsurface Construction: Recharged and digging deep

Subsurface Construction is a four-year-old company working on the SR 520 Montlake Project and 70th Avenue East Bridge Replacement Project. The company specializes in heavy foundation and marine piling work. On the SR 520 project, that means digging 40-plus feet into the ground and creating shoring supports for replacement of a large, aging water line that runs under the freeway.

It is close work in a tight space — precisely what is not supposed to happen during the COVID-19 pandemic. As a result, Subsurface Construction's owner, Brian Fujii, and his team were delayed for two months before restarting work in mid-June.

"We had to shut down since we are essentially in a pit and can't maintain social distancing."

Graham Contracting Ltd., the project's prime contractor, mentors Subsurface Construction. Fujii worked with Graham to determine the proper protective gear for his crew when work resumed. Fujii has brought back his five laid-off employees and hired five more.

"We're working in two pits, and we'll do whatever it takes to get the job done safely per the new COVID guidelines," he said. "The crews were out of work for a real long time, so it's good to have them back and bring some new people on. We are energized and recharged, and part of the reason is Graham has asked us to work on both pits simultaneously. We feel it's important to help them get back on schedule."

Fujii says the best thing about owning his own company is the power and freedom to choose projects, "I saw that there was an opportunity and no DBEs or MBEs in this work, and I wanted to show that DBEs and MBEs can do this type of work and be successful at it."

Contact: Brian Fujii, Subsurface Construction | 206-383-6478 | brianf@subsurfaceconst.com



Brian Fujii, owner of Subsurface Construction

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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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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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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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 contract is scheduled for award in late 2020, with construction starting in spring 2021.

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Megaprograms Outlook

WE ARE HERE

■ PE ■ WSDOT CN ◆ RFP/AD ◆ Bid Opening ■ Affected by pause, COVID, hiring/
■ ROW ■ Other CN ◆ Open to Traffic ■ contract freeze, furlough as of July 2020

Program Schedule	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
I-405/SR 167 Corridor Program										
Renton to Bellevue (DB) Contract 2 \$705M		ERC trail open								
Renton to Bellevue (DB) Contract 3 \$185M										
132nd (DB) \$45M										
85th (DB)* \$180-200M										
SR 522 to SR 527 (DB) Contract 1 \$410M										
SR 522 to SR 527 (DB) Contract 2 \$55M										
124th (DB) \$41M PE and ROW only (CN unfunded)										
I-405 N 8th Direct Access (DB) \$20M PE only (CN unfunded)										
SR 167 Toll Upgrade/Aux Lane \$55M										
SR 167/SR 410 to SR 18 NB (DB) \$20M (Olympic Region)										
SR 167/SR 410 to SR 18 SB (DB) \$80M (Olympic Region)										
SR 167 Master Plan Update** \$3M (Mgmt. of Mobility)										
SR 520 Bridge Replacement and HOV Program										
Montlake (DB) \$455M										
I-5 Express Lanes Conn. (DBB) \$70M										
Portage Bay Bridge (DB) \$530M										
Montlake Cut (DBB)*** \$80M										
SR 99 Alaskan Way Viaduct Replacement Program										
Viaduct Removal (DB) \$107M (Under CN)										
SR 99 Surface Streets (DBB) \$15-20M										
New Alaskan Way (DBB) Ofc. of Waterfront-\$153M contribution										
Marion St Bridge Project \$9M (City project, WSDOT partially funded)										
Puget Sound Gateway Program										
SR 167 - Stage 1A (DB) 70th Ave - \$43M										
SR 167 - Stage 1B (DB) I-5 to SR 509 Spur - \$330M										
SR 167 - Stage 2 (DB) I-5 to SR 161 - \$350M										
SR 509 - Stage 1A (DB by ST) Sound Transit FWLE-\$38M Contribution										
SR 509 - Stage 1B (DB) I-5 to 28th/24th - \$320M										
SR 509 - Stage 2 (DB) 28th/24th to 188th - \$320M										

WSDOT has endured an evolving budget situation for many months first with the effects of Initiative 976 and now with a large decrease in anticipated transportation revenues due to the pandemic. We continue to work with the Governor's Office and the Office of Financial Management to determine how this may affect our agency's budget in preparation for the Governor's proposed budget to the Legislature in December. Making changes to our budget requires action by the Legislature, which will convene in January 2021. This may result in changes to the Megaprograms' milestones. Updated August 11, 2020

Diversity and Inclusive Contracting

I-405/SR 167 Megaprogram Quarterly Progress Report: April–June 2020

Construction and MSVWBE Outreach and Participation Progress Through the Pandemic

Renton to Bellevue Project Construction

Construction of the I-405 Renton to Bellevue Project began in 2020, with the focus on geotechnical borings and site preparation. Our team will begin fish passage work this fall and continue partner work to construct the first segment of the King County regional EastTrail project with closures through December 2020. The trail will open to trail users summer 2021.

Upcoming contracting opportunities with Flatiron-Lane Joint Venture

Construction on the corridor is slated to continue through approximately 2024. The project contractor, Flatiron-Lane Joint Venture (FLJV), is providing near-term subcontracting opportunities this fall and early 2021. Subcontractors with expertise in bridge railing production and installation, earth cam and video production, and safety suppliers should look to bid in Q3 and Q4 2020. In early 2021, FLJV is also seeking subcontractors to perform temporary shoring for structures, permanent ground improvement and permanent ground improvements anchoring and stabilization.

FLJV is also actively recruiting for ongoing contracting opportunities on the project with a focus on janitorial and security services, catering, office supplies, geotechnical monitoring, and dewatering services.

FLJV's subcontractor **Valley Electric** is also providing opportunities for firms to apply this fall in vacuum and trenching evacuation. In fall 2021, Valley will be seeking contractors to support fiber procurement, installation, and crane services.

For more information, please contact:

- Danica Mason, Inclusion Manager
206-947-1992, danica@redteam-go.com
- Joseph Okelberry, Senior D-B Engineer
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Financial Impacts of COVID-19

WSDOT has endured an evolving budget situation for many months first with the effects of Initiative 976 and now with a large decrease in anticipated transportation revenues due to the pandemic. We continue to work with the Governor's Office and the Office of Financial Management to determine how this may affect our agency's budget in preparation for the Governor's proposed budget to the Legislature in December. Making changes to our budget requires action by the Legislature, which will convene in January 2021.



Our contractor is performing geotechnical borings to test soil conditions in preparation for future structures on the King County EastTrail project.

VIRTUAL OUTREACH EVENT AUG 27, 2020 | 2PM

www.eventbrite.com/e/flatiron-lane-jv-i-405-virtual-outreach-event-tickets-113364381918

We strongly encourage any and all MSVWBE firms to attend.

At the I-405/ SR 167 Megaprogram, we rely on the leadership and contributions of our Minority, Small, Veteran and Women Business Enterprises and encourage these firms to apply for these opportunities.

For More Information

Dawn McIntosh, P.E. Diversity and Inclusion Manager
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www.wsdot.wa.gov/Projects/i405

Diversity / Apprenticeship / Training

Thru 6/30/2020

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 (\$)							
	Projects not federally funded											
	DBE Program Subtotal ¹		N/A	N/A	N/A	N/A	N/A					
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies			Data Date	Duration			
	Goal	Current	#	Stacked (\$)	Paid (\$)							
	I-405/SR 167 Corridor GEC Y-8092		Agrmt	0.00%	0	\$0	\$0			March 2002 - August 2016 (N/A - No Goal)		
	I-405/SR 167 Corridor GEC Y-8092		N/A	12.48%	11	\$22,056,470	\$22,056,470					
	I-405/SR 167 Corridor GEC Y-11873	TYPE	M	10%	4.58%	6	\$4,542,779		\$4,281,638	6/30/2020	August 20, 2016 - June 30, 2020	
			S	5%	11.15%	14	\$11,067,349		\$10,310,639			
			V	5%	2.12%	1	\$2,101,801		\$1,954,175			
W			6%	4.09%	6	\$4,059,116	\$3,778,502					
		Agrmt	21.94%	27	\$21,771,045	\$20,324,953						
MSVWBE Program Subtotal ²		15.36%	15.88%	38	\$43,827,515	\$42,381,423						
PGM & E TOTAL ¹			25	\$42,381,423								

CONSTRUCTION														
DBE	Disadvantage Business Enterprise (DBE)		Percentage		Companies			Data Date	Apprentice		Training Hours ³		Date Updated	
	Goal	Current	#	Applied (\$)	Paid (\$)	Hours % (Goal)	Date Updated		Goal	Achieved				
	Projects not federally funded													
	DBE Program Subtotal ¹		N/A	N/A	N/A	N/A	N/A			0	0			
MSVWBE	MSVWBE		Percentage		Companies			Data Date	15% Apprentice Requirement		Training Hours ³			
	Goal	Current	#	Stacked (\$)	Paid (\$)									
	SR 167/8th ST E to S 277th ST - SB HOT Exten.		14%	9.02%	14	\$4,933,268	\$4,933,268		6/30/2018	15.1%	12/31/2017	NOT REQUIRED		
	I-405/SR 527 to I-5 PUSL (Northbound Only)		15%	10.20%	7	\$743,716	\$743,716		5/17/2018	16.7%	5/31/2018	NOT REQUIRED		
	I-405/SR 167 Interchange Direct Connector		26%	9.03%	27	\$10,462,787	\$10,462,787		11/4/2019	16.8%	9/30/2019	NOT REQUIRED		
	I-405/Renton to Bellevue - Widening & ETL	TYPE	M	10%	0.02%	3	\$160,147		\$160,147	6/30/2020	11.4%	6/30/2020	NOT REQUIRED	
			S	5%	0.06%	8	\$415,181		\$0					
V			5%	0.03%	2	\$196,574	\$196,574							
W			6%	0.01%	3	\$58,460	\$58,460							
		Project	0.11%	16	\$830,362	\$415,181								
MSVWBE Program Subtotal ²		1.82%	1.86%	64	\$16,970,133	\$16,554,952								
CONSTRUCTION TOTAL ¹			56	\$16,554,952										

I-405/SR 167 MEGAPROGRAM TOTAL ¹			81	\$58,936,375						
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¹ For DBE Program Subtotal, A&E TOTAL, CONSTRUCTION TOTAL, and YOUR PROGRAM TOTAL: the calculation for these are based on each individual company on the YOUR 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 YOUR 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

April-June 2020

Upcoming contract opportunities on SR 520 Montlake Project

Construction of the SR 520 Montlake Project is scheduled to continue through approximately 2023. The project's prime contractor, Graham, and subcontractors American Bridge and Elcon, expect to have additional contracting opportunities for other firms on the project activities noted below.

Type of work	Advertising date*	Company
Landscaping: place trees, shrubs, top soil, soil improvement, seeding, irrigation	June 2021	Graham
Place metal beam guardrail on project	June 2021	Graham
Fabricate metal railings (several types and contracts) on Montlake lid, pedestrian land bridge	August 2020 thru June 2021	Graham
Fabricate metal canopies on lid	June 2021	Graham
Install canopies and railings on lid, pedestrian land bridge	June 2021	Graham
Construct valve control building on lid	September 2020	Graham
Paint canopies and other miscellaneous metals on lid	December 2020	Graham
Provide and place waterproofing on Montlake lid	September 2020	Graham
Place concrete sidewalks, curb and gutter, stamped concrete	February 2021	Graham
Procure and place all roadside signs	October 2020	Graham
Procure and install overhead signs	October 2020	Graham
Procure and install overhead sign structures	October 2020	Graham
Underwater (diving) inspection, retrieval, welding, cutting in Lake Washington	Open now	American Bridge
Painting (pig seal) on West Approach Bridge South	May 2021	American Bridge
Demolish on-land part of eastbound on-ramp	May 2021	American Bridge
Miscellaneous electrical equipment (switch gears, transformers, switch boxes, etc.)	Ongoing	Elcon

* WSDOT has endured an evolving budget situation for many months, first with the effects of Initiative 976 and now with a large decrease in anticipated transportation revenues due to the COVID-19 pandemic. We continue to work with the Governor's Office and the Office of Financial Management to determine how this may affect our agency's budget in preparation for the Governor's proposed budget to the Legislature in December. Making changes to our budget requires action by the Legislature, which will convene in January 2021.

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.

PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)								
DBE	Disadvantage Business Enterprise (DBE)	Percentage		Companies		Date Updated	Duration	
		Goal	Achieved	#	Applied (\$)			Paid (\$)
		Corridor Development	N/A	8.05%	2	\$15,112,456	\$15,112,456	6/30/2014
	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		Date Updated	Duration		
		Goal	Achieved	#	Stacked (\$)			Paid (\$)	
		SR 520 Program Agreement	M	10%	8.66%	8	\$6,930,155	\$6,930,155	6/30/2020
S	5%		27.85%	23	\$22,293,617	\$6,939,955			
V	5%		0.03%	2	\$22,286	\$3,147			
W	6%		15.08%	7	\$12,073,990	\$8,420,360			
Agmt			51.62%	40	\$41,320,048	\$22,293,617			
	MSVWBE Program Subtotal ²		27.85%	51.62%	23		\$22,293,617		

PGM & E TOTAL ¹		26	\$45,747,109
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CONSTRUCTION											
DBE	DBE	Percentage		Companies		Date Updated	Apprentice		Training Hours ³		
		Goal	Achieved	#	Applied (\$)		Paid (\$)	Hours % (Goal)	Date Updated	Goal	Achieved
		Completed Projects ⁴	8%	8.97%	77	\$161,358,421	\$161,358,421	2/5/2019	18.6% (15% Goal)	5/26/2018	199,300
	DBE Program Subtotal ¹		8.97%	77	\$161,358,421	\$161,358,421		18.6%		199,300	237,597

MSVWBE	MSVWBE	Percentage		Companies		Date Updated	Apprentice		Training Hours ³		
		Goal	Achieved	#	Stacked (\$)		Paid (\$)	Hours % (Goal)	Date Updated	Goal	Achieved
		Completed Projects ⁵	Varies	32.14%	50.90%	9	\$3,625,682		15.6% (15% Goal)	11/30/2018	NOT REQUIRED
	Montlake Project (currently in construction)	M	10%	0.91%	15	\$4,159,966	\$4,159,966	8/6/2020	14.7% (20% Goal)	12/31/2019	NOT REQUIRED
S		5%	2.01%	30	\$9,131,720	\$1,652,009					
V		5%	0.03%	3	\$114,824	\$35,537					
W		6%	0.80%	10	\$3,647,118	\$3,284,207					
	Project		3.75%		58	\$17,053,628	\$9,131,720				
	MSVWBE Program Subtotal ²		2.73%	4.89%	38		\$12,757,402				

CONSTRUCTION TOTAL ¹		104	\$174,115,823
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SR 520 PROGRAM TOTAL ¹		129	\$219,862,932
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¹ For DBE Program Subtotal, PGM & E TOTAL, CONSTRUCTION TOTAL, and SR 520 PROGRAM TOTAL; the calculation for these are based on each individual company on the SR 520 Program.

² Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSVWBE Program Subtotal' only calculates the overall %, total '# of Companies', and total 'Paid (\$)' to Companies' to date based on each individual company and total paid on the SR 520 Program (exception - highlighted cell is stacked %).

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

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

⁵ Completed state funded construction projects to date: Grass Creek, Evans Creek, Union Bay Natural Area, Truck Aprons, Eastside Culvert Repair Project. Total percentage MSVWBE achieved ranged from 0.00% - 64.74%, totaling 32.12% overall. Total percentage Apprentice achieved ranged from 12.0% - 24.1%, totaling 15.6% overall.

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Alaskan Way Viaduct **REPLACEMENT** PROGRAM



Quarterly Inclusion Report: April-June 2020

Alaskan Way Viaduct Program Successes

After many years delivering 28 of 30 projects, the Alaskan Way Viaduct Replacement Program (AWV Program) is wrapping up. This could not have been possible without the contributions of 206 DBE and MSVWBE subcontracting firms, who aided WSDOT and our prime contractors on these projects. With the support of WSDOT's Office of Equal Opportunity (OEO) and the Federal Highway Administration (FHWA), the AWV Diversity and Inclusion program invested \$192.3 million in the small and diverse business community, of which \$166.9 million is eligible for participation toward WSDOT's statewide diversity and inclusion goals. A few highlights:

- North Access Connections bid-build contract, Atkinson Construction: created the entrance and exit ramps at the north end of the new SR 99 Tunnel. This project was instrumental in continuing progress of the overall AWV Program while tunnel construction was delayed due to the tunnel boring machine breakdown.
16 DBE firms and \$8.5 million in payments
- SR 99 Tunnel design-build contract, with Seattle Tunnel Partners: built a world class tunnel with a state-of-the-art fire and life safety system. 113 DBE firms and \$149.2 million in payments
- South Access Connections - Phase 1 bid-build contract, with Scarsella Bros. Construction: built the entrance and exit ramps to the new SR 99 Tunnel. This project was responsible for the opening of the new SR 99 tunnel to the traveling public.
6 MSVWBE firms and \$3.6 million in payments
- SR 99 Viaduct Demolition, Decommissioning, and Surface Streets Restoration design-build contract, with Kiewit Construction: demolished the AWV, decommissioned the Battery Street Tunnel and restored the streets at the north end of the SR 99 Tunnel. This project was responsible for the permanent closure of the viaduct prior to the opening of the SR 99 tunnel. Kiewit, does not anticipate any new opportunities remaining on this active contract.
35 MSVWBE and \$13.4 million in payments



*Battery Street Tunnel decommissioning:
Low density cellular concrete mixing plant
staged along Borealis Avenue, just south of
Denny Way*

Future Subcontracting Opportunities

South Access: Surface Streets Connection Project - Phase 2: The AWV Program will wrap up with the completion of this \$15-\$20 million bid-build project, which is scheduled for advertisement in December 2020. Construction is estimated to last approximately 18 months. Major scope of work element includes:

- Street restoration from the south portal of SR 99 Tunnel along First Avenue South and Alaskan Way, between South Royal Brougham Way and South King Street
- Construction of the Railroad Way Plaza
- Construction of an above-ground parking garage for the SR 99 tunnel south operations building
- Signal modifications and landscaping at the north portal of SR 99 tunnel

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Alaskan Way Viaduct Replacement 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	Duration	
		Goal	Current	#	Applied (\$)	Paid (\$)			
	Completed Agreements	N/A	N/A		N/A	N/A			
	Current Agreement	N/A	N/A		N/A	N/A			
	DBE Program Subtotal ¹	N/A			N/A	N/A		AWV Program did not have goals on PGM&E	
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)	Percentage		Companies			Date Updated	Duration	
		Goal	Current	#	Stacked (\$)	Paid (\$)			
	Completed Agreement	Varies	N/A	N/A	N/A	N/A			
	MSVWBE Program Subtotal ²		N/A		N/A	N/A		AWV Program did not have goals on PGM&E	
PGM & E TOTAL ¹				0	\$0				

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	11/13/2017	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	11/13/2017	20.6% (15%)	11/13/2017	11,700	14,793	11/13/2017	
	C8549 - SR 99, North Access	11%	9.44%	16	\$5,433,039	\$8,478,678	5/31/2018	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	11/13/2017	N/A	N/A	N/A	N/A	N/A	
	C8921 - SR 99, Dearborn Off-Ramp	11%	12.12%	2	\$442,858	\$442,858	11/13/2017	18.2% (15%)	11/13/2017	400	451	11/13/2017	
	Completed Projects	Varies	10.07%	47	\$21,747,018	\$25,317,739					19,200	23,072	
	C7999 - SR 99, Bored Tunnel	8%	9.58%	113	\$116,508,360	\$149,248,958	3/12/2020	15.18%	5/14/2019	50,000	51,482	12/9/2015	
	DBE Program Subtotal ¹			160	\$138,255,378	\$174,566,696				69,200	74,554		
MSVWBE	MSVWBE	Percentage		Companies			Data Date	Apprentice		Training Hours ³			
		Goal	Current	#	Stacked (\$)	Paid (\$)							
	SR 99, South Access Connection Bid-Build (Scarsella contract - first working day 2/12/2018)	M	10%	3.95%	4	\$1,446,734	\$1,446,734	6/30/2020	21.3%	7/21/2020	NOT REQUIRED		
S		5%	9.72%	15	\$3,561,787	\$2,072,159							
V		5%	0.12%	1	\$42,895	\$42,895							
W		6%	0.00%	0	\$0	\$0							
Project			13.78%	20	\$5,051,416	\$3,561,787							
	SR 99, Demo, Decommissioning & Surface Streets Design-Build (Kiewit contract - first working day 7/10/2018)	M	10%	6.13%	23	\$7,385,898	\$7,385,898	6/30/2020	15.8%	7/21/2020	NOT REQUIRED		
S		5%	11.11%	34	\$13,394,229	\$3,919,957							
V		5%	0.00%	1	\$0	\$0							
W		6%	1.79%	4	\$2,155,444	\$2,088,374							
Project			19.03%	62	\$22,935,571	\$13,394,229							
	MSVWBE Program Subtotal ²	10.79%	17.81%	50	\$27,986,987	\$16,956,016							

CONSTRUCTION TOTAL ¹				210	\$191,522,712				
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AWV REPLACEMENT PROGRAM TOTAL ¹				210	\$191,522,712				
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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: April–June 2020

Construction and MSVWBE Outreach and Participation Progress Through the Pandemic

SR 167 Construction Update

The Guy F. Atkinson Construction project team got back to work on the 70th Avenue East Bridge Replacement in April when Governor Inslee lifted the construction suspension. With their Health and Safety Plan in place, they completed piling for both bridge abutments in May. Subsurface Construction, an MBE firm, performed a significant piece of this work, furnishing and installing the piles that support the bridge. Crews are now pouring the concrete bridge piers in preparation for above-ground bridge work.

MSVWBE firms continue to be involved in both the field and office activities, including surveying, geotechnical explorations and signing design. While the pandemic has affected WSDOT's revenue, the 70th Avenue East Bridge Replacement Project is currently on schedule to be completed by fall 2021, as originally planned.

COVID-19 continues to challenge the construction industry, but there are still opportunities for MSVWBE firms to get involved on the 70th Avenue East Bridge Replacement contract. Atkinson is interested in talking to firms that can install fencing and signing. Those interested in this opportunity can contact Geoff Shook, Atkinson's Inclusion Manager at geoff.shook@atkn.com.

Construction is in full swing with girder setting for the new 70th Avenue East Bridge scheduled for late August. Atkinson is involving a number of MSVWBE firms in this and other work.



Subsurface Construction, an MBE firm, played a key role in ensuring the new bridge has a solid foundation. Here they are installing some of the piles that will support the bridge.

SR 509 Proposer Update

The SR 509, I-5 to 24th Avenue S. (Stage 1b) New Expressway Project (Stage 1b) project procurement process has been full steam ahead during the pandemic. The Request for Proposals (RFP) was released on May 12, as scheduled. To maintain social distancing, we hosted the Voluntary Proposers meeting in a web-based format.

This virtual meeting was a great success, with over 115 participants. The three shortlisted design-build teams (listed below) were joined by about 60 participants representing the DBE and small business community. In the meeting, WSDOT provided guidance to the shortlisted teams on hosting follow-up remote networking sessions to provide more information about subcontracting opportunities. These sessions were well attended and led to one-on-one meetings between the Primes and MSVWBE firms.

Due to federal funding, the SR 509, I-5 to 24th Avenue S. New Expressway Project has mandatory requirements for DBE participation during design and construction. The requirements for Underutilized Disadvantaged Business Enterprise (UDBE) are 8 percent for design and 10 percent for construction and for Federal Small Business Enterprise (FSBE) those numbers are 8 percent and 13 percent.

Below is contact information for the three shortlisted contractors:

- The Lane Construction Corporation (lead design firm: David Evans and Associates; DBE lead: SONG Consulting, LLC) – Contact: Norman Hobson, nthobson@laneconstruct.com, (702) 236-4961
- Guy F. Atkinson Construction (lead design firm: Jacobs; DBE lead: Atkinson Construction) – Contact: Brandon Dully, (206) 786-1244, brandon.dully@atkn.com
- Kiewit Infrastructure West Co. (lead design firm KPFF; DBE lead: Kiewit) – Contact: Justin O'Brien, (253) 943-4200, justin.obrien@kiewit.com.

For More Information

John White

Puget Sound Gateway Program Deputy Administrator
(206) 805-2966

whitejh@wsdot.wa.gov

www.wsdot.wa.gov/Projects/Gateway

Puget Sound Gateway Program



Quarterly Progress Report: April-June 2020

Diversity / Apprenticeship / Training

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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 (\$)							
	Puget Sound Gateway - Program Management Agreement Y-11917	TYPE	M	4%	5.67%	4	\$ 493,386.22	\$ 493,386.22	6/30/20	July 2016 - Present			
			S	14%	27.96%	8	\$ 2,434,760.50	\$ 463,058.99					
			V	0%	0.00%	0	\$ -	\$ -					
			W	6%	19.72%	3	\$ 1,717,352.29	\$ 1,478,315.29					
			Agmt	53.34%		15	\$ 4,645,499.01	\$ 2,434,761					
	SR 167 General Engineering Consultant Agreement Y-11918	TYPE	M	5%	5.33%	2	\$ 736,844.59	\$ 736,844.59	6/30/20	July 2016 - Present			
			S	15%	14.43%	11	\$ 1,996,197.37	\$ 253,131.23					
			V	1%	0.00%	0	\$ -	\$ -					
			W	6%	7.28%	5	\$ 1,006,221.55	\$ 1,006,221.55					
			Agmt	27.04%		18	\$ 3,739,264	\$ 1,996,197					
	SR 509 General Engineering Consultant Agreement Y-12197	TYPE	M	10%	10.57%	2	\$ 1,122,171.03	\$ 1,122,171.03	6/30/20	October 27, 2018 - Present			
			S	5%	41.51%	8	\$ 4,407,014.13	\$ 2,421,949.43					
			V	5%	1.75%	1	\$ 185,928.75	\$ 185,928.75					
			W	6%	12.63%	4	\$ 1,340,651.37	\$ 676,964.92					
			Agmt	66.46%		15	\$ 7,055,765	\$ 4,407,014					
	MSWBE Program Subtotal ²		26.66%	46.57%	21		\$8,837,972	6/30/20	July 2016 - Present				
PGM & E TOTAL (Individual Companies ¹)				24		\$9,377,394							
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 (\$)		Hours % (Goal)	Date Updated	Goal	Achieved		
	SR 167/70th Avenue E. Vicinity Bridge Replacement Project	TYPE	M	10%	5.58%	12	\$ 796,980.07	\$ 779,306.57	7/22/20	9.4%*		7/22/20	1,091
			S	5%	8.22%	27	\$ 1,173,463.45	\$ 74,165.97					
			V	5%	1.33%	2	\$ 189,310.63	\$ 181,942.43					
			W	6%	0.97%	9	\$ 138,724.03	\$ 138,048.48					
			Project	16.10%		50	\$ 2,298,478.18	\$ 1,173,463.45					
	MSWBE Program Subtotal ²		8.22%	16.10%	27		\$ 1,173,463						
CONSTRUCTION TOTAL (Individual Companies ¹)				27		\$1,173,463							
GATEWAY PROGRAM TOTAL (Individual Companies ¹)				49		\$10,550,858							

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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