

Seattle Daily Journal of Commerce

ACEC 2026

ENGINEERING EXCELLENCE AWARDS

NATIONAL FINALISTS

BEST IN STATE

ENGINEER OF THE YEAR



February 9, 2026

NATIONAL PLATINUM AWARD SPECIAL PROJECTS

Jacobs Waterfront Seattle Program City of Seattle Office of the Waterfront and Civic Projects

Removing the Alaskan Way Viaduct unlocked a historic opportunity: to reclaim the waterfront as the heart of civic life, a space that celebrates Seattle's identity and reconnects people with the water. The Waterfront Seattle Program represents a bold reimagining of this vital corridor — transforming 26 city blocks and 1.5 miles of shoreline into a vibrant, accessible, and climate-resilient waterfront for generations to come.

As program manager and lead engineer, Jacobs guided this vision from concept to completion, uniting more than 12 integrated projects — including Alaskan Way/Elliott Way and Promenade, Overlook Walk, Pier 58 and 62, and two landmark pedestrian bridges — into a seamless civic experience that reconnects city, people, and the Sound.

In collaboration with the City of Seattle's Office of the Waterfront and Civic Projects, Jacobs led the planning, design, and supported construction for the Waterfront Seattle Program, orchestrating multimodal infrastructure, and urban placemaking within one of Seattle's most complex environments.

The team delivered 55,000 square yards of new and restored pavement, 16,000 linear feet of upgraded utilities, and 4.2 acres of lush landscaping with more than 150,000 native plants and trees. Together, these elements create a vibrant waterfront — one that enhances mobility, resilience and invites the community to engage with the waterfront in new and meaningful ways.

Delivering this generational transformation required deep collaboration between city and state agencies, community stakeholders, and adjacent projects and developments. Coordinating between more than a dozen contracts, featuring a wide range of engineering disciplines, Jacobs ensured that each project within the Waterfront Seattle Program was well-integrated within the program and surrounding infrastructure.

Today, the revitalized Waterfront stands as a national model of urban resilience and civic renewal.



Jacobs led planning and design, and supported construction, ensuring each project within the Waterfront Seattle Program was well-integrated within the program and surrounding infrastructure.

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ON THE COVER

The Waterfront Seattle Program transformed 26 city blocks and 1.5 miles of shoreline, and required coordination between more than a dozen contracts, featuring a wide range of engineering disciplines.

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DJC TEAM

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NATIONAL FINALISTS

PLATINUM AWARD

Special Projects
Jacobs
Project: Waterfront Seattle Program
Client: City of Seattle Office of the Waterfront and Civic Projects

GOLD AWARDS

Structural Systems
HDR
Project: SR 520 Montlake Lid and Bridges
Client: Washington State Department of Transportation

Transportation
Jacobs
Project: Downtown Redmond Link Extension
Client: Stacy and Witbeck/Kuney, a Joint Venture

Studies Research, Consulting
HDR
Project: Green Hydrogen Energy Facility PEIS
Client: Washington State Department of Ecology

SILVER AWARDS

Water Resources
HDR
Project: Green Cove Creek Fish Barrier Removal
Client: Thurston County

Transportation
HDR
Project: 124th Avenue NE Corridor Improvements
Client: City of Bellevue

Transportation
Kiewit Engineering Group
Project: Redmond Technology Station Pedestrian Bridge
Client: Microsoft Corporation

Transportation
Kiewit Engineering Group
Project: Federal Way Link Extension
Client: Sound Transit

BEST IN STATE

GOLD AWARDS

Social, Economic, and Sustainable Development Considerations
Welch Comer Engineers
Project: Project Downtown Pullman
Client: City of Pullman

Future Value to the Engineering Profession and Enhanced Public Awareness/Enthusiasm for the role of engineering
David Evans and Associates
Project: WSFSEP – Shore-to-Vessel Charging System
Client: Hill International

Uniqueness and/or Innovative Application of New or Existing Techniques
Otak
Project: Monroe Avenue NE Storm System Improvements
Client: City of Renton

Successful Fulfillment of Client/Owner Needs
J-U-B ENGINEERS
Project: Reimann Industrial Center Phase 1
Client: Port of Pasco

Complexity
GeoEngineers
Project: Yesler Terrace Block 6 PAD & Juniper Apts
Client: Seattle Housing Authority

Social, Economic, and Sustainable Development Considerations
FSi Engineers
Project: Mount Vernon Library Commons
Client: HKP Architects

Complexity
Moffatt & Nichol
Project: CTC Graving Dock Caisson Gate Replacement
Client: Concrete Technology Corporation

Social, Economic, and Sustainable Development Considerations
Stantec
I-90/SR-18 Diverging Diamond Interchange
Aecon

Uniqueness/Innovative Application of New or Existing Techniques
CKC Structural Engineers
Snoqualmie Casino & Hotel Expansion
Bergman Walls & Associates

Social, Economic, and Sustainable Development Considerations
ZGF and Toole Design Group
Pike Pine Streetscape & Bicycle Improvements
City of Seattle Office of the Waterfront, Civic Projects & Sound Transit

ENGINEER OF THE YEAR

Crystal Donner, Ardurra Group

JACOBS WINS TOP AWARD FOR WATERFRONT SEATTLE

Jacobs has been named the 2026 Platinum Award winner by the American Council of Engineering Companies of Washington (ACEC Washington) for its outstanding engineering contributions to the Waterfront Seattle Program.

The Engineering Excellence Awards, presented annually by ACEC Washington, honor projects that exemplify innovation, technical excellence, and the transformative power of engineering. This year's program recognized 28 exceptional projects — both local and national — as well as the Engineer of the Year.

Local awards were given at three levels: gold, silver and bronze. The top national awards (given this year at platinum, gold and silver levels) will go on to compete on May 5 in the ACEC National Engineering Excellence Awards at the Grand Hyatt in Washington, D.C.

Project entries were evaluated by a six-judge panel: Larry Swartz, engineer emeritus, P2S; Steve Johnston, engineer emeritus, Landau Associates; Supriya Kelkar, deputy executive project director, Sound Transit; David Winter, senior principal consultant, Haley & Aldrich; Lisa Lannigan, editor, Daily Journal of Commerce.

SILVER AWARDS

Successful Fulfillment of Client/Owner Needs
DLR Group
BNBuilders HQ Historical Renovation
BNBuilders

Successful Fulfillment of Client/Owner Needs
Ardurra Group
Runway 12-30 Rehabilitation
Chelan Douglas Regional Port Authority and
Pangborn Memorial Airport

Social, Economic, and Sustainable Development Considerations
Otak
Swift Bus Rapid Transit Orange Line
Client: Community Transit

Future Value to the Engineering Profession and Enhanced Public Awareness/Enthusiasm for the role of engineering
Parsons Transportation Group
US 101 Fish Barrier Removal
WSDOT

Complexity
P2S
Harborview MC, Maleng & NJB Renovation
Harborview Medical Center

Complexity
DOWL
CM Services for Runway 14L-32R
King County International Airport

BRONZE AWARDS

SUCCESSFUL FULFILLMENT OF CLIENT/OWNER NEEDS

Bridge Street Roundabout
Keller Associates, Inc
City of Clarkston

Ninth Street Basin Stormwater Retrofit
Osborn Consulting
City of Wenatchee

COMPLEXITY

Bridge Street Roundabout
Keller Associates, Inc
City of Clarkston

Pinnacle Ridge Reservoir and BPS
RH2 Engineering
Tacoma Water

SEATTLE DAILY JOURNAL OF COMMERCE

buildings in the Spring District were on the market. Of the two, Block 5 remains

Runstad and Shorenstein Properties, who have sold other buildings there in the past. Last week, Broderick Group said in its fourth-quarter Eastside office report that Block 6 has sold for \$270 million. King County hasn't yet recorded any such deal at 1646 123rd Ave. N.E. (That's on the east side of the campus.)

Says Broderick, "The project garnered strong interest, numerous tours, and multi-

The apartments opened in phases, beginning in 2009, then first sold in 2015

319 Redmond trade for \$147

By BRIAN MILLER

Giovanni Napoli, Phil.

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NATIONAL GOLD AWARD STRUCTURAL SYSTEMS

HDR
SR 520 Montlake Lid and Bridges
Washington State Department of Transportation

State Route 520 serves as a vital link across Union Bay. The old bridge, built in the 1960s on hollow columns, was vulnerable to earthquakes, divided the Montlake community, and reached capacity during peak periods.

The \$487 million SR 520 Montlake Lid and Bridges project replaced the West Approach Bridge South (WABS) and reconnected the Montlake community with a block-long, landscaped lid over the highway, and a land bridge for bicyclists and pedestrians.

It's the first phase of Washington State Department of Transportation's "Rest of the West" — the final improvements to the \$5.9 billion SR 520 program. Situated atop one of Washington's most complex interchanges, the highway's nine travel lanes rank third in the Seattle region for throughput, include multiple turning movements, and converge regional and local bus routes in a constrained footprint.

The project also connects to the floating bridge. The floating bridge's southern approach structure integrates unique seismic isolation bearings that reduced the number of piers in the water; allowed longer, prestressed girders; and enables the structure to remain in service immediately following a 1,000-year earthquake.

The design integrates high-occupancy vehicle (HOV) lanes, transit stops, and a bike/pedestrian trail network, while setting the stage for future light rail. The three-acre green space reconnects



The project updated an aging bridge for a 1,000-year earthquake and reconnected the Montlake community with a block-long, landscaped lid, and a land bridge for bicyclists and pedestrians.

PHOTO COURTESY OF ACEC

the National Register of Historic Places-listed Montlake Historic District, improves the Washington Park Arboretum, uses sustainable stormwater strategies, and provides breathtaking views of the lake and Cascades.

Decades of public input obtained through a community engagement process, feedback from Native American tribes, and consultation with federal, state and local agencies and stakeholders shaped the design and resulted in significant design changes. Crossing from a highly urban to critically sensitive environment, the project team overcame a COVID shutdown, kept traffic moving, and appeased neighbors to deliver the historic project.



MVLC
 — Mount Vernon Library Commons —

Leslie Schwartz Photography

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NATIONAL GOLD AWARD TRANSPORTATION

Jacobs
Downtown Redmond Link Extension
Stacy and Witbeck/Kuney, a Joint Venture

The Downtown Redmond Link Extension (DRLE) extends the regional light rail network by 3.4 miles, connecting the Redmond Technology Station at Northeast 40th Street to Redmond Town Center — bringing fast, reliable, and sustainable transit to the heart of the Eastside.

The project exemplifies engineering excellence and thoughtful design integration. The extension's double-track guideway — spanning elevated and at-grade sections — crosses key natural and urban features including the Sammamish River, Marymoor Park's northern edge, SR 520, and Bear Creek. Two new stations — one elevated and one at-grade — anchor the system, complemented by a multi-level parking structure that harmonizes with the surrounding community. Beyond the light rail infrastructure, the project incorporates extensive civil and site improvements, roadway enhancements, and state-of-the-art transit systems, all meticulously designed to ensure long-term resilience and rider comfort.

Delivering this milestone project required overcoming a convergence of challenges — environmental complexity, urban constraints and the global COVID-19 pandemic. In the sensitive Bear Creek area, the team navigated an intricate permitting process, partnering closely with the Muckleshoot Indian Tribe, the city of Redmond, and multiple regulatory agencies to safeguard ecosystems while maintaining momentum.

When pandemic restrictions demanded an abrupt

Crews set the Bear Creek pedestrian bridge, providing a new connection through Redmond. Work in the sensitive Bear Creek area required intricate permitting and partnership.



PHOTO COURTESY OF ACEC

shift from a co-located project office to a fully remote environment, Jacobs led a digital transition that harnessed virtual design tools and collaborative platforms to sustain progress without compromising quality or cohesion.

Working within a densely developed corridor also required precise planning and constant coordination among city stakeholders, residents and businesses. Through disciplined communication, adaptive design, and an unwavering focus on community impact, the team delivered a project that meets steep technical and environmental goals and stands as a model of sustainable urban infrastructure.

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NATIONAL GOLD AWARD STUDIES RESEARCH, CONSULTING

HDR
Green Hydrogen Energy Facility PEIS
Washington State Department of Ecology

The State Environmental Policy Act Programmatic Environmental Impact Statement for Green Hydrogen Energy Facilities in Washington State (PEIS) is a first-of-its kind evaluation of potential impacts and mitigation for implementing hydrogen energy at a broad level.

The report provides a framework for local governments, state agencies and tribal communities to evaluate green hydrogen proposals, considering key factors such as environmental impacts, tribal interests, habitat connectivity and land use.

The intent was to:

- Support the state's clean energy transition, while protecting the environment, Tribal rights and resources, and local communities.
- Identify the range of probable significant adverse envi-



The first-of-its kind PEIS offered a broad-based look at implementing hydrogen energy and guidance on future evaluations, design and construction timelines, as well as potential locations.

PHOTO COURTESY OF ACEC

ronmental impacts green hydrogen facilities can pose.

- Identify general potential mitigation measures for impacts.
- Provide information for siting and design that may be used to help avoid or minimize adverse environmental impacts in future proposed projects.
- Provide information for lead agencies to consider when conducting environmental reviews for green hydrogen facilities.

The PEIS evaluated pro-

duction facilities, production facilities with battery energy storage systems, storage facilities and a no-action alternative. It looked at both green electrolytic hydrogen, produced through electrolysis, and renewable hydrogen, produced from sustainable resources.

The study was designed to complement future site-specific environmental studies, with an extensive list of considerations, such as laws, regulations, permits, coordination, land use, siting,

design, construction, restoration and decommissioning. The project team worked alongside a half-dozen state agencies to discuss methodologies, information sources, and measures to reduce or avoid impacts. They engaged the community, Native American Tribes and news organizations to gather public input.

The challenge of developing a first-of-its kind PEIS was abundant. The team created a list of permits, licenses and approvals that

come with site-specific projects, while also considering the overarching programmatic approach. Their effort offered a broad-based look at implementing hydrogen energy, while also offering guidance on future evaluations, design and construction timelines, and potential locations.

Completed on budget and on an accelerated timeline, the report provides a blueprint for transitioning to a hydrogen-powered future.



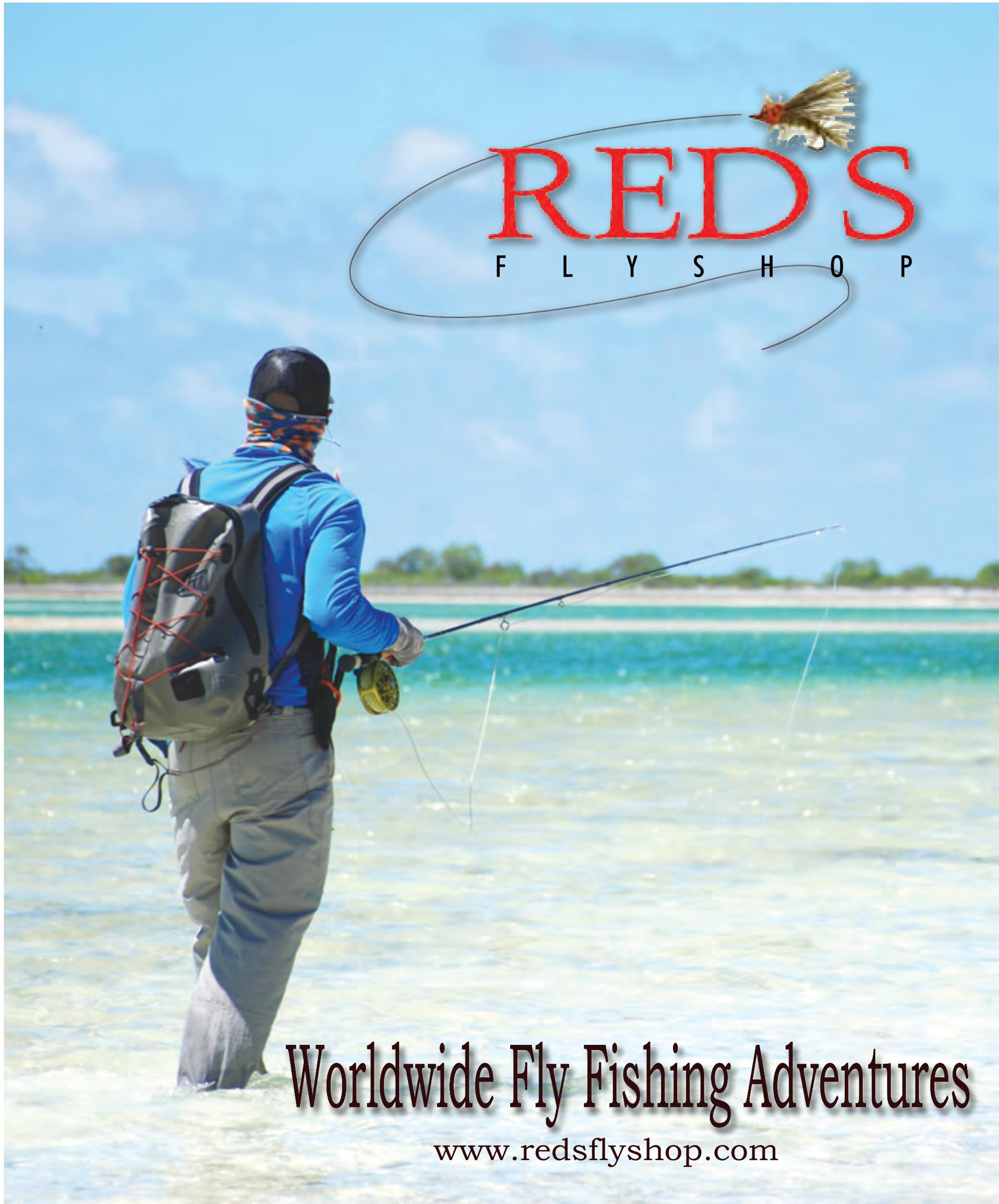
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BEST IN STATE - GOLD AWARD SOCIAL, ECONOMIC, AND SUSTAINABLE DEVELOPMENT CONSIDERATIONS

Welch Comer Engineers Project Downtown Pullman City of Pullman

Project Downtown Pullman represents the city of Pullman's commitment to transform its historic downtown into a safer, accessible and economically vibrant civic heart. Spurred by the 2020 Downtown Master Plan and extensive community engagement, the city enlisted Welch Comer Engineers to reimagine Main Street and adjacent streets as places for people, not just vehicles. The project addressed outdated underground utilities, narrow and heaved sidewalks, limited accessibility and worn streetscapes through wider sidewalks, curb extension "bulb outs" at crosswalks, a protected bike lane at sidewalk grade, and upgraded lighting and wayfinding.

The design balanced the need to calm traffic and reclaim space for pedestrians with the requirement to maintain highway levels of service and freight mobility. Through careful traffic analysis and coordination with WSDOT, one lane was removed for most of the project while maintaining parallel parking and adding

ADA-compliant diagonal stalls on Pine and Kamiaken streets. Utilities work replaced aging water, sewer and stormwater lines, improving reliability and reducing maintenance costs.

Construction began in April 2024. To expedite work, Main Street was closed to traffic and reopened on Nov. 13, 2024. Despite delays from supply chain issues and contractor availability, work concluded in May 2025. Throughout construction, the project team maintained pedestrian access, coordinated deliveries and communicated regularly with businesses to mitigate impacts. A communications consultant produced weekly video updates to keep the public informed.

Downtown Pullman now boasts new sidewalks, ADA-compliant ramps at every corner, accessible parking, landscaped curb extensions, a protected bike lane and clearer wayfinding that links trails, the riverfront and cultural venues. The project enhances business visibility, creates space for outdoor dining, and stands as one of the largest public works project in the city's history, showcasing how thoughtful design, robust community engagement and strategic funding can revitalize a city core.



The project updated underground utilities, widened sidewalks, and added curb extension "bulb outs" at crosswalks, a protected bike lane at sidewalk grade, and upgraded lighting and wayfinding.

PHOTO COURTESY OF ACEC

BEST IN STATE - GOLD AWARD COMPLEXITY

GeoEngineers Yesler Terrace Block 6 PAD & Juniper Apts Seattle Housing Authority

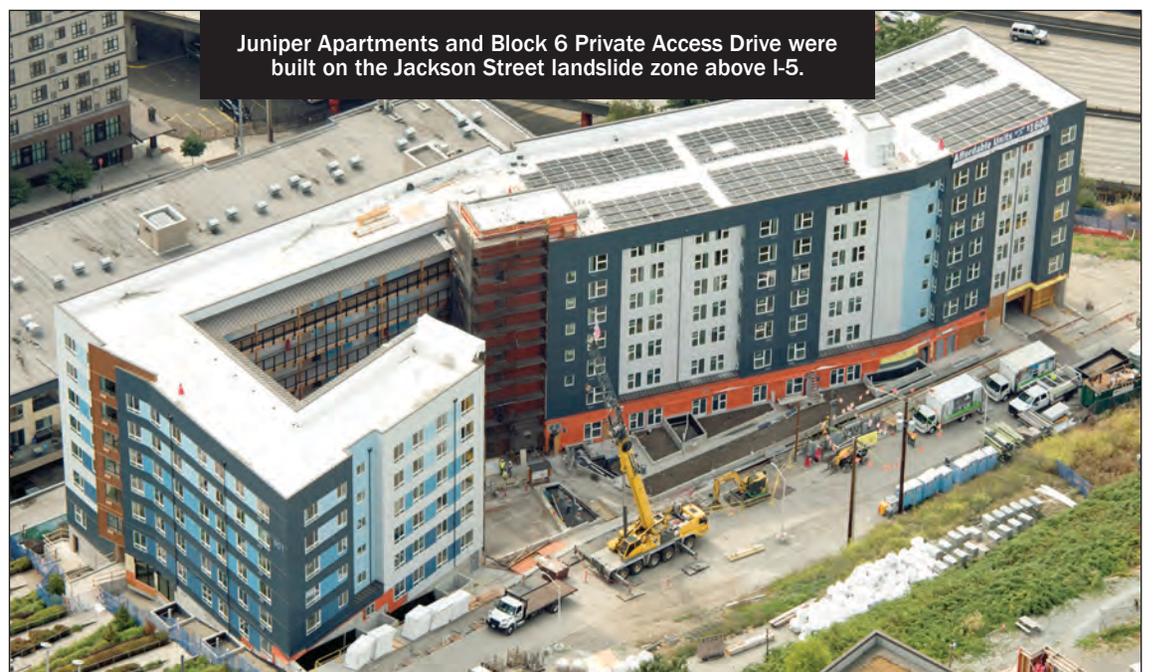
The Block 6 Private Access Drive (PAD) and Juniper Apartments represent the most technically complex and consequential phase of the Seattle Housing Authority's (SHA) multi-year effort to redevelop historic Yesler Terrace. Located on the Jackson Street landslide zone — an environmentally critical area shaped by early-20th-century regrades and long considered too unstable for construction — this portion of the site had been intentionally left for last. As SHA's geotechnical consultant, GeoEngineers designed the landslide-retention system and performed all geotechnical modeling, analysis, and design for both the Block 6 PAD and the seven-story Juniper Apartments, enabling safe development on ground once considered unusable.

Building in a landslide zone required engineering solutions that balanced seismic demands, long-term stability,

and the unusual challenge of designing two independent structures only inches apart. GeoEngineers used advanced, performance-based seismic modeling to understand how the slope and future structures would behave under real earthquake motions.

This work led to a robust landslide-retention solution centered on a wall of 48 large-diameter cylinder piles, each 8.2 feet in diameter and socketed into undisturbed Lawton clay. Structurally tied together with a heavy header beam and topped with a mechanically stabilized earth wall, this system stabilized the landslide mass, supported the PAD, and provided permanent support for the future Juniper excavation.

Because the cylinder pile wall would ultimately sit immediately adjacent to a seven-story building, GeoEngineers also established a carefully calibrated seismic "air gap"—wide enough to prevent structural pounding during an earthquake, but narrow enough to maintain efficient site layout and building design. When the Juniper building was built



Juniper Apartments and Block 6 Private Access Drive were built on the Jackson Street landslide zone above I-5.

PHOTO COURTESY OF ACEC

years later, the predicted seismic behavior and wall performance held true, validating the early modeling and future-ready approach.

For the Juniper Apartments, GeoEngineers designed an isolated foundation system of auger cast piles, drilled shafts,

and lightweight fills to avoid adding weight to the landslide mass while also managing complex interactions with neighboring retaining walls and existing foundations.

The Block 6 PAD and Juniper Apartments now serve as the final structural link

in SHA's broader redevelopment vision, delivering affordable housing, reconnecting street grids, and demonstrating how innovative geotechnical engineering can reclaim even the most challenging urban ground for public benefit.

ACEC Washington

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Sandy Brodahl - PE Principal Geotechnical Engineer, HWA GeoSciences



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Sherry Harris - CEO Ergosync Engineering



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Ben Upsall - Principal Geotechnical Engineer, GeoEngineers, Inc.

BEST IN STATE - GOLD AWARD FUTURE VALUE TO THE ENGINEERING PROFESSION AND ENHANCED PUBLIC AWARENESS/ENTHUSIASM FOR THE ROLE OF ENGINEERING

David Evans and Associates WSFSEP – Shore-to-Vessel Charging System Hill International

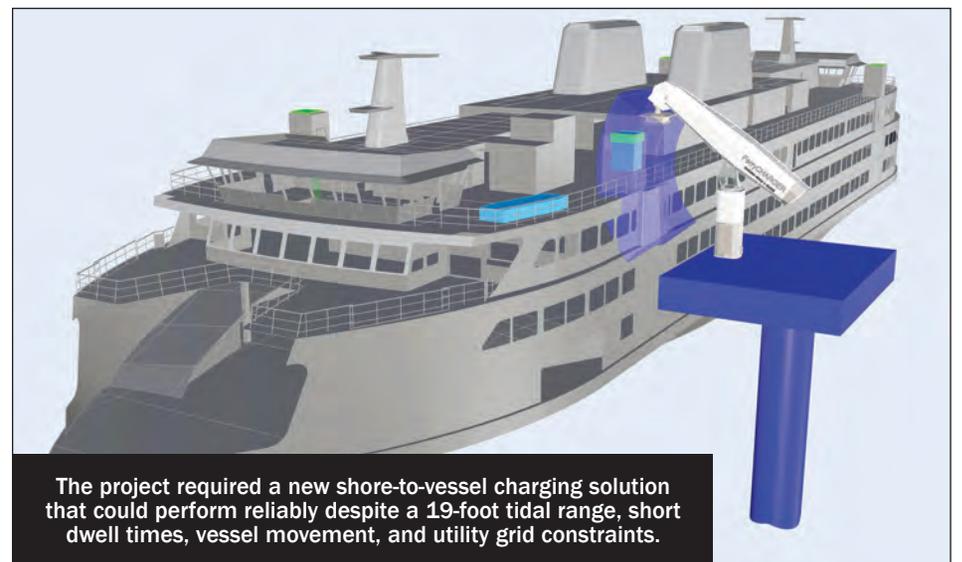
Washington State Ferries, the largest ferry system in the United States, is undertaking a major transformation to reduce emissions, modernize its fleet, and improve long-term reliability. Through the Washington State Ferries System Electrification Program (WSFSEP), WSF is transitioning its fleet to hybrid-electric propulsion and upgrading terminal infrastructure across Puget Sound to support high-capacity shore charging. This effort represents the largest ferry electrification program of its kind in the nation, setting a new standard for large-scale maritime decarbonization.

The larger program targets building 16 new hybrid-electric vessels, conversion of six existing vessels, and electrical service upgrades and charging capability at 16 terminals. The Shore-to-Vessel Charging System (SVCS) project represents the first major step in implementation.

The goal is to deliver a standardized, medium-voltage charging system that enables interoperability across multiple vessel classes at the first five terminals, allowing rapid, safe, and reliable energy transfer during short docking windows.

No commercially available system is capable of delivering up to 15 megawatts of power under Puget Sound conditions. The project required a new shore-to-vessel charging solution that could perform reliably despite a 19-foot tidal range, short dwell times, vessel movement, and utility grid constraints.

Led by David Evans and Associates, the team guided the project from concept through procurement, developing functional requirements performance-based specifications, system architecture, and technical standards defining how 15 MW of power can be delivered within a 20-minute charging window. The design integrates vessels, terminals, and grid infrastructure into a cohesive system serving two vessel classes at the five terminals. Advanced 3-D motion analysis established operational envelopes



The project required a new shore-to-vessel charging solution that could perform reliably despite a 19-foot tidal range, short dwell times, vessel movement, and utility grid constraints.

PHOTO COURTESY OF ACEC

for six degrees of vessel movement to achieve 95% connection reliability. Multidisciplinary collaboration among utilities, engineers, and naval architects produced a solution balancing safety, efficiency, reliability, and environmental protection.

The SVCS establishes a new stan-

dard for maritime electrification technical standards, enabling reliable hybrid-fleet operations while reducing diesel consumption, improving air quality, and increasing system resilience for millions of passengers annually.

BEST IN STATE - GOLD AWARD SOCIAL, ECONOMIC, AND SUSTAINABLE DEVELOPMENT CONSIDERATIONS

FSi Engineers Mount Vernon Library Commons HKP Architects

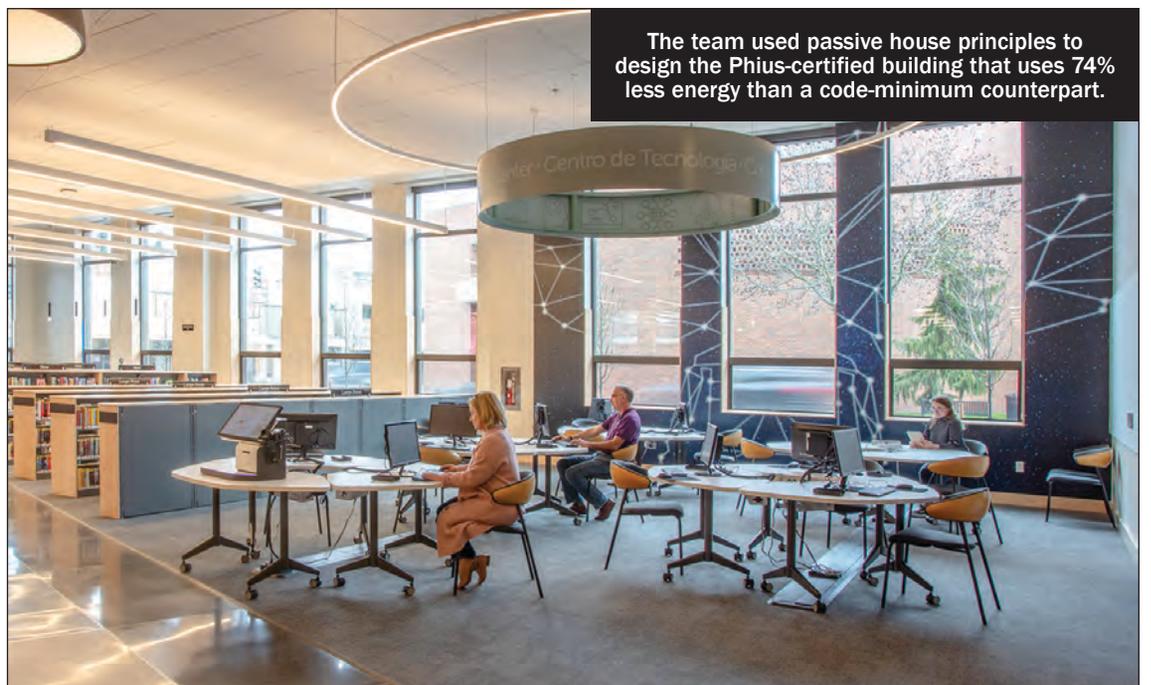
The city of Mount Vernon had not built a new building in 20 years. When they outgrew their library, they planned for a new facility to meet a multitude of local priorities. In addition to a new library, the community wanted services for young people, meeting and conference space, support for the local economy, better access to transit, and an environmentally-friendly design. Downtown parking was also a concern, for both commuters and businesses.

The city set out to develop the Mount Vernon Library Commons (MVLC), a library like no other. The building doubles the size of the library and includes teen STEM and maker rooms, story areas, and more space for books and other materials. The building also has a conference center and gathering areas, along with a commercial kitchen for catering. The kitchen can be rented by local food businesses, supporting

both those businesses and local farmers. A total of 276 parking spaces above the library provide easy access to the downtown transit center and local businesses. The building hosts the largest EV charging facility in the country, providing a convenient stopping place for travelers between Seattle and Vancouver BC, who could visit local shops and restaurants while their vehicles charge.

The MVLC is the most sustainable public building in Skagit County, using 74% less energy than a code-minimum building. As a Phius-certified building in a small, economically disadvantaged city, its design as unique as its program.

The design team, led by HKP Architects with FSi Engineers as mechanical engineer, used passive house principles to achieve this performance. The extraordinarily-efficient envelope reduces heating and cooling loads. The team downsized the heating and cooling system, and achieved a level of comfort generally only possible with more expensive systems. Designers also



The team used passive house principles to design the Phius-certified building that uses 74% less energy than a code-minimum counterpart.

PHOTO COURTESY OF ACEC

developed a finely-tuned ventilation system with heat recovery to maximize efficiency while providing ample fresh air for building occupants.

The MVLC became one of the first publicly-bid buildings to receive passive house cer-

tification from Phius. Phius has exacting standards for both design and construction. The design-bid-build AEC team collaborated to a level uncommon on publicly bid jobs, ensuring construction met Phius requirements for envelope and air barrier

testing, as well as unusually-strict balancing standards. The building's high level of sustainability and multitude of services enabled the project to qualify for 20 sources of federal, state, and local funding, and the MVLC was built without raising local taxes.

BEST IN STATE - GOLD AWARD UNIQUENESS AND/OR INNOVATIVE APPLICATION OF NEW OR EXISTING TECHNIQUES

Otak Monroe Avenue NE Storm System Improvements City of Renton

The Monroe Avenue Stormwater Treatment and Infiltration Facility represents a breakthrough in urban stormwater management and a model for engineering innovation solving long-standing environmental, flooding, and community space challenges within highly developed basins.

Located in the 260-acre Renton Highlands watershed, the project replaced an outdated infiltration pit with a resilient and highly engineered stormwater treatment and infiltration system. The facility was designed to manage storm events up to the 100-year recurrence interval, improve water quality and deliver lasting public benefits.

One of the project's most innovative elements is its multi-layered sediment and pollutant removal 'treatment train' engineered to preserve the infiltration capacity of the native soils for up to 100 years. This advanced system includes a hydrodynamic separator, a treatment vault with a proprietary Bio-Pod with StormMix media, multiple rows of Stormtech isolator chambers lined with geotextile fabric for sediment capture, and the novel use of geotextile seagull layers installed in two-foot lifts throughout 25 feet of imported infiltration gravel.

Developed collaboratively by civil and geotechnical engineers, this technique provides a final line of sediment defense while allowing future maintenance crews to selectively remove or refurbish portions of the gravel or chambers at low cost, extending the life of the facility and reducing long-term operations needs.

Because clean infiltration gravel meeting strict fines criteria was difficult and costly to source in the needed quantities, Otak engineered additional sediment removal redundancies so the facility could safely use more readily available AASHTO #3 gravel. The surface of the facility was designed as a community asset — an open green space with gentle slopes, trees, shrubs, and turf suit-

The system includes a multi-layered sediment and pollutant removal 'treatment train' engineered to preserve the infiltration capacity of the native soils for up to 100 years.



PHOTO COURTESY OF ACEC

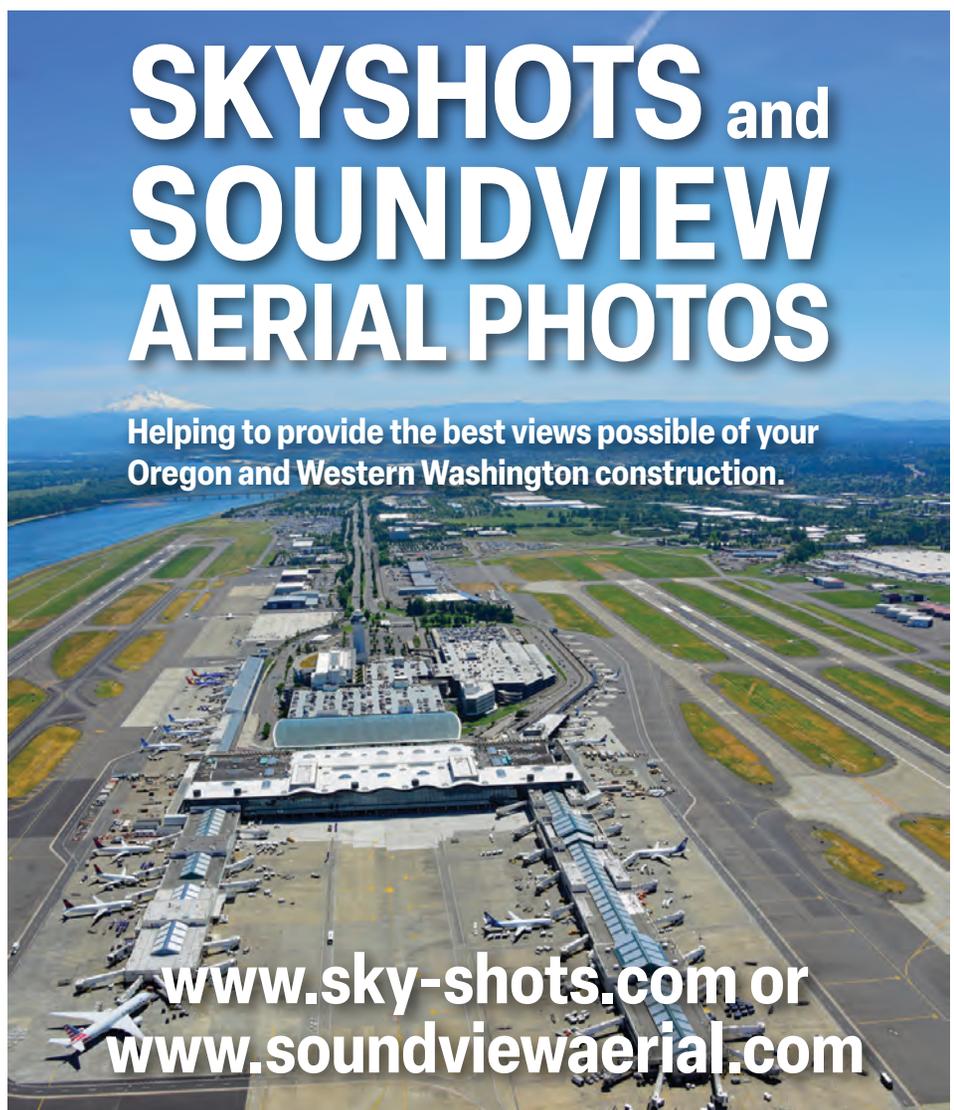
able for neighborhood gatherings and informal recreation. Perimeter fencing and planted berms enhance safety, comfort, and aesthetics while maintaining access for maintenance personnel.

Extensive hydraulic and hydrogeologic modeling was performed to optimize flow control, distribution and infiltration. Multiple alternatives — including open ponds, buried vaults, and direct discharge to the Cedar River — were evaluated for performance, maintenance, environmental impact, constructability and cost.

The project site was privately owned by Segale Properties, which sought to develop the surrounding land. Otak and the city of Renton created a solution allowing the city to acquire the site, restore it, and create an amenity that benefits both the new development and the broader community. The project was completed four months earlier than planned, under budget, and with minimal construction changes — a testament to effective planning, coordination and engineering.

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BEST IN STATE - GOLD AWARD COMPLEXITY

Moffatt & Nichol CTC Graving Dock Caisson Gate Replacement Concrete Technology Corporation

The CTC Graving Dock Caisson Gate Replacement project involved the design and manufacture of a new caisson gate for Concrete Technology Corporation's (CTC) graving dry dock in Tacoma. Moffatt & Nichol (M&N) served as the project's structural, stability, and launching design lead.

The caisson gate is a concrete floating structure that acts as a watertight lock at the dry dock's entrance. It functions by sinking when the dry dock is empty by flooding its compartments with ballasting water and floating when the dry dock is flooded by emptying the water. After more than 100 operations over 45 years, a replacement was needed.

What makes this project noteworthy is the level of technical excellence combined with management of risks to achieve successful delivery of this important facility in the construction and infrastructure supply chain.

Moffatt & Nichol encountered three main challenges during this project:

1. Designing within restricted dimensions and weight limits for the caisson, which was 150 feet long, 16 feet wide, and 25 feet tall, to ensure that the dry dock remained watertight. This meant that the structure needed to be heavy enough to resist hydrostatic pressure, winds, waves, and currents when ballasted, yet light enough to float when de-ballasted.

To overcome this, lightweight concrete was used for the main structural material, allowing for tight dimensional control, ultra-thin walls, and low self-



Shell-and-plate mechanics principles and precast flat plates were used for the hull, combined with cast-in-place joints and post-tensioning to simplify construction.

PHOTO COURTESY OF ACEC

weight. Innovative use of shell-and-plate mechanics principles and precast flat plates for the hull, combined with cast-in-place joints and post-tensioning, simplified construction and reduced manufacturing time.

2. Managing the stability of the floating caisson at various water ballasting levels. To achieve this, the team developed hydrostatic curves to guarantee stability at various ballasting levels.

3. Executing the caisson launch, where there was insufficient under-keel clearance. To overcome this, a neutrally buoyant outrigger system

was developed to maintain stability during launch without using ballasting water.

CTC, a PCI-certified precast concrete fabricator, manufactured the new caisson in house using its own dry dock. Construction of precast elements took about four months, and final assembly took approximately five months.

The new caisson is expected to outperform the previous one in service life due to improved design, better concrete admixture technology, and corrosion-resistant steel reinforcement

BEST IN STATE - GOLD AWARD SUCCESSFUL FULFILLMENT OF CLIENT/OWNER NEEDS

J-U-B ENGINEERS Reimann Industrial Center Phase 1 Port of Pasco

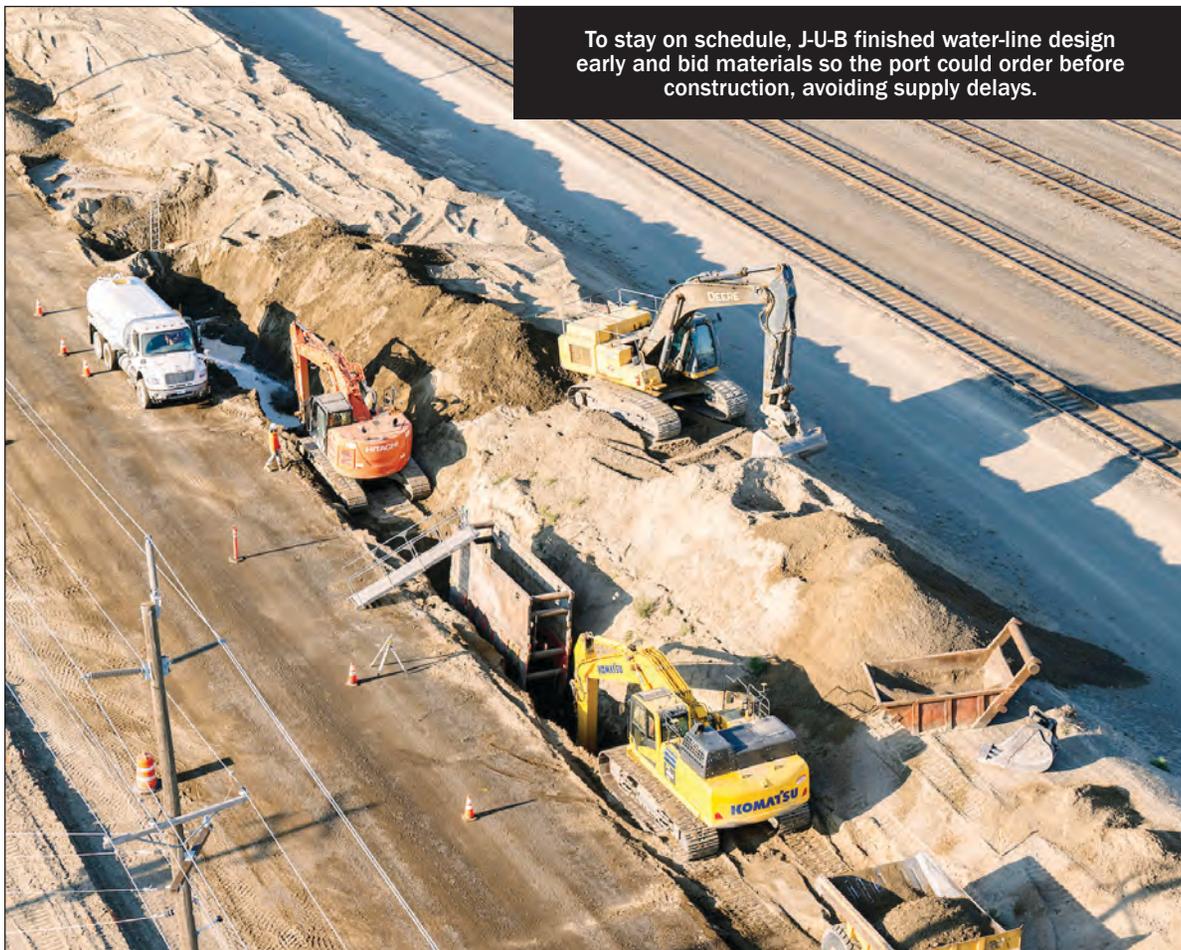
The Port of Pasco upgraded roads and built a new water line to bring a major dairy processing facility to the Reimann Industrial Center and prepare the area for future businesses. J-U-B began planning the 300-acre site in 2020. When Darigold advanced on about 150 acres, the timeline accelerated, and the port committed to wider roads and dependable water service on a firm schedule.

Many groups worked at the same time: city sewer and industrial wastewater, utilities for power and gas, rail and cold storage, and the tenant's facility. Port work had to fit around this activity and changing plans while meeting milestones.

To stay on schedule, J-U-B finished water line design early and bid materials so the port could order before construction, avoiding supply delays. Regular check-ins, effective issue tracking, and prompt on-site decisions addressed challenges quickly and minimized disruptions.

The port finished road and water improvements within the updated schedule, allowing for related public and private projects to proceed. The work created a dependable backbone infrastructure for day-one operations and future growth. Darigold began construction on a new plant, supporting 200 direct jobs, and over 1,000 support jobs resulting in approximately \$1 billion in private investment.

Steady teamwork among the port, city of Pasco, Franklin County, the tenant, and utilities aligned permits and reviews, coordinated traffic and site access, and adapted to field conditions and material substitutions without sacrificing safety or quality. Early purchasing, flexible sequencing, and strong coordination met those needs and advanced the port's long-term vision for the Reimann Industrial Center



To stay on schedule, J-U-B finished water-line design early and bid materials so the port could order before construction, avoiding supply delays.

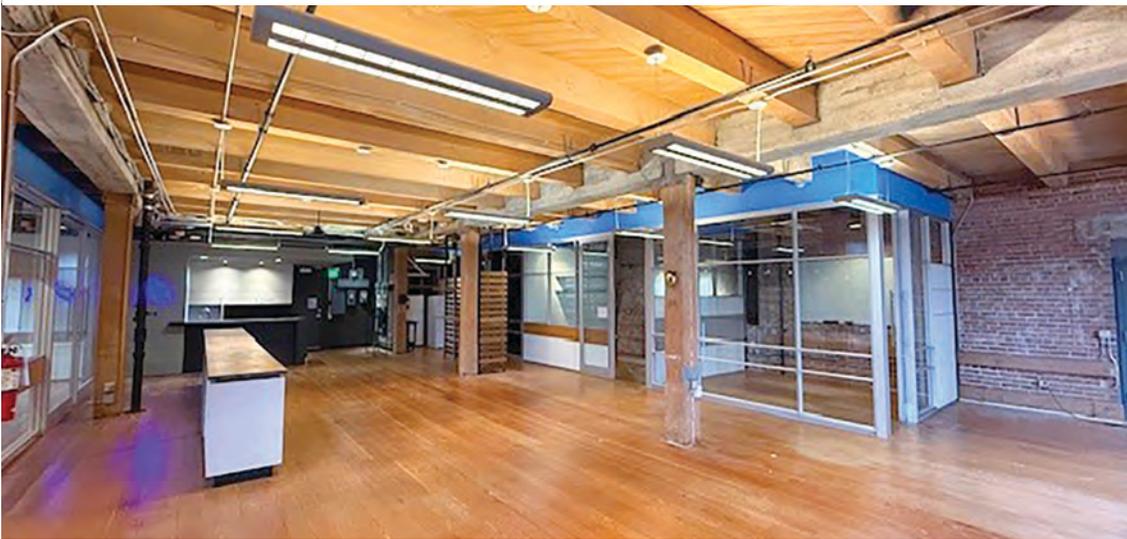
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ENGINEER OF THE YEAR

Crystal Donner, Ardurra Group

Crystal Donner exemplifies the vision, integrity and leadership that define ACEC Washington's Engineer of the Year. Her unmatched passion for advancing the engineering profession, and commitment to community advancement have made her a transformative figure in the profession. Through her roles as engineer, CEO of Pertee (now Ardurra Group) and community leader, Donner has consistently empowered others, championed innovation, and elevated the standards of the engineering profession.

Donner's contributions span a wide range of initiatives, including support for educational programs, advocacy for infrastructure funding, promotion of economic development and advancement of engineering standards. She regularly mentors individuals and small businesses, fostering growth and opportunity across the industry.

Donner is a recognized leader in the engineering, business and education communities. She actively addresses and shapes regional challenges such as infrastructure, business competitiveness and higher education. Her advocacy includes frequent testimony in the Puget Sound region and Olympia, where she speaks on behalf of the engineering profession, transportation and education.

A leader who inspires and uplifts, Donner continually asks, "How can I make a difference now and for the future?" Donner serves and has chaired numerous professional and community organizations, including the Economic Alliance Snohomish County (EASC) Executive Committee Board Chair and the EASC Higher Ed and STEM committees. She is a member of the WSU Everett Advisory Board, the ESOP Association Northwest Chapter, the American Public Works Association (APWA), and ACEC Washington. Her past affiliations include the Washington State University College of Environmental

and Civil Engineering Advisory Board, the Grassroots Foundation, the American Red Cross of Snohomish County Board of Directors, Imagine Children's Museum, the Everett Area Chamber of Commerce, Leadership Snohomish County, the Puget Sound Regional Council, the Port of Everett, and the Women's Transportation Seminar Puget Sound Chapter, where she served as president.

Donner's dedication to public service is central to her mission. She has contributed significantly to Washington State University and was one of eight leaders appointed by Gov. Jay Inslee to the State Board of Community and Technical Colleges in 2019. Her leadership focuses on advancing public education, infrastructure and community development.

Donner is a role model for her peers and a mentor to the next generation of engineers. Her enduring impact on the community and the industry makes her a deserving candidate for ACEC Washington's Engineer of the Year.



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