

Small Business Contracting

Quarterly Progress Report: October–December 2025

Megaprograms

Greetings from John White



John White, Assistant Secretary of Urban Mobility, Access and Megaprograms

Greetings, I am the new Assistant Secretary of Urban Mobility, Access and Megaprograms. I've spent over thirty years working in various departments across WSDOT and stepped into this new role in November 2025 following Ron Pate's retirement. Some of you may know me from my most recent role as Program Administrator for the Puget Sound Gateway program. In that work, I gained valuable experience partnering with small businesses and Disadvantaged Business Enterprises, and I saw firsthand the essential role you play in delivering successful transportation projects.

As Assistant Secretary, engaging with small businesses across our state will remain a top priority. Your expertise and participation make our work stronger. I am committed to continuing our engagement — building on existing relationships and connecting with new partners — to advance critical projects and opportunities statewide.

There is no question that 2025 was a challenging year. We experienced significant changes at the federal, state and local levels. Through it all, we met those challenges with resilience, determination and collaboration. I am confident that we will continue to build on that progress as we move into 2026.

I also want to note some recent changes in job titles you may have noticed. Specifically, Regina Glenn's new title is Small Business Development Manager. While her title has changed, her role as a resource and partner for small businesses working with our megaprograms remains the same. Thank you for all that you do. Your work is vital to our success, and it would not be possible without your continued partnership.

SR 520 Bridge Replacement and HOV Program



Aerial view of the completed Montlake lid and bike and pedestrian bridge, with work underway in Portage Bay.

2025 marked another milestone year for the SR 520 Program, with two major corridor projects reaching completion and the first full year of construction underway on the Portage Bay Bridge and Roanoke Lid Project.

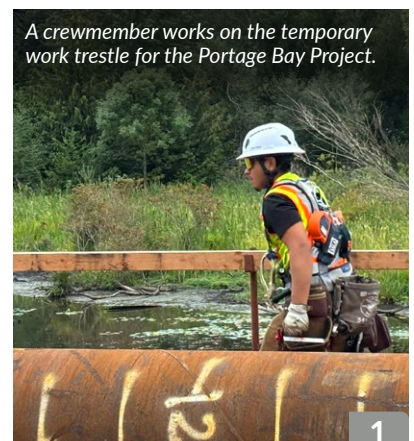
The Montlake Project, led by prime contractor Graham, reached substantial completion in May 2025, delivering a new seismically stronger eastbound bridge, direct HOV and transit access ramps, a three-acre landscaped lid and a 73-foot-wide bicycle and pedestrian bridge reconnecting the Washington Park Arboretum, Montlake and the University District. By the end of 2025, the Montlake Project

partnered with 72 MSVWBE firms and made over \$100 million in payments supporting project delivery.

The SR 520/I-5 Express Lanes Connection Project finished construction in late 2024. In May 2025, the reversible express lanes entrance at Mercer Street opened for transit and HOV travelers, improving regional mobility and transit reliability.

Construction continued on the Portage Bay Bridge and Roanoke Lid Project, the final major project in the SR 520 corridor. Led by prime contractor Skanska, crews completed the first season of in-water impact piledriving in spring 2025, installing more than 300 temporary piles and advancing construction of temporary work trestles and haul road connections. In August 2025, the project team hosted an in-person open house and shared project updates online. By the end of 2025, the Portage Bay Project partnered with 41 MSVWBE firms and made over \$36 million in payments to date.

Interested in bid opportunities on the Portage Bay Project? Visit Skanska's Plan Room online at bit.ly/PortageBayPlanRoom for more information.



A crewmember works on the temporary work trestle for the Portage Bay Project.

I-405/SR 167 Corridor Program

In 2025, the I-405/SR 167 Program paid \$415,783,445 to small businesses and firms owned by minorities, women or veterans. The program employed 507 firms that are certified as a small business or a minority, woman or veteran owned business. 2025 was the biggest year of construction in the program's history, with 40 of 50 miles undergoing work across four major projects. With a record investment of more than \$4 billion towards the creation of a 50-mile express toll lane system, the program remains focused on bringing the partner-driven vision for a multimodal transportation system to life.

Over the past year, Northup Constructors accomplished key activities on the SR 167 Corridor Improvements Project. Mostly a preservation contract, the project replaced the legacy toll system that was at the end of its useful life. The project completed toll infrastructure upgrades and opened them to the public on Oct. 20, providing a more streamlined and predictable experience for drivers across the region, consistent with the I-405 express toll lanes. They also opened a new lane between SR 516 and South 277th Street in Kent. This project will wrap up over the coming months.

WSDOT and contractors with the design-builder Flatiron Lane Joint Venture continue to move the Renton to Bellevue Widening and Express Toll Lanes Project forward. Work is progressing with nearly 10 miles of visible construction, including significant progress made around the Northeast 44th Street interchange. Crews completed regrading of the Northeast 44th Street east intersection and installed a new roundabout. Heavy construction work will continue over the next year with an emphasis on ITS, electrical, grading and paving.

In the north end, crews with Graham continue to reach substantial construction milestones on the predominantly Sound Transit-funded Northeast 85th Street Interchange and Inline Bus Rapid Transit Station. Over the last year, the contractor placed girders to support the new mainline northbound and southbound bridge decks and opened them to traffic. Significant excavation removal is underway. When complete in 2026, the interchange will be three levels, creating a middle level for multimodal use and a lower third level for local city cross traffic.



Subsurface Construction, a small and minority business enterprise, is shown performing pile driving on the Brickyard to SR 527 Improvement Project.



Klean Lots, a small and minority business enterprise, is shown performing street sweeping on the Brickyard to SR 527 Improvement Project.

In Bothell, Skanska continues to make construction progress on the Brickyard to SR 527 Improvement Project, including starting construction of the new Brickyard inline bus rapid transit station and building a new bridge deck for the northbound I-405 off-ramp to SR 522. The I-405/SR 522 Interchange now has two new intersections with traffic signals. These changes help open up the center of the interchange to build an additional express toll lane in each direction and direct access ramps to the express toll lanes which will provide speed and reliability for Stride Bus Rapid Transit and HOV users, provide a choice for drivers when they need it, and benefit operations across all lanes. Over the next year the project will have a variety of work elements underway, including excavation and trucking, structure demolition, rebar and concrete placement, fish passage culverts and drainage installation, asphalt paving and striping.

Puget Sound Gateway Program

Both SR 509 and SR 167 Completion Projects continue to reach project-defining construction milestones, with more than \$84.1 million in payments to 93 DBE/MSVWBE firms supporting project delivery in 2025.

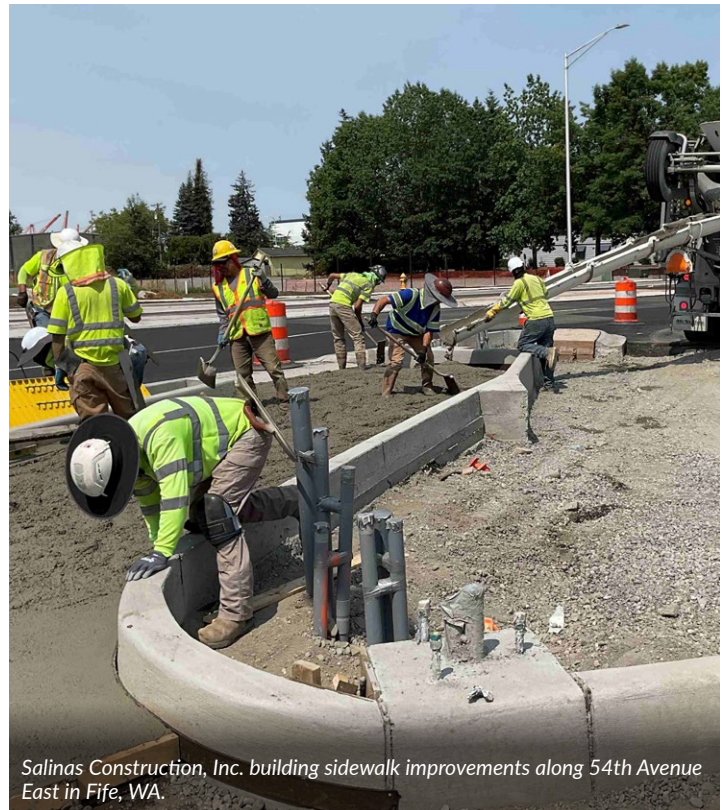
The SR 167 Stage 1b project completed six of the project's 20 bridges and continued construction on six additional bridges, including setting girders for one of the SR 509 overpasses. Wapato Way East construction included girder setting for two bridges and the deck pour for the I-5 diverging diamond interchange ramps over Wapato Way East in Fife. Stream restoration included excavation, channel grading, placement of large woody materials, ongoing defishing efforts and construction of new channels including 2,550 feet of new Hylebos Creek, 2,200 feet of Surprise Lake Tributary, and 8,400 feet of side channels.

The SR 167 Stage 2a project began construction in spring 2025 near the Puyallup Recreation Center at North Meridian. The Puyallup Bridge was demolished in July 2025, except for one section, which will be used as art along the spuyaləpabš Trail. In November, crews began construction of the SR 167 overpass that will span over Milwaukee Avenue East and complete both bridge footings and one pier wall in 2025.

The SR 167 Stage 2b project will build the remaining 2.6 miles of SR 167 from I-5 to the Puyallup Recreational Center. General contractors Kraemer North America and Kent-based Scarsella Bros. were selected on May 22, 2025, and contracted to complete this last stage of the SR 167 completion project. KSJV has spent the last five months of 2025 validating WSDOT's conceptual design and preparing a cost breakdown structure to facilitate contract negotiations.

The SR 509 Stage 1b project reached substantial completion fall 2025, which included completing Veterans Drive Tunnel and opening the first mile of the new SR 509 expressway to traffic and tolling. The SR 509 Stage 2 project began major construction in spring 2025, completing South 160th Street roundabouts and noise walls. Major work items included earthwork, utility relocation and bridge construction. Crews excavated over 425,000 cubic yards and embanked more than 390,000 cubic yards of soil for the new SR 509 expressway. The team also completed their restoration of the Barnes Creek wetland mitigation site and installed 32,500 new plants. In fall 2025, crews removed and replaced 60 concrete panels on southbound I-5 and completed one noise wall on northbound I-5.

The Gateway Program encourages DBE/MSVWBE firms to contact Project DBE/FSBE Program Administrators to learn about ongoing and upcoming opportunities.



Salinas Construction, Inc. building sidewalk improvements along 54th Avenue East in Fife, WA.



Highmark Concrete Contractors LLC framing and fireproofing Veteran's Drive Tunnel.

Megaprograms

WSDOT contracting opportunities in 2026 and beyond

I-405/SR 167 Corridor Program: The I-405/SR 167 Program encourages MSVWBE firms to contact project inclusion managers to learn about ongoing and upcoming opportunities. Firms interested in opportunities on the Renton to Bellevue Widening and Express Toll Lanes Project and the Brickyard to SR 527 Improvement Project should contact Danica Mason, Inclusion Manager, at danica@redteam-go.com or 206-947-1992. Firms with questions about other projects or opportunities on the program should contact Angela Battle, I-405/SR 167 Special Services Program Manager, at Angela.Battle@consultant.wsdot.wa.gov or 206-550-3454.

SR 520 Bridge Replacement and HOV Program: As construction continues on the Portage Bay Bridge and Roanoke Lid Project, additional subcontracting opportunities will be available in 2026. Planned work includes (but is not limited to) concrete paving, concrete flatwork, permanent striping, and permanent signage in early 2026, followed by fire suppression and facility-related scopes later in the year. These opportunities support continued progress on the \$1.375 billion design-build project, which is constructing two new seismically resilient bridges and building a landscaped lid over SR 520 to create nearly three acres of new open space while completing the SR 520 corridor improvements.

Puget Sound Gateway Program

SR 509, 24th Avenue South to South 188th Street–New Expressway Project (Stage 2) WSDOT executed the construction contract with Atkinson in December 2023 with Notice to Proceed in February 2024. The Project scope includes constructing the remaining two miles of the new four-lane SR 509 Expressway, a new southbound I-5 auxiliary lane, five new bridges, two new noise walls, retaining walls and reconfiguring two SR 509 interchanges. Atkinson is interested in adding more DBE firms to their team on this \$479 million contract with 15 percent DBE design participation and 22 percent DBE construction participation goals. DBE firms are encouraged to contact DBE Manager, Marivic “Viki” Bamba-Chennault at 415-214-4565 or marivic.chennault@atkn.com.

SR 167, SR 161 to SR 410–Rebuild Interchange Project (Stage 2a) The SR 167 2a contract was awarded to Atkinson on August 29, 2024, with a Notice to Proceed in October 2024 and Notice to Proceed for Construction anticipated in March 2025. The Design-Builder, Guy F. Atkinson Construction, is engaging DBE firms in support of this \$178 million contract and the 14 percent design and 20 percent construction DBE participation goals. DBE firms are encouraged to contact DBE Manager, Marivic “Viki” Bamba-Chennault at 415-214-4565 or marivic.chennault@atkn.com.

SR 167, I-5 to SR 161–New Expressway Project (Stage 2b) General contractors Kraemer North America and Kent-based Scarsella Bros., Inc. joint venture was selected on May 22, 2025, for the first major WSDOT highway construction project to utilize progressive design-build (PDB). The second phase of the contract, which is projected to begin in May 2026, includes completing the final design and construction. Design work will continue for approximately a year with construction slated to begin in summer 2026. Construction should be substantially complete by the end of 2029. The project will build the remaining 2.6 miles of SR 167 from the Puyallup Recreational Center to I-5. This project includes a half-interchange at Valley Avenue, completing the diverging diamond interchange at I-5, seven new bridges, 113 acres of wetland mitigation and restoration, and completing WSDOT’s portion of the spuyaləpabš Trail. The estimated contract range is \$375-475 million, with an estimated 14 percent design and 19 percent construction FSBE goals, and subcontractor procurement starting in January 2026. FSBE firms are encouraged to contact FSBE Manager, Nancy Guerrero at 303-548-4891 or BidsPW@kraemerna.com.

Cascadia High-Speed Rail and I-5 Program: While the Cascadia Program is still in the early planning stage, we have engaged with small businesses through the Regional Contracting Forum, the NW Contracting Open House, and one-on-one outreach to inform eligible firms about the program and the anticipated timeline for future opportunities. The leadership and technical contributions of small business enterprises continues to move Washington’s megaprograms forward – proving that inclusive partnerships create stronger, more resilient public projects. Firms with questions about opportunities on the Cascadia Program should contact Mark Pohlmann, Deputy Program Administrator for Delivery, at CascadiaProgram@wsdot.wa.gov.

Cascadia High-Speed Rail and I-5 Program



In 2025, the Cascadia High-Speed Rail and I-5 Program advanced critical work powered by strong contributions from small business enterprises. Both high-speed rail and I-5 projects completed milestones in their planning processes with the support from small business enterprises serving as key drivers of success. Their efforts enabled several 2025 milestones to be met:

- Completion of the program's foundational Communications and Engagement Plan, with additional support on the high-speed rail Agency and Public Coordination Plans which received Federal Railroad Administration (FRA) approval – clearing the way for engagement in 2026.
- Secured FRA approval of the high-speed rail Tribal Government and First Nations Coordination Plan, advancing the project into the next phase of Indigenous engagement.
- On the I-5 Master Plan Project, small businesses facilitated the first WSDOT Advisory Group, helped produce core deliverables, including the climate analysis and project problem statement, and delivered high-quality editing for more than 600 pages of technical environmental and transportation reports.

Megaprograms

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 PGM&E*
 507 Construction

536

SR 520 Program

28 PGM&E*
 188 Construction

212 (Four firms worked in both design and construction)

Puget Sound Gateway Program

29 PGM&E*
 108 Construction

133 (Four firms worked in both design and construction)

*PGM&E = Program management and engineering

For More Information

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