WSDOT

Small Business Contracting

Quarterly Progress Report: April–June 2026

Table of contents

Megaprogram introduction 1
I-405/SR 167 Program 2-3
SR 520 Program 4-5
Cascadia High Speed Rail 6
Gateway Program 7-8, 12
Interstate Bridge Replacement 9
Megaprogram info & projects . . . 10-12

A message from John White

Hello readers,

I'm excited to introduce our Quarter 2 Small Business Contracting Quarterly Report with some celebratory news: The Interstate Bridge Replacement (IBR) Program released its first request for qualifications (RFQ) in early August. This marks a major milestone for the IBR Program and for small business contracting opportunities on this bi-state megaproject. See the *IBR section* of this report on page 9 for more information about how to get involved.



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

You'll notice a few changes to the data reporting sections in this issue to reflect new federal reporting requirements. The Disadvantaged Business Enterprise reporting section has been removed to comply with the Interim Final Rule published by the US Department of Transportation on October 3, 2025. In addition, while our programs continue to track data on minority- and women-owned businesses, the tables no longer include enforceable goals. Although the data may look a little different, our commitment to providing transparent and accessible information remains steadfast.

Our quarterly reports are an important way to communicate with you, our community partners, and it's important to us that they are helpful, informative and easy to use. To help us improve future reports, we're asking you to complete this short survey (link here: *survey.alchemer.com/s3/8996565/Seeking-Your-Feedback-on-Our-Quarterly-Report* or scan QR code at left) and share how you use the report and what you'd like to see changed or improved. We value your feedback and hope you'll take five minutes to share your thoughts.

In the meantime, we'll continue to highlight the valued small businesses working with our programs. WSDOT's partnerships are vital to advancing our values and mission, and we deeply appreciate the critical work small businesses do across our agency and state.

— John White

This newsletter is our tool for communicating upcoming contracting opportunities. We share this newsletter through our external partners and community networks, but please share it widely with your networks to help us reach the wider community.

Small Business Contracting

Quarterly Progress Report: April–June 2026

I-405/SR 167 Program

Construction progress and upcoming contracting opportunities

I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station Project

Graham began construction on this project in fall 2023. In May 2026, the design-build contractor completed a traffic shift to the new roundabout on the recently excavated lower level of the interchange, which will become the permanent alignment for Northeast 85th Street. The 114th Avenue Northeast intersection was also reconfigured into a temporary roundabout configuration with the final roundabout installation to be complete in fall 2026. Pedestrians now cross Northeast 85th Street on level two of the interchange, which is still under construction to support direct access to the Express Toll Lanes (ETLs) and a new BRT station.

Stay informed:

- Project website: *bit.ly/85th-Interchange-BRT*

To learn more, contact:

- Gin Hooks, Outreach Coordinator, *gin@zanninc.com*, 206-371-7783
- Suzanne Arkle, Inclusion Manager, *suzanne@zanninc.com*

I-405, Brickyard to SR 527 Improvement Project

Skanska began construction on this project in spring 2024. Crews have made noticeable progress reshaping the interchange at SR 522 and I-405, including demolishing the existing northbound ramps at the I-405/SR 522 interchange to make room for freeway expansion and new direct access ramps to the ETLs and an inline BRT station.

Stay informed:

- Project information: *bit.ly/Brickyard-SR-527*
- Bid opportunity information: *bit.ly/Skanskaplanroom*

To learn more, contact:

- Danica Mason, Inclusion Manager, *danica@redteam-go.com*, 206-947-1992

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

Flatiron Lane Joint Venture began construction on the project in fall 2020. Recent work includes the start of toll system turnover to the toll vendor and continued median construction. Moving forward, work will focus on installing drainage, ITS and electrical components, sign and gantry structures, and a whole host of infrastructure that supports the express toll lanes and direct accesses.

To learn more, contact:

- Danica Mason, FLJV Inclusion Manager, *danica@redteam-go.com*, 206-947-1992

SR 518, Tukwila International Boulevard Station (TIBS) Bus Rapid Transit (BRT) Project

This project adds inline BRT stations to the center of SR 518 with a pedestrian bridge spanning the highway, connecting with the existing light rail station and the south side of SR 518. Potential work will include erosion control, traffic control, drainage, signage, and more. This project will include federal small business enterprise (FSBE) goals. WSDOT plans to issue the design-build Request for Qualifications (RFQ) on September 28 and will hold informational meetings for submitters and interested businesses.

Stay informed:

- Project information: *wsdot.wa.gov/business-wsdot/contracting-opportunities/sr-518-tukwila-international-boulevard-station-tibs-bus-rapid-transit-project*

To learn more, contact:

- Dawn McIntosh, Engineering Manager, *Dawn.Mcintosh@wsdot.wa.gov*

For More Program Information

Angela Battle, I-405/SR 167 Program Inclusion Manager, 206-550-3454, *Angela.Battle@consultant.wsdot.wa.gov*

I-405/SR 167 Program web link

wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program

Small Business Contracting
Quarterly Progress Report: April–June 2026

WSDOT

I-405/SR 167 Program

Diversity / Apprenticeship / Training

Thru 6/30/26

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)

	Public Works Small and Veteran Business Enterprise (PWSVBE)			Percentage Goal	Percentage Achieved	Companies #	Companies Stacked ($)	Companies Paid ($)	Data Date	Duration
PWSVBE	I-405/SR 167 Corridor GEC Y-11873	TYPE	M		5.51%	10	$10,983,357	$0	6/30/26	August 20, 2016 - June 30, 2026
			S	5%	15.18%	20	$30,263,165	$26,095,744		
			V	5%	2.51%	2	$4,993,039	$4,993,039		
			W		6.02%	7	$11,989,054	$0		
		Agrmt			29.22%	39	$58,228,615	$31,088,783		
	PWSVBE Program Subtotal [1]			*15.60%*	*29.22%*	*20*	$58,228,615	*$31,088,783*		
	PGM & E TOTAL [1]					20		$31,088,783		

CONSTRUCTION

	SVBE			Percentage Goal	Percentage Achieved	Companies #	Companies Stacked ($)	Companies Paid ($)	Data Date	15% Apprentice Requirement		Training Hours [2]
SVBE	C8665: SR 167/8th ST E to S 277th ST - SB HOT Exten.			14%	9.02%	26	$4,933,268	$4,527,035	6/30/18	15.1%	12/31/17	NOT REQUIRED
	C8886: I-405/SR 527 to I-5 PUSL (Northbound Only)			15%	10.20%	14	$743,716	$743,716	5/17/18	16.7%	5/31/18	NOT REQUIRED
	C8811: I-405/SR 167 Interchange Direct Connector			26%	9.03%	58	$10,462,787	$11,583,532	11/4/19	16.8%	9/30/19	NOT REQUIRED
	C9242: I-405/Renton to Bellevue - Widening & ETL Awarded Flatiron-Lane JV 10/1/2019 Award amt $704,975,000 NTP 10/30/2019	TYPE	M		12.72%	51	$89,689,243		6/30/26	12.01%	6/30/26	NOT REQUIRED
			S	5%	27.17%	137	$191,549,792	$186,428,506				
			V	5%	4.60%	22	$32,415,725	$32,415,725				
			W		7.49%	29	$52,785,283					
		Project			51.98%	239	$366,440,043	$218,844,231				
	C9573: I-405/NE 132nd Street Interchange Awarded Graham 7/29/2021 Award amt $50,444,111 NTP issued: 9/7/2021	TYPE	M		10.47%	10	$5,283,590.41		6/30/26	14.99%	6/30/26	NOT REQUIRED
			S	5%	32.82%	37	$16,555,948	$13,059,165				
			V	5%	7.38%	5	$3,723,538	$3,723,538				
			W		5.99%	13	$3,019,090					
		Project			56.66%	65	$28,582,166	$16,782,703				
	C9732: I-405/NE 85th Street Interchange Awarded Graham 12/16/2022 Award amt $234,432,000 NTP issued: 2/3/2023	TYPE	M		3.74%	11	$8,757,300		6/30/26	11.62%	6/30/26	NOT REQUIRED
			S	5%	18.90%	25	$44,298,970	$40,415,904				
			V	2%	3.95%	6	$9,253,174	$9,297,527				
			W		1.00%	7	$2,346,297					
		Project			27.58%	49	$64,655,741	$49,713,431				
	C9727: I-405/Brickyard to SR 527 Awarded Skanska 7/27/2023 Award amt $834,000,000 NTP issued: 9/18/2023	TYPE	M		1.26%	24	$10,469,691		6/30/26	15.25%	6/30/26	NOT REQUIRED
			S	5%	3.02%	46	$25,217,243	$26,312,815				
			V	3%	1.79%	10	$14,892,649	$14,892,649				
			W		1.24%	19	$10,379,167					
		Project			7.31%	99	$60,958,750	$41,205,464				
	C9866: SR 167 Corridor Improvements Awarded Northup Constructors 7/14/2023 Award amt $83,999,691 NTP issued: 9/6/2023	TYPE	M		5.41%	16	$4,543,106		6/30/26	15.27%	6/30/26	NOT REQUIRED
			S	5%	10.14%	33	$8,517,105	$8,544,632				
			V	3%	33.42%	4	$28,075,251	$28,066,802				
			W		2.17%	12	$1,821,123					
		Project			51.14%	65	$42,956,584	$36,611,434				
	PWSVBE Program Subtotal [1]			*18.22%*	*27.80%*	*517*	$579,733,056	*$380,011,545*				
	CONSTRUCTION TOTAL [1]					517		$380,011,545				

I-405/SR 167 MEGAPROGRAM TOTAL [1]	537	$411,100,328

[1] Individual companies certify on multiple TYPEs (S, V) and to eliminate duplication, the 'PWSVBE Program Subtotal' only calculates the overall %, total '# of Companies', and total 'Paid ($) to Companies' to date based on each individaul company and total paid on the I-405/SR 167 Program (exception - highlighted cell is stacked %).

[2] Once Training Goals are achieved, they are no longer tracked or reported.

Small Business Contracting

Quarterly Progress Report: April–June 2026

SR 520 Bridge Replacement and HOV Program

Twenty-six years in, JMR Trucking still runs on family and grit

Darnell Richardson didn't wait for a contract before he bought his first truck. He bought the truck first, for $200,000, with no job lined up and four kids at home, the youngest just eight months old.

"I did it without even having anything. I just took a leap of faith," Darnell said.

That leap paid off. Darnell's first contract came from Scarsella Brothers, hauling debris, material and gravel off an active construction site. It took about four years to build steady work, but 26 years later, JMR Trucking is still on the road, and still a family business. Darnell's kids now drive for the company too, some of them for a decade or more.

"I still do it myself because I like it," Darnell said. "I like being out here, working."

Today, JMR Trucking hauls for the SR 520 Portage Bay Bridge and Roanoke Lid Project, working under Skanska's prime contractor, TransCon. The relationship has held steady even through disruption. Work slowed earlier this year when World Cup activity closed off parts of the region, but Darnell said TransCon has remained a good partner throughout.

For Darnell, the biggest challenge in public works trucking isn't the labor, it's getting in the door in the first place. Contracts can be inconsistent, and work often depends on which prime contractor picks up a project. Once a contractor knows and trusts a company, though, more opportunities tend to follow.

"Getting your foot in the door at the front, that's the hardest thing," he said. "But once you're in, certain contractors really help you."



Darnell Richardson, Jr.

Darnell credits his program contact, Bobby Forsch, with helping keep JMR Trucking connected to new opportunities, from project alerts to meet-and-greets with prime contractors ahead of bidding. He also pointed to WSDOT's open houses, which give small businesses a heads-up on upcoming contracting opportunities and a chance to meet the people awarding them, as a reliable way to find steady work with the agency.

More recently, Darnell has joined the Washington Trucking Consortium, an effort funded through WSDOT's Office of Civil Rights and Equity that allows certified DBE trucking firms to pool their capacity and pursue larger agency projects as a group. As a new venture, Scarsella Brothers gave Consortium their first contract. Darnell credits the consortium with opening up ongoing work for JMR Trucking and says he appreciates WSDOT's investment in building out the program.

After 26 years, Darnell's advice hasn't changed much from the philosophy that got him started: show up, do the work, and don't quit.

Interested in bid opportunities on the Portage Bay Project? Scan QR code or visit Skanska's Plan Room online at *bit.ly/PortageBayPlanRoom* for more information.

For More Program Information

Omar Jepperson, P.E., DBIA
SR 520 Program Administrator
206-200-9484, *Omar.Jepperson@wsdot.wa.gov*

SR 520 Program web link

wsdot.wa.gov/construction-planning/major-projects/sr-520-bridge-replacement-and-hov-program

SR 520 Bridge Replacement and HOV Program

Diversity / Apprenticeship / Training

Shaded projects are physically complete.

Individual companies certify on multiple TYPEs (M, S, V, W) and are calculated based on contract participation / 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)

PWSVBE	Public Works Small and Veteran Business Enterprise (PWSVBE)			Percentage Goal	Percentage Achieved	Companies #	Companies Stacked ($)	Companies Paid ($)	Data Date	
	SR 520 Program Agreement	TYPE	M		12.90%	10	$26,321,612	$26,321,612	6/30/2026	March 2016 - Present
			S	5%	29.53%	25	$60,252,877	$18,673,016		
			V	5%	0.01%	2	$22,286	$3,147		
			W		16.69%	10	$34,042,429	$15,255,102		
		Agmt			59.13%	47	$120,639,205	$60,252,877		
	PWSVBE Program Subtotal [1]			***29.53%***	***59.13%***	***25***		***$60,252,877***		

PGM & E TOTAL	25	$60,252,877	

CONSTRUCTION

PWSVBE	PWSVBE			Percentage Goal	Percentage Achieved	Companies #	Companies Stacked ($)	Companies Paid ($)	Data Date	Apprentice	
	Completed Projects [2]			Varies	23.55% 37.01%	89		$125,939,737	9/25/2025	11.8% (15% Goal)	3/6/2026
	C9775: PBB & Roanoke Lid Project (currently in construction)	TYPE	M		0.70%	26	$9,631,579	$0	7/10/2026	12.2% (15% Goal)	7/6/2026
			S	5%	2.76%	42	$37,924,946	$37,931,129			
			V	3%	0.55%	8	$7,585,984	$7,585,984			
			W		2.11%	19	$29,054,751	$0			
		Project			6.12%	95	$84,197,259	$45,517,113			
	PWSVBE Program Subtotal [1]			***8.98%***	***14.77%***	***139***		***$171,456,849***			

CONSTRUCTION TOTAL	139	$171,456,849	

SR 520 PROGRAM TOTAL	161	$231,709,726	

[1] 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 individaul company and total paid on the SR 520 Program (exception - highlighted cell is stacked %).

[2] Completed state funded construction projects to date: Grass Creek, Evans Creek, Union Bay Natural Area, Truck Aprons, Eastside Culvert Repair Project, I-5 Express Lanes Connection, Montlake to Lake WA - I/C & Bridge. Total percentage MSVWBE achieved ranged from 0.00% - 96.99%, totaling 23.55% overall. Total percentage Apprentice achieved ranged from 11.8% - 24.1%, totaling

Small Business Contracting

Quarterly Progress Report: April–June 2026

Cascadia High-Speed Rail and I-5 Program

This report features small businesses currently supporting the Cascadia High-Speed Rail and I-5 Program. The Cascadia Program is in the early planning stage, with an integrated WSDOT and consultant team that includes 16 small firms. Future opportunities may become available for planning-focused services, subject to funding availability. Contact our team to learn more and get notified about future opportunities.

Pacific Communications Consultants brings three decades of advocacy to Cascadia's growing small business team

Regina, Cascadia's Small Business Development Manager, brings her passion and experience to the role. She has spent more than 30 years helping small businesses find their footing in large public agencies, and she has the résumé to prove it: department head for the City of Seattle's Department of Licenses and Consumer Affairs, deputy for the state's Department of Retirement Systems, director of Public affairs for Contel telephone-company, Mountain west division, vice president at the Seattle Metropolitan Chamber of Commerce, editor of Diversity News Newspaper, and, for the last three decades, President and Founder of Pacific Communications Consultants, Inc.

That blend of entrepreneurship, public, private and nonprofit experience, paired with an MBA in organizational development, shaped a business model built around access to economic opportunities for small businesses. Her work with WSDOT began with SR 520 Bridge Replacement and HOV Program, where she helped build the program's first inclusion effort for design work, groundbreaking for the agency at the time. For more than a decade, her role has extended beyond any single program and now supports all five WSDOT megaprograms and three divisions.

Regina brings decades of advocacy to Cascadia High-Speed Rail and I-5 Program, where HDR has assembled a team of 16 small businesses for the long-range effort. Working alongside HDR's leadership, Regina meets one-on-one with each small business to assist with certification, clarify insurance and prompt payment requirements. She also encourages them to speak candidly about their experience so she can then share feedback with program leadership for continuous improvement.

Regina applauds events like Cascadia Days, where WSDOT leadership subcontractors, prime staff and consultants gathered to connect and share information about the program and other opportunities to work together that might not otherwise reach the team.

The combination of institutional memory and hands-on advocacy has made Regina and Pacific Communications Consultants a trusted resource for this program and a familiar, steady presence across WSDOT's megaprograms more broadly.

Regina feels it's exciting "being part of something that has such long-term benefits to the community while helping during the early stages of development."

Contact:

Regina Glenn, President
Office: 425-295-4626| Cell: 425-503-7212
rglenn@pccus.com | *pccus.com*



Regina Glenn, Small Business Development Manager, Cascadia Program, and Heena Vahora, The Vida Agency

For More Program Information

Ben Tripousis
Program Administrator
Ben.Tripousis@wsdot.wa.gov

Cascadia Program web link

wsdot.wa.gov/construction-planning/major-projects/cascadia-high-speed-rail-and-i-5-program

Puget Sound Gateway Program

The Puget Sound Gateway Program is composed of two projects: the SR 167 Completion Project in Pierce County, and the SR 509 Completion Project in King County. Together these projects complete two major unfinished highways in the Puget Sound region to create new connections to Interstate 5, the ports of Tacoma and Seattle and Seattle-Tacoma International Airport. These completion projects have been unbundled into two (2) active projects on SR 509 and three (3) active projects on SR 167.

Furtado & Associates brings local expertise to WSDOT's SR 167 Completion Project

The SR 167 Stage 2b, I-5 to SR 161 New Expressway Project, will build the remaining 2.6 miles of SR 167 from the Puyallup Recreational Center to I-5. This project builds a half-interchange at Valley Avenue, completes the diverging diamond interchange at I-5, builds seven new bridges, restores 113 acres of wetland and completes WSDOT's portion of the spuyaləpabš Trail. This is the first major WSDOT expressway construction project to use progressive design-build. General contractors Kraemer North America and Kent-based Scarsella Bros., Inc. joined together to submit as the Kraemer-Scarsella Joint Venture. KSJV was selected as the highest-scoring proposer on May 22, 2025, and has been contracted to complete design and construction of the last stage of the SR 167 Completion project.



Joshua Cheatham, Furtado & Associates

Under KSJV's engineering team Horrocks, LLC; civil engineering firm Furtado & Associates is delivering essential topographic mapping services and materials engineering for the SR 167 Stage 2b project. Founded in 1983, Furtado & Associates has a rich history of excellence, with Joshua Cheatham taking the helm as owner in March 2022. Based in Seattle, Washington, the firm pours passion and precision into every project, specializing in large land surveying, right-of-way engineering, parcel mapping, base mapping and construction management. They are renowned for their exceptional skills in parcel mapping and boundary calculations, earning the trust and admiration of their clients and colleagues alike.

Before transitioning to the private sector, Cheatham spent nine years working at WSDOT. He began his career during college as a temporary materials technician. Once he completed his civil engineering degree, he began steadily advancing to the role of Project Engineer where his office completed the first toll lanes on SR 167 in 2008.

Cheatham's firsthand experience as a project owner gives him a deeply valuable perspective on collaborating with state and local agencies, as well as the high standards and expectations set by project owners. Under his guidance, Furtado & Associates has grown to approximately 65 employees, working on impactful WSDOT projects such as SR 167 Stage 2b, fish passages, the Cascadia High-Speed Rail and I-5 Program and more.

Working with WSDOT has been a rewarding experience for the firm, offering challenging projects that foster growth

Continues on page 12

For More Program Information

Ricky Bhalla
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Ricky.Bhalla@wsdot.wa.gov

Puget Sound Gateway Program web link

wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program

Puget Sound Gateway Program

Diversity / Apprenticeship / Training

Shaded projects are physically complete.

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

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PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)

PWSVBE

Public Works Small and Veteran Business Enterprises (PWSVBE)			Percentage Goal	Percentage Current	Companies #	Companies Stacked ($)	Companies Paid ($)	Date Updated	Duration
Puget Sound Gateway - Program Management Agreement Y-11917	TYPE	M		15.15%	4	$ 4,317,854.23	$ 4,317,854.23	5/29/2026	July 2016 - Present
		S	14%	34.29%	9	$ 9,770,699.59	$ 1,268,804.33		
		V	0%	0.00%	0	$ -	$ -		
		W		18.88%	3	$ 5,379,466.85	$ 4,184,041.03		
	Agrmt			68.32%	16	$ 19,468,020.67	$ 9,770,699.59		
SR 167 General Engineering Consultant Agreement Y-11918	TYPE	M		3.35%	3	$ 2,675,858.16	$ 2,675,858.16	5/29/2026	July 2016 - Present
		S	15%	17.12%	16	$ 13,657,461.07	$ 3,238,239.80		
		V	1%	0.52%	1	$ 415,944.31	$ 415,944.31		
		W		9.71%	8	$ 7,743,363.11	$ 7,327,418.80		
	Agrmt			30.70%	28	$24,492,626.65	$ 13,657,461.07		
SR 509 General Engineering Consultant Agreement Y-12197	TYPE	M		7.62%	4	$ 3,458,186.40	$ 3,203,068.39	5/22/2026	October 27, 2018 - Present
		S	5%	43.42%	10	$ 19,697,185.29	$ 10,341,100.73		
		V	5%	3.41%	1	$ 1,546,410.04	$ 1,546,410.04		
		W		12.36%	5	$ 5,605,659.56	$ 4,606,606.13		
	Agrmt			66.81%	20	$30,307,441.29	$ 19,697,185.29		
MSVWBE Program Subtotal [2]			***28.07%***	***48.34%***	***26***		***$43,125,346***		*July 2016 - Present*

PGM & E TOTAL *(Individual Companies [1])*	29	$43,125,346	

CONSTRUCTION

PWSVBE

MSVWBE			Percentage Goal	Percentage Current	Companies #	Companies Stacked ($)	Companies Paid ($)	Date Updated	Apprentice		Apprentice Hours (Training Hours) [3]
SR 167/70th Avenue E. Vicinity Bridge Replacement Project	TYPE	M		9.20%	20	$ 3,956,828.68	$ 3,722,224.88	12/15/2022	18.57%	12/15/2022	15,035
		S	5%	11.54%	45	$ 4,963,862.06	$ 391,515.80				
		V	5%	0.84%	3	$ 360,126.49	$ 360,126.49				
		W		1.14%	11	$ 489,994.89	$ 489,994.89				
	Project			22.72%	79	$ 9,770,812.12	$ 4,963,862.06				
MSVWBE Program Subtotal [2]			***11.54%***	***22.72%***	***45***		***$ 4,963,862.06***		*December 2019 - December 2022*		

FSBE

FSBE			Percentage Goal	Percentage Current	Companies #	Companies Unstacked ($)	Companies Paid ($)	Date Updated	Apprentice		Apprentice Hours (Training Hours) [3]
SR 509, I-5 to 24th Ave S. - Design	TYPE	UDBE		14.94%	6	$ 3,645,217.83	$ 3,645,217.83	5/7/2026	13.72%	5/7/2026	107,201
		FSBE	8%	1.45%	1	$ 354,771.28	$ 354,771.28				
	Project			16.39%	7	$ 3,999,989.11	$ 3,999,989.11				
SR 509, I-5 to 24th Ave S. - Construction	TYPE	UDBE		19.92%	43	$ 48,380,378.80	$ 48,380,378.80				
		FSBE	13%	5.72%	23	$ 13,894,613.78	$ 13,894,613.78				
	Project			25.64%	66	$ 62,274,992.58	$ 62,274,992.58				
UDBE & FSBE Program Subtotal [2]				***24.79%***	***52***		***$ 66,274,981.69***		*April 2020 - Present*		

CONSTRUCTION TOTAL *(Individual Companies [1])*	108	$ 71,238,843.75	

GATEWAY PROGRAM TOTAL *(Individual Companies [1])*	133	$114,364,190	

[1] For DBE Program Subtotal, A&E TOTAL, CONSTRUCTION TOTAL, and PS Gateway PROGRAM TOTAL; the calculation for these are based on each individual company on the PS Gateway Program.

[2] Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSVWBE Program Subtotal' only calculates the overall %, total '# of Companies', and total 'Paid ($) to Companies' to date based on each individual

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

Interstate Bridge Replacement Program

Amended ROD Clears Path to Delivery Phase

The Interstate Bridge Replacement Program hit a major milestone on July 1, receiving an Amended Record of Decision (ROD) from federal partners and clearing the way to move into the delivery phase. With the Amended ROD in hand, the Program is advancing into procurement for the Columbia River Bridge Replacement (CRBR) project and construction of toll signage and infrastructure within available funding. The CRBR project includes a pair of single-level fixed-span replacement bridges with a shared-use path and space for future light rail, connections to I-5, Hayden Island, and SR 14, and removal of the existing structures.

Procurement Process and Key Dates

The Program released its Request for Qualifications (RFQ) for the CRBR project on Aug. 17, followed by a Voluntary Submitters meeting on August 25. A shortlist of qualified firms is expected this fall; those firms will submit proposals through an RFP later this year, with a design-builder selected and onboarded by spring 2027.

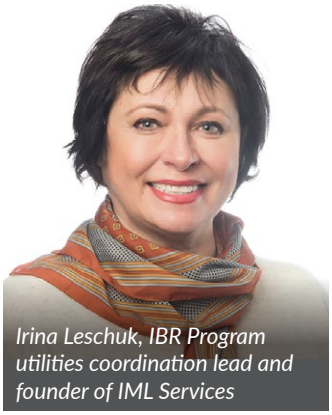
The contract for construction of toll signage and infrastructure is expected to be advertised in late 2026. Construction of the replacement bridge is set to begin in 2028, with tolling on the existing Interstate Bridge starting in the same timeframe. The Washington and Oregon Transportation Commissions will jointly set toll rates and policies six to nine months before tolling begins.

CRBR ad and award site for the RFQ: *wsdot.wa.gov/business-wsdot/contracting-opportunities/columbia-river-bridge-replacement*

Small business spotlight: IML Services

For more than 25 years, Vancouver-based utility relocation firm IML Services has built its reputation solving one of construction's most critical behind-the-scenes challenges: understanding, coordinating and relocating utilities so progress can move forward.

That expertise is now central to the Interstate Bridge Replacement (IBR) Program, where IML — a woman-owned small business — serves as a lead partner in utility relocation. IML supported the earlier Columbia River Crossing effort, and that institutional knowledge made the firm a natural fit to return when the IBR Program work began.



Irina Leschuk, IBR Program utilities coordination lead and founder of IML Services

IML's work starts well before construction. As planners define future bridge alignments and roadway shifts, IML evaluates how those changes affect existing water, sewer, power, telecom, gas and fiber networks — using historical knowledge, subsurface exploration, and close coordination to flag conflicts early and help utility providers align their schedules with the Program timeline.

Irina Leschuk, IBR's utilities coordination lead and IML's founder, said the company's success comes from treating utility providers as collaborators, not obstacles.

"You want to bring every utility provider in as a member of the team," she said. "We are facilitators between utility providers and the big multidisciplinary team."

Irina founded IML after immigrating to the United States in 1989, growing it into a trusted partner on some of the Pacific Northwest's largest transportation projects. For her, IBR is more than technical work — it's a chance to contribute to a once-in-a-generation investment in regional mobility.

"This bridge is more than 100 years old, and it needs improvement. Someday, I can tell my grandson, 'Your grandma was involved in that.'"

"IML has delivered a lot of projects, but megaprojects just make you mega-proud," Leschuk said.

Scan the QR code at left or visit *vendor.interstatebridge.org* to visit our IBR Program vendor portal.

For More Program Information

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Interstate Bridge Replacement web link

interstatebridge.org

Megaprograms

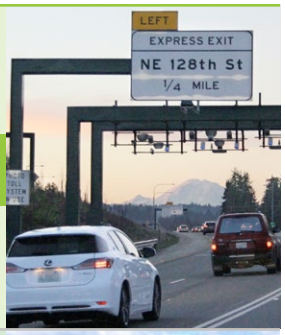
I-405/SR 167 Corridor Program

The I-405/SR 167 Corridor Program provides a long-range vision for coordinated multimodal transportation improvements for the 50+ mile corridor stretching from Lynnwood to Puyallup. This corridor provides a north-south alternative to I-5 and serves many of the fastest growing areas in the Puget Sound region that continue to fuel the region's employment growth and economic vitality. The Program stems from the I-405 Master Plan, adopted in 2002, and the SR 167 Master Plan, finalized in 2023.

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I-405/SR 167 Program web link

wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program



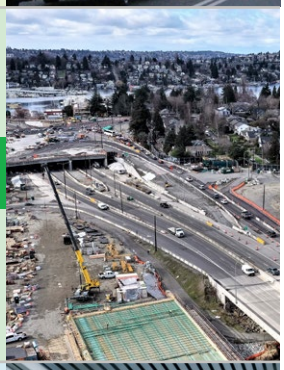
SR 520 Bridge Replacement and HOV Program

Over the past 13 years WSDOT has rebuilt the SR 520 corridor while keeping traffic moving along this critical cross-lake route. Crews are now building the final major project in the SR 520 Corridor: the Portage Bay Bridge and Roanoke Lid Project, to replace the aging bridge with a seismically resilient structure that improves transit and carpool travel, extends the SR 520 Trail, and adds a new three-acre landscaped lid between Seattle's Roanoke Park and North Capitol Hill neighborhoods. Construction started in November 2024 and is expected to finish in 2031. Total funding for the SR 520 Program is $5.69 billion.

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SR 520 Program web link

wsdot.wa.gov/construction-planning/major-projects/sr-520-bridge-replacement-and-hov-program



Cascadia High-Speed Rail and I-5 Program

The Cascadia High-Speed Rail and I-5 Program combines two major planning efforts to address future transportation needs of western Washington communities. The program includes planning for Cascadia High-Speed Rail, which would connect the metropolitan regions of Portland, Seattle, and Vancouver, British Columbia; and a Master Plan for I-5 in Washington state. The Program is in the early planning phase, with an integrated WSDOT and consultant team that includes 16 MSVWBE firms. Future opportunities may become available for planning-focused services, subject to funding availability. Contact our team to learn more and get notified of future opportunities.

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Cascadia Program web link

wsdot.wa.gov/construction-planning/major-projects/cascadia-high-speed-rail-and-i-5-program



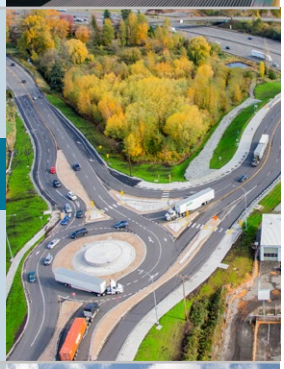
Puget Sound Gateway Program

The Puget Sound Gateway Program is building critical freight links between the ports of Seattle and Tacoma and key distribution, warehouse and industrial areas in King and Pierce counties. Composed of the SR 167 Completion Project in Pierce County and the SR 509 Completion Project in King County, the Gateway Program is building about 9 miles of new expressway to complete two crucial, unfinished links in Washington's highway and freight network. Together, the projects will help ensure that people and goods move more reliably through the Puget Sound region. Total funding is $2.83 billion.

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Puget Sound Gateway Program web link

wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program



Interstate Bridge Replacement Program

The Interstate Bridge Replacement Program is a joint effort between Oregon and Washington to replace the aging Interstate Bridge across the Columbia River and make other necessary improvements along the 5-mile Program corridor on Interstate 5 between Portland and Vancouver. With approximately $5.7 billion in available funding, the Program is advancing construction of the first funded phase of investments. Future phases of work to complete investments in the corridor will be sequenced to align with available funding.

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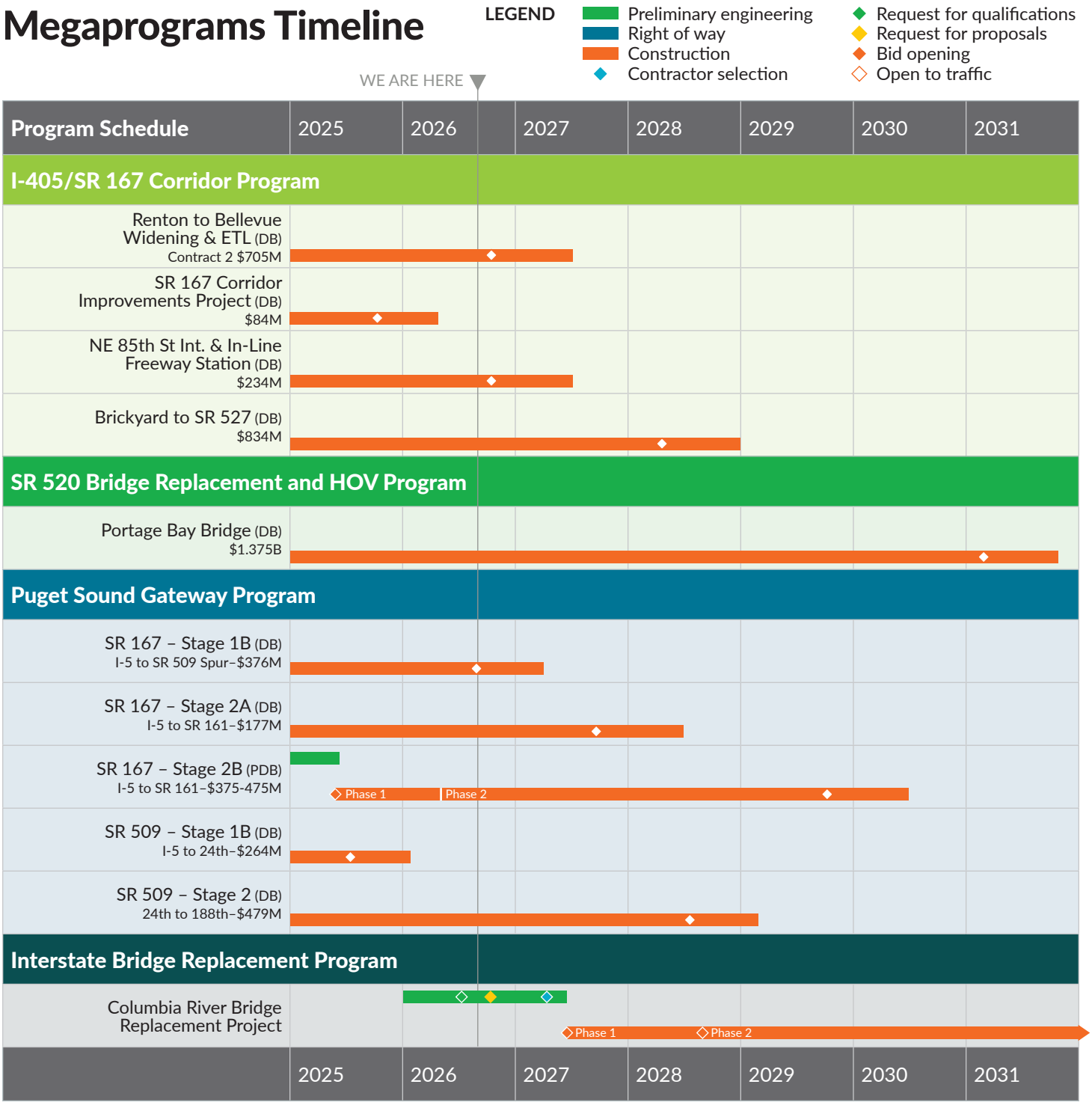
Interstate Bridge Replacement web link

interstatebridge.org



Megaprograms

Megaprograms Timeline



Updated September 2, 2026

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, 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 programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Megaprograms

...continued from page 7 *From the Puget Sound Gateway Program*

Furtado & Associates brings local expertise to WSDOT's SR 167 Completion Project

and make a meaningful difference in the community. Cheatham feels this is an exciting time for the firm as well as a challenging time to navigate the changes in small business landscape. The firm remains confident in agencies like WSDOT to create opportunities for small businesses using the Federal Small Business Enterprise (FSBE) program. Furtado & Associates looks forward to the opportunity to contribute to WSDOT projects and serving the traveling public with dedication and pride.

The SR 167 Stage 2b project has a contract value of $453 million, with goals of 14% FSBE Design and 19% FSBE Construction. If you are interested in contracting opportunities, please contact Nancy Guerrero at 303-548-4891 or *BidsPW@kraemerna.com*

Number of Minority, Small, Veteran, and Women Business Enterprises (MSVWBE) firms for each megaprogram

All programs are working to meet their voluntary and mandatory goals for MSVWBE participation. The chart at right shows the total number of current and past MSVWBE firms contracted on each program. Please refer to the individual program reports for more information about MSVWBE participation.

I-405/SR 167 Program

*31 PGM&E**
511 Construction

542

SR 520 Program

*28 PGM&E**
190 Construction

214 *(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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