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Megaprograms

Summer construction sendoff and welcoming another megaprogram

A message from Ron Pate



Ron Pate, Acting Assistant Secretary of Urban Mobility, Access and Megaprograms

The end of summer means we are wrapping up another very busy construction season. Across the agency, we had 117 construction and maintenance projects scheduled this summer—including multiple projects as part of our Puget Sound megaprograms.

Our crews worked hard delivering improvements to the I-405 and SR 520, 167 and 509 corridors. We celebrated several key milestones across Puget Sound megaprograms, including opening the first mile of the new SR 509 Expressway to traffic as part of the Puget Sound Gateway Program. I am grateful to all of our project teams for their contributions to these projects, including the small and disadvantaged firms who continue to play critical roles in delivering our work.

This summer, we also welcomed another megaprogram to WSDOT Urban Mobility, Access and Megaprograms (UMAM). The Interstate Bridge Replacement (IBR) Program is a critical effort to replace the aging Interstate Bridge between Oregon and Washington with an improved structure.

A joint project between ODOT and WSDOT and our state's largest megaprogram, IBR joins UMAM at a pivotal milestone as it advances from years of planning and environmental review into the delivery stage of work. I look forward to welcoming the IBR Program to UMAM and to being a part of this work.

As an agency, we are committed to continue to provide opportunities for small and disadvantaged firms. We will continue to connect you with upcoming opportunities and provide technical assistance through our community partners. Thank you for your contributions this construction season, and your continued partnership with WSDOT megaprograms all year long.

Atlas Construction Specialties: Rooted in Family

Locally owned and operated construction supply company Atlas Construction Specialties believes that every employee plays a vital role in the company's success—and they strive to ensure everyone feels connected. Their approach seems to be paying off: the average employee tenure is 10 years, with some team members having been with the company for over four decades.

Atlas Construction Specialties has had more than 60 years of success in the Pacific Northwest. Jenny Wistrom, CEO and co-owner, started working for the company in 1997. Her grandfather founded the business in 1957, and Jenny and her husband purchased it when she was just 25. Over the years, the business has remained family-owned and operated.



Now (and then—inset)

"It's rare to have a privately held company that has employed four generations of families," said Jenny.

"Our company culture is rooted in family. Every person on our team feels like family, and we like

Continues...

Megaprograms

Atlas Construction Specialties (continued)

to celebrate everyone's individuality. Hiring new people can be a challenge, and we are big fans of hiring from within because our employees are the heart of the company."

Atlas Construction Specialties is a small company that does a lot of big projects. Their customer base ranges from large general contractors working on multi-million-dollar sites to homeowners doing retrofit projects. Although they are a smaller company than some of their competitors, they have relationships with large national vendors and source goods from all over the country.

"We are a small fish that swims well in a large pond," said Jenny. "When customers choose to support businesses like ours, it not only helps our business but many other



Jenny Wistrom

independently operated businesses. It also keeps the business, profit and people employed in the communities the projects are being built in."

The company is a certified WBE/DBE that has become instrumental to WSDOT projects, having worked with WSDOT since the 1990s. They currently work on a variety of WSDOT projects, including the I-405/Brickyard to SR 527 Improvement Project, I-405/Northeast 85th Street Interchange

and I-405, I-405/Renton to Bellevue Widening and Express Toll Lanes Project Inline BRT Station Project. WSDOT is glad to have Atlas Construction Specialties as part of the family.

Contact: Jenny Wistrom | jennyw@atlas-csi.com

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*
405 Construction

434

SR 520 Program

28 PGM&E*
182 Construction

206 (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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Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2025

I-405/SR 167 Program

Construction progress and upcoming contracting opportunities

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

Graham began substantial construction on this project in fall 2023. Recently crews demolished the old mainline roadway so they could begin building the new second level dedicated to transit, pedestrians, and express toll lane users using the new direct access ramps.

Ways you can learn about project opportunities include:

- Graham hosts office hours with interested SVB/MWBEs. To schedule a 30-minute visit, reach out to Gin Hooks (contact information below).
- To learn about available opportunities, visit graham.equityincontracting.infocommunity.org. On the website's home page, complete a brief registration form to join Graham's subcontractor/supplier database and receive email notices of bidding opportunities matching your services.
- Attend events hosted by Graham. To receive an invite, visit the website's News and Events page: graham.equityincontracting.infocommunity.org/news-and-events/

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 substantial construction on this project in May 2024. Crews have made notable progress reshaping the interchange at I-405 and SR 522.

Potential scopes of upcoming work include transit stations bridge barrier, building painting, formwork, earthwork, fencing, landscaping, precast panels/noise walls, signage/foundations, masonry, joint seals, tile, waterproofing, and support of excavation.

Skanska holds monthly open office hours at Tabor 100 as well as informational meetings. Please reach out to schedule a meeting with project staff.

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 continues to make construction progress on their contract.

Work is progressing with nearly 10 miles of visible construction. Heavy construction work will continue over the next year as the project's final configuration is beginning to take shape.

Upcoming work includes sign and sign structure removal and installation, post-tensioning, and steel installation.

To learn more, contact:

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



In May 2025, crews demolished and removed two old bridges that used to carry lanes of northbound and southbound I-405 over Northeast 85th Street as part of the I-405/Northeast 85th Street Interchange and Inline BRT Station Project.

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

I-405/SR 167 Program

Diversity / Apprenticeship / Training

Thru 6/30/25

Shaded projects are physically complete.

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

Data below is provided to WSDOT by its project contractors. Percentages and dollars are based on amounts paid to date.

PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)										
DBE	Disadvantage Business Enterprise (DBE)		Percentage		Companies			Data Date	Duration	
			Goal	Current	#	Applied (\$)	Paid (\$)			
	I-405/SR 167 Corridor GEC Y-8092	N/A	12.48%	11	\$22,056,470	\$22,056,470	10/7/2016	March 2002 - October 2016 (N/A - No Goal)		
DBE Program Subtotal ¹			12.48%	11		\$22,056,470				
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies			Data Date	Duration	
			Goal	Achieved	#	Stacked (\$)	Paid (\$)			
	I-405/SR 167 Corridor GEC Y-11873	TYPE	M	10%	5.59%	9	\$9,753,865	\$9,753,865	6/30/2025	August 20, 2016 - June 30, 2025
			S	5%	15.69%	18	\$27,389,732	\$2,918,987		
			V	5%	2.70%	1	\$4,716,713	\$4,716,713		
			W	6%	6.25%	7	\$10,919,578	\$10,825,784		
			Agrmt		30.23%	35	\$52,779,888	\$28,215,350		
MSVWBE Program Subtotal ²			16.16%	30.23%	18	\$52,779,888	\$28,215,350			
PGM & E TOTAL ¹				29		\$50,271,820				

CONSTRUCTION												
SVBE & MWBE	MSVWBE, SVBE, MWBE		Percentage		Companies			Data Date	15% Apprentice Requirement		Training Hours ³	
			Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	C8665: SR 167/8th ST E to S 277th ST - SB HOT Exten.		14%	9.02%	26	\$4,933,268	\$4,527,035	6/30/2018	15.1%	12/31/2017	NOT REQUIRED	
	C8886: I-405/SR 527 to I-5 PUSL (Northbound Only)		15%	10.20%	14	\$743,716	\$743,716	5/17/2018	16.7%	5/31/2018	NOT REQUIRED	
	C8811: I-405/SR 167 Interchange Direct Connector		26%	9.03%	58	\$10,462,787	\$11,583,532	11/4/2019	16.8%	9/30/2019	NOT REQUIRED	
	C9242: I-405/Renton to Bellevue - Widening & ETL Awarded Flatiron-Lane JV 10/1/2019 Award amt \$704,975,000 NTP 10/30/2019		TYPE	M 10%	9.22%	49	\$64,977,853	\$57,350,266	6/30/2025	11.71%	5/31/2025	NOT REQUIRED
				S 5%	28.30%	133	\$199,483,535	\$96,710,163				
				V 5%	3.00%	17	\$21,180,775	\$21,180,775				
				W 6%	6.12%	28	\$43,160,736	\$42,648,617				
				Project	46.64%	227	\$328,802,900	\$217,889,822				
	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%	10.32%	8	\$5,205,718.37	\$5,205,718	6/30/2025	14.07%	6/30/2025	NOT REQUIRED
				S 5%	32.53%	26	\$16,407,869	\$4,849,476				
				V 5%	3.79%	4	\$1,911,107	\$3,526,786				
				W 6%	1.19%	10	\$602,537	\$2,825,889				
				Project	47.83%	48	\$24,127,231	\$16,407,869				
	C9732: I-405/NE 85th Street Interchange Awarded Graham 12/16/2022 Award amt \$234,432,000 NTP issued: 2/3/2023		TYPE	M 10%	1.42%	7	\$3,317,747	\$5,386,297	6/30/2025	12.79%	6/30/2025	NOT REQUIRED
				S 5%	4.11%	17	\$9,628,208	\$14,634,990				
				V 2%	1.03%	3	\$2,412,346	\$4,126,861				
				W 6%	0.28%	5	\$660,412	\$733,844				
				Project	6.83%	32	\$16,018,713	\$24,881,991				
	C9727: I-405/Brickyard to SR 527 Awarded Skanska 7/27/2023 Award amt \$834,000,000 NTP issued: 9/18/2023		TYPE	M 10%	0.79%	4	\$6,616,414	\$1,261,536	6/30/2025	13.96%	6/30/2025	NOT REQUIRED
				S 5%	2.09%	29	\$17,391,922	\$16,665,202				
				V 3%	0.79%	3	\$6,621,611	\$6,621,611				
				W 6%	0.84%	5	\$6,993,270	\$961,165				
				Project	4.51%	41	\$37,623,217	\$25,509,514				
C9866: SR 167 Corridor Improvements Awarded Northup Constructors 7/14/2023 Award amt \$83,999,691 NTP issued: 9/6/2023		TYPE	M 10%	3.87%	15	\$3,247,340	\$163,305	6/30/2025	15.90%	5/31/2025	NOT REQUIRED	
			S 5%	6.09%	27	\$5,116,992	\$4,035,650					
			V 3%	29.11%	4	\$24,451,171	\$24,442,722					
			W 6%	1.20%	11	\$1,008,743	\$945,563					
			Project	40.27%	57	\$33,824,246	\$29,587,240					
MSVWBE Program Subtotal ²			15.88%	21.89%	405	\$456,536,079	\$331,130,720					
CONSTRUCTION TOTAL ¹					405	\$331,130,720						

I-405/SR 167 MEGAPROGRAM TOTAL ¹					434	\$381,402,539			
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¹ For DBE Program Subtotal, A&E TOTAL, CONSTRUCTION TOTAL, and I-405/SR 167 PROGRAM TOTAL; the calculation for these are based on each individual company on the I-405/SR 167 Program.

² Individual companies certify on multiple TYPEs (M, S, V, W) and to eliminate duplication, the 'MSVWBE Program Subtotal' only calculates the overall %, total '# of Companies', and total 'Paid (\$)' to Companies' to date based on each individual company and total paid on the I-405/SR 167 Program (exception - highlighted cell is stacked %).

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

Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2025

SR 520 Bridge Replacement and HOV Program

From kitchen table to cleaner communities: Green Latrine's rise in the portable restroom business

When Will Niccolls founded Green Latrine in 2015, he didn't have an office—just a kitchen table, a phone and a vision for doing business differently. He started by making cold calls from that table, pitching his idea for clean, eco friendly portable restrooms to anyone who would listen. As the company grew, he moved operations into a humble office space.

"The office was the size of a broom closet—basically just big enough for a desk and a Keurig," laughed Emma, an account executive. "But it worked. That's how we started growing, one client at a time."

Green Latrine now provides eco-friendly portable restrooms across King, Snohomish and Pierce counties. They service busy construction sites, public events and festivals, residential and commercial projects, and small businesses.

That work recently expanded to include their first major public infrastructure contract: WSDOT's SR 520 Portage Bay Bridge and Roanoke Lid Project, led by prime contractor Skanska. "It's been a fantastic experience," Emma said. "We're proving we can work with the big players while staying true to our values."

Green Latrine builds its business around sustainability and community. Their restrooms use formaldehyde-free chemicals, energy-efficient lighting and long-lasting plastics. They also regularly donate services to nonprofit organizations and community events, including Pride celebrations and local marathons.

On job sites within the Portage Bay area, Green Latrine's drivers start as early as 4 a.m. and work closely with crews to avoid disruptions to the job. They move stealthily behind the scenes, servicing their portable restrooms through careful planning and clear communication.

"Timing and communication are everything in this business," Emma said. "We get in and out before anyone notices."

Green Latrine is a certified small business enterprise. Emma says their reputation comes from being reliable, responsive and not afraid to roll up their sleeves—no pun intended. While the work might sound messy, she said they run a tight, well-organized operation that keeps things clean and efficient.

"Our best marketing has always been doing a great job," Emma said. "People remember clean toilets and reliable service. That's how we grow."

Emma encourages other small businesses to get involved and show up. "Join industry groups, go to events, take the one-on-one meetings," she said. "We've built strong relationships through organizations like the Associated General Contractors and the Northwest Mountain Minority Supplier Development Council. Big contractors notice when you're serious about the work."

Looking ahead, Green Latrine plans to expand into Kitsap County and beyond. The company is also updating its restrooms to meet Washington's new labor requirements—adding lockable facilities with free menstrual products in women's or gender-neutral restrooms. They also make sure their restrooms include ADA-accessible options for anyone who needs them.

"We're proud of how far we've come," Emma said. "People know our name. They recognize our logo. And they know we'll show up when it counts."

Learn more about Green Latrine at gogreenlatrine.com.



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
206-400-9484, 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 goals / expectations, these areas are stacked.

Data below is provided to WSDOT by its project contractors. Percentages and dollars are based on amounts paid to date.

PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)												
DBE	Disadvantage Business Enterprise (DBE)		Percentage		Companies			Data Date	Duration			
			Goal	Achieved	#	Applied (\$)	Paid (\$)					
	Completed Agreements		8%	9.79%	8	\$23,453,492	\$23,453,492	6/30/2017	Feb. 2009 – Dec 2016			
DBE Program Subtotal ¹			9.79%	8	\$23,453,492	\$23,453,492						
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies			Data Date				
			Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	SR 520 Program Agreement	TYPE	M	10%	10	\$22,922,352	\$22,922,352	6/30/2025	March 2016 - Present			
			S	5%	25	\$53,818,565	\$16,005,940					
			V	5%	2	\$22,286	\$3,147					
			W	6%	10	\$31,179,326	\$14,887,126					
			Agmt	57.75%	47	\$107,942,530	\$53,818,565					
MSVWBE Program Subtotal ²		28.79%	57.75%	25		\$53,818,565						
PGM & E TOTAL ¹				28	\$77,272,057							
CONSTRUCTION												
DBE	DBE		Percentage		Companies			Data Date	Apprentice		Training Hours ³	
			Goal	Achieved	#	Applied (\$)	Paid (\$)		Hours % (Goal)	Data Date	Goal	Achieved
	Completed Projects ⁴		8%	8.97%	77	\$161,362,764	\$161,362,764	2/5/2019	18.6% (15% Goal)	5/26/2018	199,300	237,597
DBE Program Subtotal ¹			8.97%	77	\$161,362,764	\$161,362,764		18.6%		199,300	237,597	
MSVWBE	MSVWBE		Percentage		Companies			Data Date	Apprentice			
			Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	Completed Projects ⁵		Varies	32.12% 50.88%	9		\$3,623,870		15.6% (15% Goal)	11/30/2018		
	C9015: Montlake to Lake WA - I/C & Bridge Replacement (currently in construction)	TYPE	M	10%	23	\$34,761,738	\$34,761,738	7/7/2025	15.7% (20% Goal)	7/7/2025		
			S	5%	68	\$97,713,326	\$45,365,686					
			V	5%	10	\$4,581,589	\$3,603,577					
			W	6%	20	\$19,184,207	\$16,791,359					
			Project	34.31%	121	\$156,240,860	\$100,522,360					
	C9674: I-5 Express Lanes Connection (Completion expected by next report)	TYPE	M	10%	7	\$10,390,340	\$10,390,340	6/6/2025	11.8% (15% Goal)	6/6/2025		
			S	5%	27	\$20,060,006	\$7,230,690					
			V	5%	2	\$207,392	\$207,392					
			W	6%	3	\$2,231,584	\$2,231,584					
			Project	48.33%	39	\$32,889,322	\$20,060,006					
	C9775: PBB & Roanoke Lid Project (currently in construction)	TYPE	M	10%	16	\$4,327,441	\$4,327,441	7/7/2025	8.6% (15% Goal)	7/7/2025		
			S	5%	27	\$22,771,860	\$1,531,275					
V			3%	3	\$1,054,511	\$554,040						
W			6%	12	\$19,087,369	\$17,419,799						
Project			3.44%	58	\$47,241,182	\$23,832,554						
MSVWBE Program Subtotal ²		7.76%	12.68%	126		\$148,038,790						
CONSTRUCTION TOTAL ¹				182	\$309,401,555							
SR 520 PROGRAM TOTAL ¹				206	\$386,673,612							

¹ For DBE Program Subtotal, PGM & E TOTAL, CONSTRUCTION TOTAL (four firms worked in both PGM & E and CONSTRUCTION), and SR 520 PROGRAM TOTAL; the calculation for these are based on each individual company on the SR 520 Program.

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

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

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

⁵ Completed state funded construction projects to date: Grass Creek, Evans Creek, Union Bay Natural Area, Truck Aprons, Eastside Culvert Repair Project. Total percentage MSVWBE achieved ranged from 0.00% - 64.74%, totaling 32.14% overall. Total percentage Apprentice achieved ranged from 12.0% - 24.1%, totaling 15.6% overall.

Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2025

Cascadia High-Speed Rail and I-5 Program

Confluence Environmental Company

Confluence Environmental Company first opened its doors in 2007, a famously inopportune time to start a business. Navigating difficult economic waters, the company found success by contributing to transportation, fisheries and other major infrastructure projects throughout the region, including WSDOT's SR 520 Bridge Replacement and HOV Program.



Confluence is a natural resources consulting firm with a small team primarily made up of biologists. Their work ranges from mitigation and restoration to regulatory strategy and compliance.

When it came to the SR 520

Program, Confluence fit right in. "We were all rowing the boat together and embedded alongside our WSDOT counterparts working together seamlessly between agency and consulting firm," said Senior Principal Sasha Visconty.

While the SR 520 Program was a mainstay of the company's early years, Confluence's relationship with WSDOT started long before its founding.

"We've been involved with WSDOT since the late 90s in one capacity or another," Senior Principal Chris Czesla said. "Sasha was in-house at Washington State Ferries as a consultant; I was at a different firm, working on biological assessments under the Endangered Species Act."

A registered Small Business Enterprise (SBE), their small team has been built with intention.

"Our approach has always been slow, measured growth, not boom and bust."

Chris explained, "With the SR 520 Program, we could have had a lot of folks supporting that work but instead chose to keep just some key folks and not grow on the back of one large project. We really focused on that measured growth, providing high quality services in the areas we work in."

Confluence has continued to provide those high-quality services to WSDOT megaprograms over the years, including the new Cascadia High-Speed Rail and I-5 Program.

"What's really exciting about the Cascadia Program is the idea that WSDOT is looking outside its paved roadways and looking at other ways to move goods and people in an entirely new technology that they haven't done yet," Sasha noted.

Confluence's history with WSDOT illustrates the community built through the small business support programs, and the importance of developing strong, long-lasting professional relationships.

"I love my WSDOT family," Sasha said. "Being a part of WSDOT for so long, I've watched people grow in their new roles and move up in their structure, and we celebrate those successes together."

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For More Program Information

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Cascadia Program web links

wsdot.wa.gov/construction-planning/search-studies/ultra-high-speed-rail-study
wsdot.wa.gov/construction-planning/search-studies/i-5-study

Cascadia High-Speed Rail and I-5 Program

The Vida Agency

When Amalia Martino started The Vida Agency (TVA) eight years ago, she saw an opportunity to take a different kind of approach. What is now a thriving multi-disciplinary communications and engagement firm began with her vision to better the region she calls home.

“I was like, ‘this region is really changing, and I don’t see anybody doing the work the way I would do it—really centering voices of people who were usually left out of the process,’” said Amalia, TVA’s Founder and President.

TVA is one of 16 small or disadvantaged firms supporting the new Cascadia High-Speed Rail and I-5 Program, with a focus on Program-wide communications and engagement strategy.

Leading with creativity and collaboration, TVA’s approach seeks to involve communities in public projects through meaningful, culturally responsive, and engaging experiences.

“How do you bring Gen Z and Gen Alpha along in this thing that, when I started, was all about public meetings at 6 p.m., right?” Amalia posed.

“How do you have people engage in experiences that are meaningful to them and that provide an outcome for all of us that’s more inclusive and informed.”



Amalia Martino

These big questions, and the team’s determination to find the right answers, are at the root of what TVA does. “I think it’s all about being really human in the approach,” Amalia explained. “And sometimes that’s hard for really technical, data-driven agencies, because we’re really talking about human beings. So how can we bridge that gap?”

That’s where TVA comes in.

As a small business, TVA has found success by engaging with WSDOT megaprograms staff and learning from other



Vice President María Fernanda Cobaleda-Yglesias and founder and President Amalia Martino

firms as part of the WSDOT Capacity Building Mentorship program.

“You never enter a megaprogram on your own. It takes a lot of people to bring you to the table,” says Founder and President Martino.

“[WSDOT megaprogram staff] have been instrumental for our growth and for understanding the trajectory and the technicalities,” María Fernanda (Mafe) Cobaleda-Yglesias, Vice President of TVA, explained.

Mafe shared how partnering with WSDOT has aided in the company’s growth. “I think what it shows is the level of trust and reliability that other agencies and other clients see in you,” she said. “If you have WSDOT as a client, they know you can get the work done—you’re legit.”

When it comes to the Cascadia High-Speed Rail and I-5 Program, TVA is doing what they know best: developing meaningful ways to connect and engage with people.

As TVA continues to grow and develop as a company, the team looks forward to playing a key role on the Cascadia Program. “It’s really exciting because it’s such an impactful, huge project,” Amalia noted. “And we have a really specific role in this project of doing programmatic strategy and communication strategy.”

Mafe expanded how TVA is taking a people-first approach to communications in their work on the Cascadia Program.

“How can we make people feel that this Cascadia Program is really for everybody? How is this going to impact, for good, their lives?”

Contact:

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Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2025

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) projects on SR 167.

SR 167 Stage 1b Training goal of 46,000 hours completed and still going!

All projects include opportunities for interested people entering the trades to learn new skills. The SR 167 stage 1b, I-5 to SR 509 project achieved its training hour goal of 46,000 hours spread across a variety of trades including electrical, carpentry, and general labor. The team continues to employ trainees, apprentices, and journeypersons. The prime contractor, Guy F. Atkinson's project administrator, Alexis Fuller, was instrumental in reaching this lofty goal. Her knowledge of the contract specifics and ability to coordinate with community partners, union halls, and subcontractors made success possible.

The SR 167 Completion project is located on Puyallup tribal land which has created opportunity to work collaboratively with the Puyallup Tribe to ensure Tribal Employment Right Ordinance (TERO) and Indian Preference are adhered to. Dion Hargrove is the TERO compliance officer for all phases of the project. His steadfast devotion to helping tribal members enter construction trades has helped many individuals start their careers with WSDOT and partner firms.

The training hour goal couldn't have been met without the consistent work and fidelity of the subcontractor firms working on this project. Transcon Company, LLC was established in 2010

starting with a small second-tier subcontract on the SR 520 Eastside Transit and HOV project. Seeing an opportunity to specialize in the market, they have maintained a focus on civil electrical infrastructure scopes of work. Shawn Marvin, President and General Manager, recognizes Transcon's growth has been helped by establishing long term employees through the company's involvement in the training program. Transcon was also a DBE firm that graduated from the program and is currently a certified Veteran Owned Business (VOB), working on a variety of projects as a subcontractor for WSDOT, which accounts for about 50% of their work portfolio year after year.



Project Overview showing DDI to Bridge 1 and RRP overview.

Transcon's work focuses on electrical and civil infrastructure, this includes upgrading technology (traffic loops, toll system infrastructure, large dynamic signage, etc.) They train their employees to be knowledgeable in many areas so that they are able to troubleshoot on the job. The training program has provided great opportunities to grow skills and find long-term employees.

If you are interested in participating in the training program, please reach out to: Denise Jones, DBE/Title VI Compliance Specialist, 206-704-096, Denise.Jones@wsdot.wa.gov

For More Program Information

John White

Puget Sound Gateway Program Administrator
206-310-4828, John.White@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.

Data below is provided to WSDOT by its project contractors. Percentages and dollars are based on amounts paid to date.

PROGRAM MANAGEMENT AND ENGINEERING (PGM & E)												
DBE	Disadvantage Business Enterprise (DBE)		Percentage		Companies		Date Updated					
			Goal	Current	#	Applied (\$)				Paid (\$)		
	SR 509 General Engineering Consultant Agreement Y-11628		15%	11.13%	7	\$539,422	\$539,422	10/30/2018	Oct 2014 -- Oct 2018 (15% is a voluntary goal)			
DBE Program Subtotal (Individual Companies ¹)			11.13%		7	\$539,422	\$539,422	10/30/2018	Oct 2014 -- Oct 2018			
MSVWBE	Minority, Small, Veteran, Women Business Enterprise (MSVWBE)		Percentage		Companies		Date Updated	Duration				
			Goal	Current	#	Stacked (\$)				Paid (\$)		
	Puget Sound Gateway - Program Management Agreement Y-11917	TYPE	M	4%	4	\$ 3,420,699.01	\$ 3,420,699.01	5/30/2025	July 2016 - Present			
			S	14%	9	\$ 8,152,508.21	\$ 1,182,018.05					
			V	0%	0	\$ -	\$ -					
			W	6%	3	\$ 4,661,716.83	\$ 3,549,791.15					
			Agmt	66.38%	16	\$ 16,234,924.05	\$ 8,152,508.21					
	SR 167 General Engineering Consultant Agreement Y-11918	TYPE	M	5%	3	\$ 2,679,068.82	\$ 2,679,068.82	5/30/2024	July 2016 - Present			
			S	15%	16	\$ 11,627,394.85	\$ 2,534,170.76					
			V	1%	1	\$ 415,944.31	\$ 415,944.31					
			W	6%	8	\$ 6,414,155.27	\$ 5,998,210.96					
			Agmt	30.37%	28	\$21,136,563.25	\$ 11,627,394.85					
	SR 509 General Engineering Consultant Agreement Y-12197	TYPE	M	10%	4	\$ 3,133,074.36	\$ 2,877,956.35	5/23/2025	October 27, 2018 - Present			
			S	5%	10	\$ 16,935,222.37	\$ 8,999,284.52					
			V	5%	1	\$ 1,145,095.07	\$ 1,145,095.07					
			W	6%	5	\$ 4,911,939.86	\$ 3,912,886.43					
			Agmt	64.22%	20	\$26,125,331.66	\$ 16,935,222.37					
MSVWBE Program Subtotal ²			27.25%	47.13%	26		\$36,715,125		July 2016 - Present			
PGM & E TOTAL (Individual Companies ¹)				29		\$37,254,548						
CONSTRUCTION												
DBE	DBE		Percentage		Companies		Date Updated	Apprentice		Apprentice Hours (Training Hours) ³		
			Goal	Current	#	Applied (\$)		Paid (\$)	Hours % (Goal)		Date Updated	
	SR 167/I-5 to SR 509 - Design		TYPE	DBE	15%	8	\$ 4,286,844.59	\$ 4,286,844.59	5/27/2025	1.95%	5/29/2025	79,636
	SR 167/I-5 to SR509 - New Expressway - Construction			DBE	21%	37	\$ 50,080,054.73	\$ 50,080,054.73				
				Project	26.69%	45	\$ 54,366,899.32	\$ 54,366,899.32				
DBE Program Subtotal ²			26.69%		42		\$ 54,366,899.32	December 2021 - Present				
DBE	DBE		Percentage		Companies		Date Updated	Apprentice		Apprentice Hours (Training Hours) ³		
			Goal	Current	#	Applied (\$)		Paid (\$)	Hours % (Goal)		Date Updated	
	SR 167/I-5 to SR 410 - Design		TYPE	DBE	14%	6	\$ 2,062,600.00	\$ 2,062,600.00	6/10/2025	16.23%	5/28/2025	302
				DBE	20%	21	\$ 20,664,000.00	\$ 20,664,000.00				
	SR 167/I-5 to SR 410 - Construction			Project	25.51%	27	\$ 22,726,600.00	\$ 22,726,600.00				
DBE Program Subtotal ²			25.51%		24		\$ 22,726,600.00	December 2021 - Present				
MSVWBE	MSVWBE		Percentage		Companies		Date Updated	Apprentice		Apprentice Hours (Training Hours) ³		
			Goal	Current	#	Stacked (\$)		Paid (\$)	Hours % (Goal)		Date Updated	
	SR 167/70th Avenue E. Vicinity Bridge Replacement Project	TYPE	M	10%	20	\$ 3,956,828.68	\$ 3,722,224.88	12/15/2022	18.57%	12/15/2022	15,035	
			S	5%	45	\$ 4,963,862.06	\$ 391,515.80					
			V	5%	3	\$ 360,126.49	\$ 360,126.49					
			W	6%	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				
UDBE & FSBE	UDBE & FSBE		Percentage		Companies		Date Updated	Apprentice		Apprentice Hours (Training Hours) ³		
			Goal	Current	#	Unstacked (\$)		Paid (\$)	Hours % (Goal)		Date Updated	
	SR 509, I-5 to 24th Ave S. - Design	TYPE	UDBE	8%	6	\$ 3,497,819.04	\$ 3,497,819.04	6/5/2025	15.66%	6/5/2025	94,056	
			FSBE	8%	1	\$ 339,394.71	\$ 339,394.71					
			Project	15.73%	7	\$ 3,837,213.75	\$ 3,837,213.75					
	SR 509, I-5 to 24th Ave S. - Construction	TYPE	UDBE	10%	42	\$ 38,652,764.84	\$ 38,652,764.84	6/5/2025	15.66%	6/5/2025	94,056	
			FSBE	13%	23	\$ 11,966,991.24	\$ 11,966,991.24					
Project			20.94%	65	\$ 50,619,756.08	\$ 50,619,756.08						
UDBE & FSBE Program Subtotal ²			20.46%		52		\$ 54,456,969.83	April 2020 - Present				
DBE	DBE		Percentage		Companies		Date Updated	Apprentice		Apprentice Hours (Training Hours) ³		
			Goal	Current	#	Applied (\$)		Paid (\$)	Hours % (Goal)		Date Updated	
	SR 509, 24th Ave S to S 188th - Design		TYPE	DBE	15%	10	\$ 4,712,358.36	\$ 4,712,358.36	6/5/2025	13.47%	6/5/2025	5,734
	SR 509, 24th Ave S to S 188th - Construction			DBE	22%	28	\$ 6,246,241.51	\$ 6,246,241.51				
		Project		13.88%	38	\$ 10,958,599.87	\$ 10,958,599.87					
DBE Program Subtotal ²			13.88%		38		\$ 10,958,599.87	December 2024 - Present				
CONSTRUCTION TOTAL (Individual Companies ¹)				108	\$	124,746,331.08						
GATEWAY PROGRAM TOTAL (Individual Companies ¹)				133		\$162,000,879						

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.

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. This year, we'll complete both the Montlake Project and the SR 520/I-5 Express Lanes Connection Project. 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 3-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.

Rob Berman
Acting Program Administrator
CascadiaProgram@wsdot.wa.gov

Cascadia Program web links

wsdot.wa.gov/construction-planning/search-studies/ultra-high-speed-rail-study

wsdot.wa.gov/construction-planning/search-studies/i-5-study



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



Megaprograms

Megaprograms Timeline

LEGEND

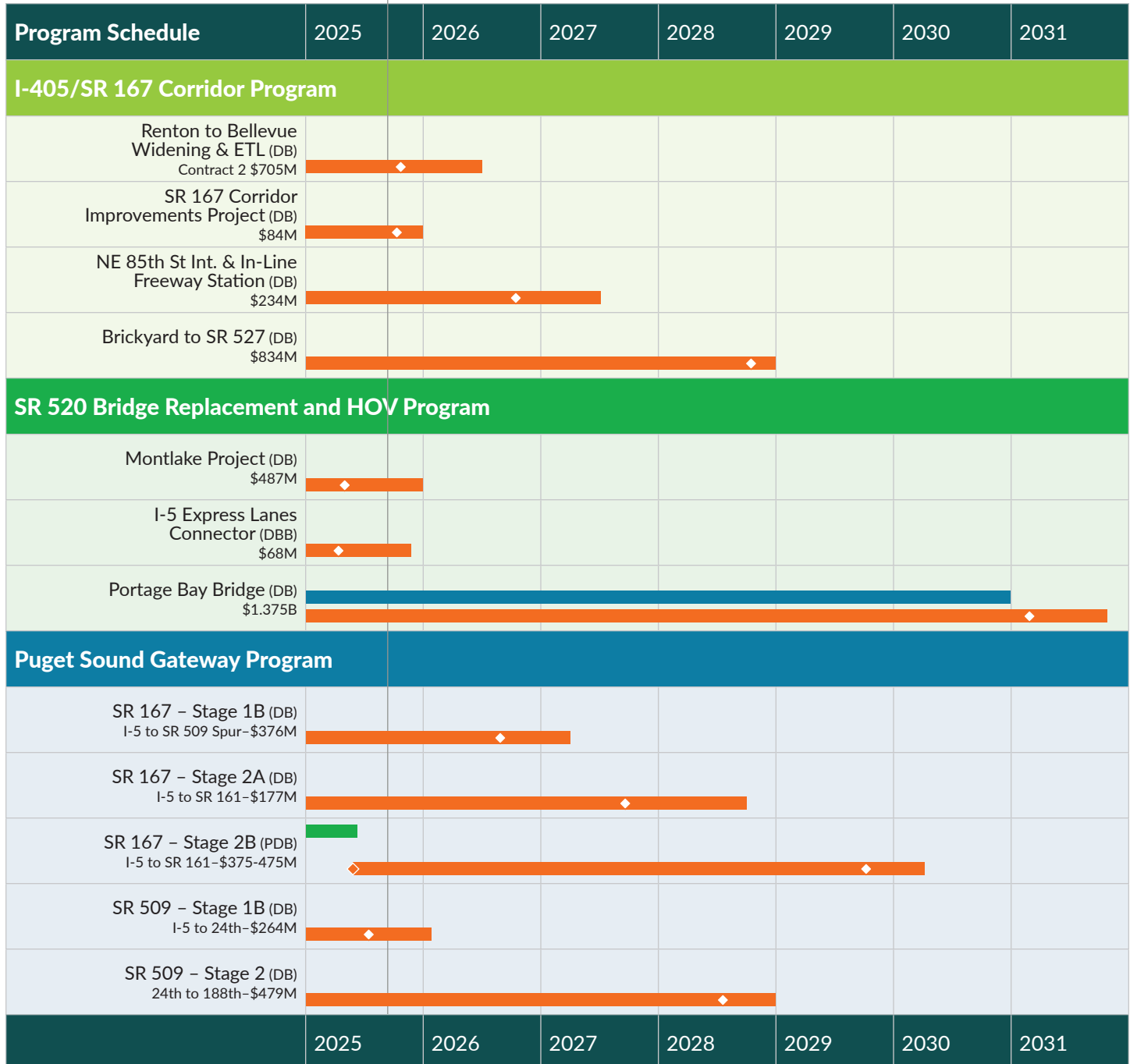
PE
ROW

WSDOT CN
Other CN

◆ RFQ/AD

◆ Bid Opening
◇ Open to Traffic

WE ARE HERE ▼



Updated August 11, 2025

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.

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