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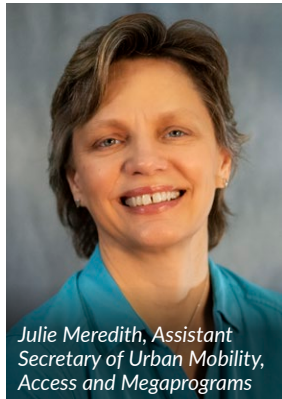
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This newsletter is our tool for communicating upcoming contracting opportunities. We share this newsletter through our external partners and community networks, but please share it widely with your networks to help us reach the wider community.

Megaprograms

Summer Construction Wrap-up and New Cascadia High-Speed Rail and I-5 Megaprogram Update

A message from Julie Meredith



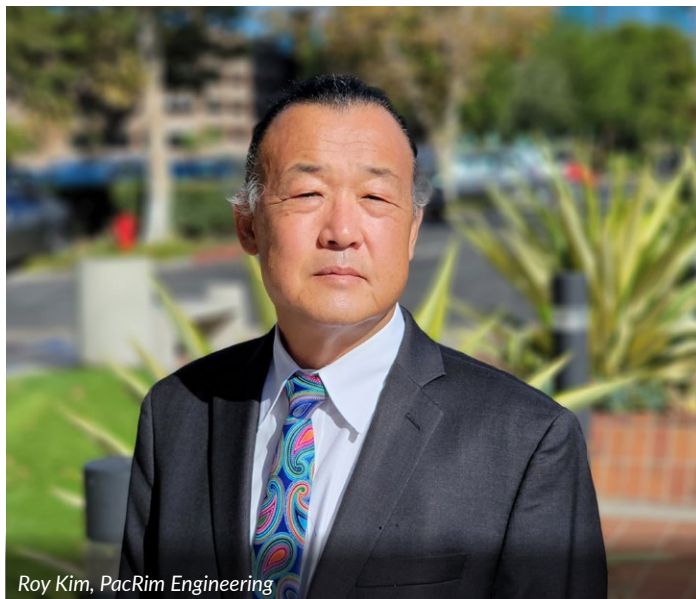
Julie Meredith, Assistant Secretary of Urban Mobility, Access and Megaprograms

As the busy summer construction season comes to a close, construction crews are still hard at work delivering projects as part of our Puget Sound megaprograms. This summer, we saw the start of construction for key projects, including the SR 167 Corridor Improvements Project and the SR 520 Portage Bay Bridge project. Everyone has a role to play in making sure our projects are delivered safely and I'd like to thank our contractors and workers for continuing to prioritize safety at our construction sites and workplaces.

I'm also excited to share an update on our newest megaprogram, currently in the planning stage – the Cascadia High-Speed Rail and I-5 Program. Unlike our other Central Puget Sound megaprograms, the Cascadia Program's scope includes the broader Cascadia megaregion. The new Program integrates two major efforts to advance planning for an integrated, multimodal transportation system for western Washington that includes a master plan for I-5 from border to border in Washington state, and continued exploration of a high-speed rail system in partnership with Oregon and British Columbia. The Program is led by Program Administrator Ron Pate, who previously served as Director of the Rail, Freight and Ports Division at WSDOT.

In this initial planning phase, the Program's prime consultant already has 19 firms representing Disadvantaged Business Enterprises, providing a strong foundation of diverse and inclusive business participation in the Program. Similar to other megaprograms, the Cascadia High-Speed Rail and I-5 Program will continue to look for additional future contracting opportunities for the Minority, Small, Veteran and Women-owned Business Enterprises (MSVWBEs), especially as the Program moves into the design and construction phases.

PacRim Engineering: Doing Things the RITE Way



Roy Kim, PacRim Engineering

Respect, Intelligence, Teamwork, Excellence. RITE. That is PacRim Engineering's Core Value. The firm is working on the I-405/Renton to Bellevue Widening and Express Toll Lanes project. "PacRim engineers provided the design for approximately 20 earth retaining systems and approximately a mile-long noise barrier wall," said company principal and one of the founders, Roy Kim. "Additionally, we are currently providing construction support services."

PacRim first began its I-405 work in 2021 and has continued to grow its presence in Washington. "We are very proud that early in 2024, we were given another opportunity to work on the I-405/Brickyard to SR 527 Improvement project." Four PacRim staff members are on the project which is scheduled to be completed in 2028.

PacRim does most of its work in the western United States, but the company has clients in China, Africa, and the

Megaprograms

PacRim Engineering (continued)

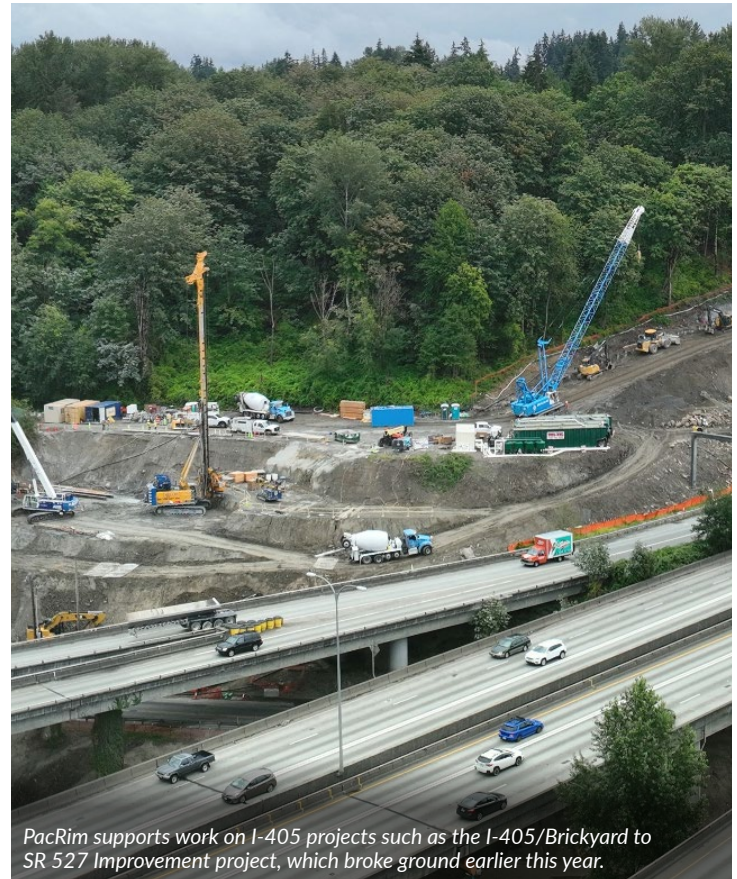
South Pacific. In its sixteen-year history it has become a “multi-service engineering and program management firm in civil, structural, and environmental engineering and construction.”



Kim says owning a business is rewarding because, “...you can create jobs, mentor others, and have a positive benefit on society by improving people’s everyday lives.” But it does have its challenges. “Lack of resources. Being a small business you won’t have the same manpower, time or money as big companies. Strategic planning will ensure you don’t spread yourself out too much.” He advises those who want to start a business to define and stay focused on your goals and vision. “It’s easy to get distracted by short-term challenges or opportunities, but staying true to your vision will help guide your decisions and keep you on track.”

Kim is a sports fan and follows the NFL or NBA when he can. “Another hobby would be traveling and discovering new places, there’s a lot out in the world to experience.”

Contact:
 Roy Kim | 714-683-0472 | rkim@PacRimEngineering.com



PacRim supports work on I-405 projects such as the I-405/Brickyard to SR 527 Improvement project, which broke ground earlier this year.

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

21 PGM&E*
 296 Construction

317

SR 520 Program

28 PGM&E*
 155 Construction

179 (Four firms worked in both design and construction)

Puget Sound Gateway Program

28 PGM&E*
 72 Construction

96 (Four firms worked in both design and construction)

*PGM&E = Program management and engineering

For More Information

Julie Meredith
 Assistant Secretary of Urban Mobility,
 Access and Megaprograms
Julie.Meredith@wsdot.wa.gov
 206-704-0701

Regina Glenn
 Diversity and Inclusion Manager,
 WSDOT Megaprograms
Regina.Glenn@consultant.wsdot.wa.gov
 425-503-7212

Diversity and Inclusive Contracting

Quarterly Progress Report: April–June 2024

I-405/SR 167 Program

Construction progress and upcoming contracting opportunities

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

The project team is making construction progress. Graham is focused on working with SVB and MWBE firms to increase their participation, build capacity, and foster relationships. Ways you can learn about project opportunities include:

- Graham hosts office hours with interested SVB/MWBEs Wednesdays and Thursdays between 9:30 am and 11 am. To schedule a 30-minute visit, reach out to Gin Hooks (contact info below).
- To learn about available opportunities, visit [graham.equityincontracting.infocommunity.org](https://www.graham.equityincontracting.infocommunity.org). Upcoming scopes of work include precast barrier, flatbed trucking, lumber supplies, logging, pre-engineered formwork and signs (Class A).
- 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/](https://www.graham.equityincontracting.infocommunity.org/news-and-events/).

To learn about these opportunities, 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. Project work is underway at the I-405 and SR 522 interchange. The project will open to traffic in 2028.

Potential scopes of upcoming work include aggregate supply, earthwork, flagging, bridge demolition, mass excavation, retaining and noise wall construction, stormwater infrastructure construction, toll infrastructure, signage, plumbing, station electrical and maintenance of traffic.

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

To learn about these opportunities, contact:

- Courtney McGhee, Inclusion Coordinator, courtney.mcgee@skanska.com

SR 167 Corridor Improvements Project

Crews with Northup Constructors began substantial construction on this project in May 2024. The project will open to traffic in 2025.

Potential scopes of work include upgrading the existing toll system, new ITS and illumination installations, minor shoulder widening at two new CCTV sites, pavement rehabilitations at spot locations, and maintenance of traffic.

Project staff will be available to discuss opportunities at the following upcoming events:

- Economic Alliance North Puget Sound Contracting Conference in October 2024
- City of Seattle Reverse Tradeshow in November 2024

Project information is found here: bit.ly/3Q2kk2S

To learn about these opportunities, contact:

- Vicky Schiantarelli, Inclusion Manager, vicky@schiantarelliassociates.com, 206-369-6740

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

WSDOT and design-builder Flatiron Lane Joint Venture (FLJV) continue to make construction progress on their contract.

Work is progressing with nearly 10 miles of visible construction, including significant progress made around the Northeast 44th Street interchange. Heavy construction work will continue over the next year.

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

To learn about these opportunities, contact:

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

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 7/26/24

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	10/7/16	March 2002 - October 2016 (N/A - No Goal)	
	DBE Program Subtotal ¹		12.48%		11		\$22,056,470			
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)		Percentage		Companies		Data Date	Duration		
	Goal	Achieved	#	Stacked (\$)	Paid (\$)					
	TYPE	M	10%	5.65%	8	\$8,655,860	\$8,655,860	7/26/24	August 20, 2016 - July 26, 2024	
		S	5%	16.20%	16	\$24,798,987	\$2,620,933			
		V	5%	2.92%	1	\$4,466,795	\$4,466,795			
		W	6%	6.51%	6	\$9,960,019	\$9,881,016			
		Agrmt	31.28%	31	\$47,881,660	\$25,624,605				
	MSWBE Program Subtotal ²		16.74%	31.28%	16	\$47,881,660	\$25,624,605			
PGM & E TOTAL ¹					21		\$47,681,074			

CONSTRUCTION											
SVBE & MWBE	MSWBE, SVBE, MWBE		Percentage		Companies		Data Date	15% Apprenticeship Requirement		Training Hours ³	
	Goal	Achieved	#	Stacked (\$)	Paid (\$)						
	C8665: SR 167/8th ST E to S277th 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
	TYPE	M	10%	6.25%	48	\$44,078,559	\$41,019,078	7/31/24	10.94%	7/31/24	NOT REQUIRED
		S	5%	18.11%	123	\$127,648,013	\$53,118,635				
		V	5%	1.88%	16	\$13,240,800	\$13,240,800				
		W	6%	4.74%	27	\$33,401,449	\$32,980,986				
		Project	30.98%	214	\$218,368,822	\$140,359,499					
	C9573: I-405/NE 132nd Street Interchange Awarded Graham 7/29/2021 Award amt \$50,444,111 NTP issued: 9/7/2021		M	10%	9.64%	8	\$4,863,485.82	\$4,863,486	7/31/24	15.03%	7/31/24
S	5%	57.88%	26	\$29,195,045	\$4,532,680						
V	5%	3.79%	4	\$1,911,107	\$3,025,761						
W	6%	1.19%	10	\$602,537	\$16,773,119						
Project	72.50%	48	\$36,572,175	\$29,195,045							
C9732: I-405/NE 85th Street Interchange Awarded Graham 12/16/2022 Award amt \$234,432,000 NTP issued: 2/3/2023		M	10%	0.07%	4	\$172,762	\$1,865,286	7/31/24	8.51%	7/31/24	NOT REQUIRED
S	5%	0.15%	5	\$342,804	\$6,231,420						
V	2%	0.05%	1	\$106,997	\$1,018,460						
W	6%	0.03%	2	\$79,344	\$300,551						
Project	0.30%	12	\$701,907	\$9,415,717							
C9727: I-405/Brickyard to SR 527 Awarded Skanska 7/27/2023 Award amt \$834,000,000 NTP issued: 9/18/2023		M	10%	0.00%	0	\$0	\$324,197	7/31/24	14.51%	7/31/24	NOT REQUIRED
S	5%	2.41%	5	\$897,950	\$3,255,388						
V	3%	0.17%	1	\$63,400	\$2,331,520						
W	6%	0.00%	0	\$0	\$0						
Project	2.58%	6	\$961,350	\$5,911,105							
C9866: SR 167 Corridor Improvements Awarded Northup-Elcon JV 7/14/2023 Award amt \$83,999,691 NTP issued: 9/6/2023		M	10%	1.58%	6	\$1,324,569	\$0	7/31/24	11.52%	7/31/24	NOT REQUIRED
S	5%	1.58%	7	\$1,327,065	\$1,327,065						
V	3%	2.99%	1	\$2,511,671	\$2,511,671						
W	6%	0.02%	2	\$19,128	\$0						
Project	6.17%	16	\$5,182,433	\$3,838,736							
MSWBE Program Subtotal ²		9.86%	13.33%	296	\$277,926,458	\$205,574,384					
CONSTRUCTION TOTAL ¹					296		\$205,574,384				

I-405/SR 167 MEGAPROGRAM TOTAL ¹					317		\$253,255,459			
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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 'MSWBE 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 2024

SR 520 Bridge Replacement and HOV Program

Intelligent Partnerships to continue CWA Administration on WSDOT's Portage Bay Project

Intelligent Partnerships, the company administering the Community Workforce Agreement (CWA) on the SR 520 Montlake Project – WSDOT's first pilot CWA – will soon begin work on SR 520's Portage Bay Bridge and Roanoke Lid Project.



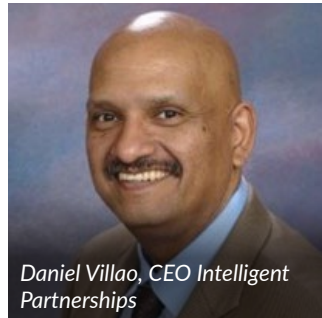
intelligent Partnerships®

CWAs and Project Labor Agreements (PLAs) are agreements

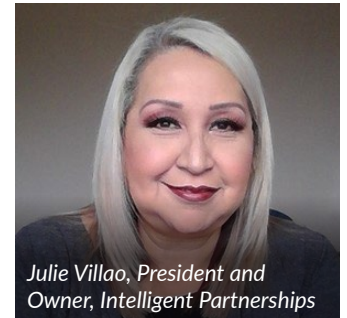
that set terms and conditions of employment, hiring goals and labor standards. They promote cooperation, stability, diversity and inclusion, and support the timely completion of large projects while also offering training and work opportunities for disadvantaged and unrepresented workers. "CWAs level the playing field for everyone involved," said Intelligent Partnership's Chief Executive Officer, Daniel Villao.

As the Montlake Project wraps up, Villao sees room for improving the CWA experience on the \$1.375 billion Portage Bay Project. This project will replace the aging Portage Bay Bridge with a seismically resilient structure and rebuild the final stretch of SR 520 over six years, completing the transit-HOV improvements between the Eastside and Seattle.

The Montlake Project was WSDOT's first experience with a CWA, where WSDOT negotiated the terms directly with the building trades. All parties involved – WSDOT, the design-builder, Intelligent Partnerships, and the trades – learned the importance of communication, cooperation and understanding everyone's roles and responsibilities to ensure the project's success. WSDOT and Intelligent Partnerships will apply these lessons to the Portage Bay Project.



Daniel Villao, CEO Intelligent Partnerships



Julie Villao, President and Owner, Intelligent Partnerships

"The closer we work with small and disadvantaged contractors, primes and owners to help them understand how to navigate their labor partnership, the stronger the outcomes," Villao said.

Daniel Villao served as the Deputy Administrator for the US Department of Labor's Office of Apprenticeship under both the Obama Administration and for the Trump Administration. During that time, he organized the federal apprenticeship program, which became a model for large private sector companies, including Microsoft. He also designed the City of Seattle's Labor Equity Program. In 2009, Daniel and his wife, Julie, founded Intelligent Partnerships. The company is headquartered in Seattle with small offices in Los Angeles and Las Vegas.

As the Portage Bay Project begins, Intelligent Partnerships will focus on managing the CWA and supporting WSDOT in the delivery of this important project. They will also collaborate with WSDOT to support the participation of small and disadvantaged businesses on the Portage Bay Bridge Project.

Villao, an avid baseball fan, currently resides in Seattle but was raised in Los Angeles. As a hobby, he umpires high school fast pitch softball games.

Contact: daniel@ipartnerships.net or julie@ipartnerships.net (877) 234-9737

Interested in bid opportunities on the Portage Bay Project?

Contact Skanska to learn about bid packages and scopes of work being released for 2024 and 2025. Sign up for their e-newsletter for the updates and announcements about upcoming outreach events at www.bit.ly/PNW_interestedbidders. You can also email Jerry Iniguez, Skanska VP of Operations at geraldo.iniguez@skanska.com or Vicky Schiantarelli, Skanska Inclusion Manager, at vicky@schiantarelliassociates.com.

For More Program Information

Omar Jepperson, P.E., DBIA
SR 520 Program Administrator
206-409-6961, 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									
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)	Percentage		Companies			Data Date	Duration						
		Goal	Achieved	#	Stacked (\$)	Paid (\$)								
		TYPE	M	10%	11.43%	10				\$18,975,030	\$18,975,030	6/30/2024	March 2016 - Present	
			S	5%	27.97%	25				\$46,434,599	\$13,125,022			
			V	5%	0.01%	2				\$22,286	\$3,147			
			W	6%	16.71%	10				\$27,734,537	\$14,331,400			
Agmt	56.12%	47	\$93,166,452	\$46,434,599										
MSWBE Program Subtotal ²		27.97%	56.12%	25		\$46,434,599								
PGM & E TOTAL ¹			28	\$69,888,091										

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
DBE Program Subtotal ¹		8.97%	77	\$161,362,764	\$161,362,764		18.6%		199,300	237,597	

MSWBE	MSWBE	Percentage		Companies			Data Date	Apprentice		Training Hours ³	
		Goal	Achieved	#	Stacked (\$)	Paid (\$)		Hours % (Goal)	Data Date	Goal	Achieved
		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%	6.64%	23	\$30,215,422	\$30,215,422	7/2/2024	15% (20% Goal)	7/2/2024	NOT REQUIRED
		S	5%	17.56%	66	\$79,946,366	\$35,000,365				
		V	5%	0.92%	10	\$4,176,529	\$3,547,549				
		W	6%	3.56%	20	\$16,219,219	\$13,985,486				
		Project	28.67%	119	\$130,557,536	\$82,748,822					
C9674: I-5 Express Lanes Connection (currently in construction)	TYPE	M	10%	11.94%	7	\$8,127,844	\$8,127,844	7/3/2024	11.5% (15% Goal)	7/3/2024	NOT REQUIRED
		S	5%	22.48%	27	\$15,299,422	\$5,839,189				
		V	5%	0.27%	2	\$186,956	\$186,956				
		W	6%	1.68%	3	\$1,145,433	\$1,145,433				
		Project	36.38%	39	\$24,759,655	\$15,299,422					
MSWBE Program Subtotal ²		21.79%	29.21%	98		\$101,672,115					

CONSTRUCTION TOTAL ¹			155	\$263,034,879						
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SR 520 PROGRAM TOTAL ¹			179	\$332,922,970						
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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 'MSWBE Program Subtotal' only calculates the overall %, total # of Companies', and total 'Paid (\$)' to Companies' to date based on each individual company and total paid on the SR 520 Program (exception - highlighted cell is stacked %).

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

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

⁵ Completed state funded construction projects to date: Grass Creek, Evans Creek, Union Bay Natural Area, Truck Aprons, Eastside Culvert Repair Project. Total percentage MSWBE 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 2024

Puget Sound Gateway Program

Kelly Jefferson, CEO of KCD Trucking, has been working as a subcontractor on WSDOT projects for more than 4 years, including both the Puget Sound Gateway Program's SR 167 and SR 509 Completion Projects. Street sweeping is the primary responsibility of KCD Trucking on these projects, but the firm also provides dump truck, water truck and snowplow services. Jefferson describes himself and his business model as easy going and here to help you get the job done. That may sound easy breezy, but when you're responsible for keeping our roadways clear of dust from projects that are moving more than a million cubic yards of dirt, that's no small task! In fact, street sweeping is not only a valuable service that helps reduce dust accumulation from projects on roadways, it also helps protect the health of our communities and natural resources by reducing airborne particles and preventing debris from being washed into waterways and wildlife habitats.



When Jefferson started his business in 2017, he was a self-proclaimed "meeting fanatic," networking and building connections with project owners and prime contractors at regional events and forums. David Renicker, Chief Estimator for Guy F. Atkinson Construction (Atkinson), helped Jefferson better understand the estimating process and methods to reduce cost and expenses, like calculating the cost per minute of idling trucks. Jefferson credits this relationship with Atkinson as leading to his company's success in winning larger and larger contracts. Jefferson advises: "There are always ups and downs and a learning curve with new firms coming into the market. The best thing you can do for your business is to find a larger company through WSDOT's capacity building mentorship program (wsdot.wa.gov/business-wsdot/equal-opportunity-contracting/capacity-building-mentorship) that is invested in helping smaller firms grow and guide you to greatness."

KCD Trucking sets themselves apart as not only a certified Disadvantaged Business Enterprise (DBE) and a Minority Business Enterprise (MBE), but as a company that cares about employees and the community. Team building is an important part of the KCD business. When not working

hard on projects, Jefferson takes his 3 full-time employees and their families on vacation to places like Ocean Shores, WA and Las Vegas, NV. But perhaps his greatest expression of pride came when Jefferson noted that his current employees have all been able to purchase homes and support their families while under the employment of KCD Trucking.

When street sweeping or performing other services, Jefferson is proud of the work he does and feels that he is a representative of possibilities for others looking for career paths. "I'm helping the black community by showing others that they too can run a business," Jefferson shared. And he's doing more than leading by example. Jefferson also started "Pay it 4ward", a 501(c)3 nonprofit that helps the local Seattle central district community through educational opportunities like commercial driver's license (CDL) training and other trade based educational programs. Jefferson firmly believes that "giving people a trade gives them hope."



KCD Trucking's Street sweeping services help keep roadways clear of debris during construction on the SR 167 and SR 509 Completion Projects.

Contact:

Kelly Jefferson | 206-909-0780 | kellyj@kcdtruckingllc.com

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](https://wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program)

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			
MSWBE	Minority, Small, Veteran, Women Business Enterprise (MSWBE)	Percentage		Companies			Date Updated	Duration			
		Goal	Current	#	Stacked (\$)	Paid (\$)					
MSWBE	Puget Sound Gateway - Program Management Agreement Y-11917	M	4%	14.06%	4	\$ 2,989,832.83	\$ 2,989,832.83	6/30/2024	July 2016 - Present		
		S	14%	33.88%	9	\$ 7,203,452.39	\$ 1,091,582.31				
		V	0%	0.00%	0	\$ -	\$ -				
		W	6%	19.82%	3	\$ 4,214,561.69	\$ 3,122,037.25				
		Agrmt		67.77%	16	\$ 14,407,846.91	\$ 7,203,452.39				
	SR 167 General Engineering Consultant Agreement Y-11918	M	5%	4.08%	3	\$ 2,152,457.45	\$ 2,152,457.45	6/30/2024	July 2016 - Present		
		S	15%	17.29%	16	\$ 9,118,761.82	\$ 1,722,392.91				
		V	1%	0.76%	1	\$ 398,948.88	\$ 398,948.88				
		W	6%	9.94%	8	\$ 5,243,911.46	\$ 4,844,962.58				
		Agrmt		32.07%	28	\$16,914,079.61	\$ 9,118,761.82				
	SR 509 General Engineering Consultant Agreement Y-12197	M	10%	7.21%	3	\$ 2,554,498.41	\$ 2,554,498.41	6/30/2024	October 27, 2018 - Present		
		S	5%	41.27%	9	\$ 14,619,039.36	\$ 7,990,238.38				
		V	5%	2.42%	1	\$ 858,095.57	\$ 858,095.57				
		W	6%	11.90%	4	\$ 4,215,260.43	\$ 3,216,207.00				
		Agrmt		62.80%	17	\$22,246,893.77	\$ 14,619,039.36				
	MSWBE Program Subtotal ²	28.27%	48.95%	25		\$30,941,254	6/30/2024	July 2016 - Present			
PGM & E TOTAL (Individual Companies ¹)				28		\$31,480,676					
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	DBE	15%	11.80%	8	\$ 3,783,491.96	\$ 3,783,491.96	6/30/2024	13.95%	6/27/2024	37,432
	SR 167/I-5 to SR509 - New Expressway - Construction	DBE	21%	7.18%	30	\$ 25,101,033.02	\$ 25,101,033.02				
	Project		18.98%	38	\$ 28,884,524.98	\$ 28,884,524.98					
	DBE Program Subtotal ²		18.98%	26	\$ 28,884,524.98	\$ 28,884,524.98		December 2021 - Present			
MSWBE	MSWBE	Percentage		Companies			Date Updated	Apprentice		Apprentice Hours (Training Hours) ³	
		Goal	Current	#	Stacked (\$)	Paid (\$)					
MSWBE	SR 167/70th Avenue E. Vicinity Bridge Replacement Project	M	10%	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	6%	1.14%	11	\$ 489,994.89	\$ 489,994.89				
		Project		22.72%	79	\$ 9,770,812.12	\$ 4,963,862.06				
	MSWBE 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 (\$)					
UDBE & FSBE	SR 509, I-5 to 24th Ave S. - Design	UDBE	8%	14.82%	6	\$ 3,615,738.34	\$ 3,615,738.34	6/20/2024	Apprentice		65,626
		FSBE	8%	1.33%	1	\$ 324,515.64	\$ 324,515.64				
		Project		16.15%	7	\$ 3,940,253.98	\$ 3,940,253.98				
	SR 509, I-5 to 24th Ave S. - Construction	UDBE	10%	10.11%	31	\$ 24,440,351.34	\$ 24,440,351.34		15.17%	7/18/2024	
		FSBE	13%	3.00%	18	\$ 7,259,559.76	\$ 7,259,559.76				
	UDBE & FSBE Program Subtotal ²		13.39%	32		\$ 35,640,165.08		April 2020 - Present			
CONSTRUCTION TOTAL (Individual Companies ¹)				72	\$	69,488,552.12					
GATEWAY PROGRAM TOTAL (Individual Companies ¹)				96		\$100,969,228					

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 'MSWBE 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 PS Gateway Program (exception - highlighted cell is stacked %).

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 consists of a series of long-term improvements guided by the I-405 Master Plan and SR 167 Corridor Plan. For two decades, WSDOT has worked with cities, counties, federal agencies, transit agencies and community groups to develop consensus and deliver on a long-term vision for the multimodal redevelopment of this corridor. The Master Plan incorporates more than 150 individual but coordinated projects between SR 512 in Auburn and I-5 in Lynnwood. Total funding for the program is \$4.1 billion.

Lisa Hodgson, P.E.
Program Administrator
Lisa.Hodgson@wsdot.wa.gov
206-410-0401

**I-405/SR 167 Program
web link**

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



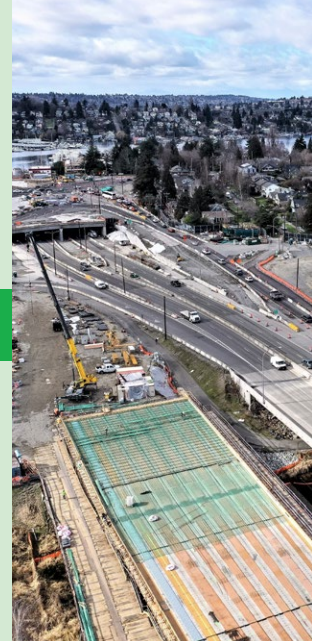
SR 520 Bridge Replacement and HOV Program

We expect to complete construction this year on both the Montlake Project and the SR 520/I-5 Express Lanes Connection Project. Meanwhile, we opened contractor bids last fall for the next major SR 520 project in Seattle: the Portage Bay Bridge and Roanoke Lid Project. We announced Skanska's \$1.375 billion proposal as having the Apparent Best Value (ABV), which exceeded our engineer's estimate. The final supplemental transportation budget in the 2024 legislative session directed us to move forward with the project, and we awarded the contract to Skanska on March 11. The budget also requires us to seek cost reduction opportunities and issue a report on our efforts by December 2024. Construction is expected to start August 2024.

Omar Jepperson, P.E., DBIA
Program Administrator
Omar.Jepperson@wsdot.wa.gov
206-409-6961

**SR 520 Program
web link**

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



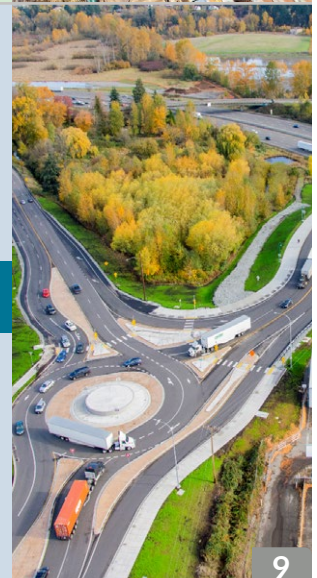
Puget Sound Gateway Program

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 12 miles of new roadway 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 \$2.68 billion.

John White, P.E.
Program Administrator
John.White@wsdot.wa.gov
206-310-4828

**Puget Sound Gateway
Program web link**

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



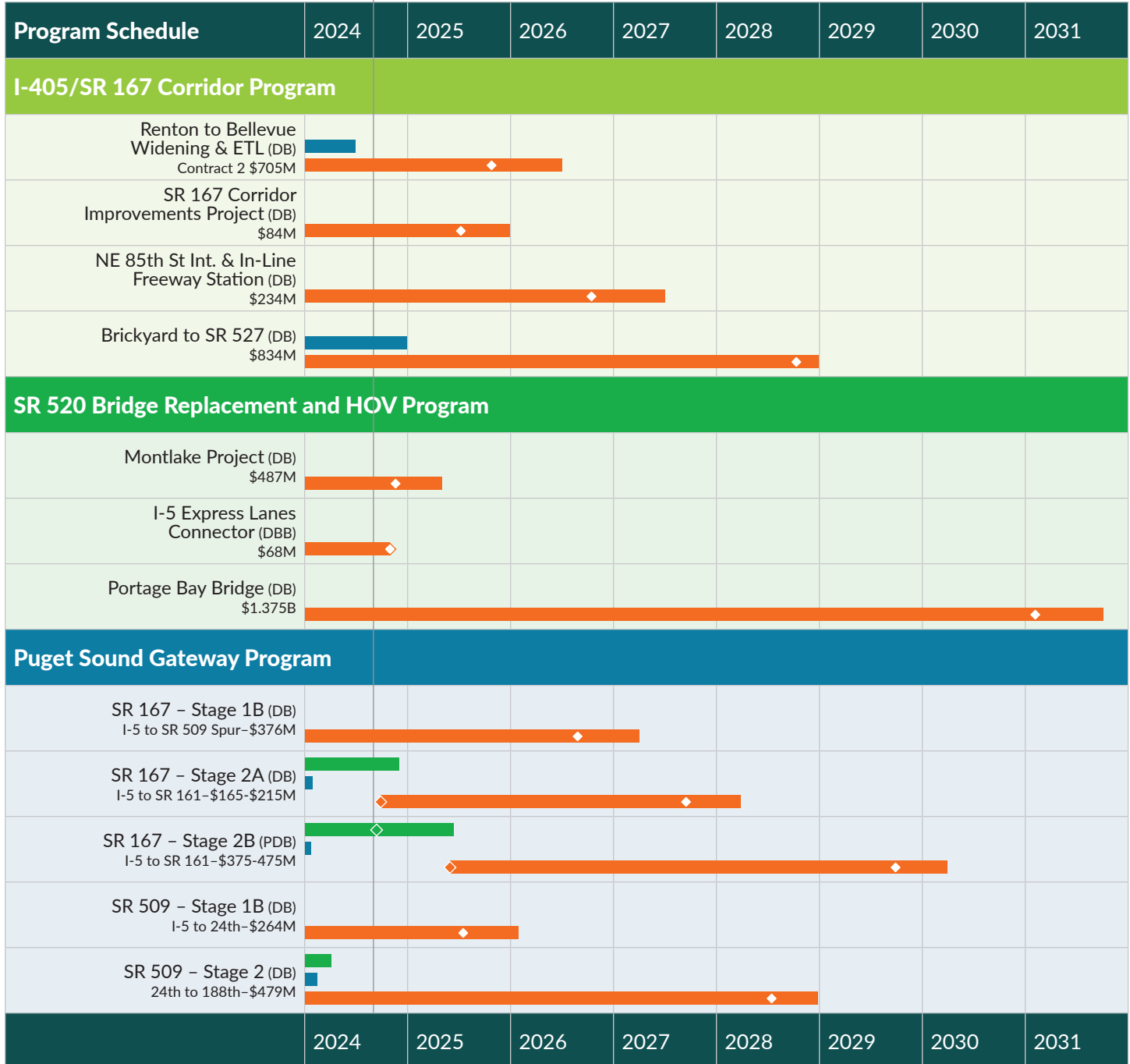
Megaprograms

Megaprograms Timeline

LEGEND

- PE
- WSDOT CN
- ◆ RFQ/AD
- ◇ Bid Opening
- ROW
- Other CN
- ◇ Open to Traffic

WE ARE HERE ▼



Updated August 27, 2024

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