

Julia Mizuhata: A Woman Behind the Scenes

There are unsung heroes in every project, including megaprograms. There are those behind the scenes you don't hear about or see, but who make great contributions to assure the operation goes smoothly. One such person on the Montlake Project is Business Manager, Julia Mizuhata. "Basically, my team and I make sure the money flowing through the project is spent responsibly, and that reporting for all aspects of the project is carried out," she said. "One area of reporting and a large part of what we do is to ensure that businesses are provided opportunities by making sure our contractor is progressing toward meeting EEO and non-discrimination requirements such as apprenticeships and project Minority, Small, Veteran, and Women Business Enterprise (MSVWBE) goals." Those voluntary goals are 10% minority, 5% small, 5% veteran, and 6% women-owned business enterprises. Mizuhata's team tracks the progress of the project and ensures payments reflect the completed work. The teams also confirms that subcontractors receive prompt payment.



Julia Mizuhata

Julia Mizuhata was born and raised in Seattle, and is a graduate of Franklin High School and the University of Washington. She says her mother, who was from Japan, was a bit surprised over her decision to major in Civil Engineering because she thought her daughter would be operating a train based on a translation for the word 'engineer'. Mizuhata is a licensed civil engineer who has worked for WSDOT almost 34 years. "I have been a business manager for 10 years with SR 520. I have also been a project inspector, office engineer, a construction project engineer, and I worked in design early in my career," she said. "I am lucky that I get to work with a variety of people on interesting projects."

Mizuhata likes to read and go out with friends. She also tries to work in the garden, but says the weeds are winning the battle. She says most people think she's a workaholic. "I am a small part in a large project. I want to assure I am addressing issues important to WSDOT and the project and that we finish on time and on budget."

Julia Mizuhata wants to see more women in engineering. "I chose it because it relates to the community and people. We are responsible for the surrounding infrastructure. To me civil engineering encompasses many aspects and is a way of giving back to the community."

Number of MSVWBE and DBE firms for each Megaprogram

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

I-405/SR 167 Program

24 A&E
45 Construction

69

SR 520 Program

22 A&E
88 Construction

110

AWV Replacement Program

41 A&E
164 Construction

205

Puget Sound Gateway Program

25 A&E

25

For More Information

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Megaprograms Diversity and Inclusive Contracting Quarterly Report: April – June 2019



Legislative Results: More Opportunities – Earlier

Bill 5825, recently signed by Governor Inslee, funded and accelerated projects within both the I-405/SR 167 Corridor and the Puget Sound Gateway Programs. Not only will the traveling public benefit from the projects, it also provides business opportunities for our MSVWBE partners earlier than we've previously communicated.

For the I-405/SR 167 Corridor Program, this includes funding for the design and construction of additional capacity improvements in the north end of I-405 and the south end of SR 167, as well as design work on some access ramps.

The Gateway Program has had their completion accelerated by 3 years, which means forthcoming design and construction schedules will increase their demand for services. The legislation also includes provisions for some work on noise mitigation within this corridor.

We're excited about the positive direction of this bill. Knowing that our agency continues to have collaboration opportunities with our community partners is only heightened by being able to announce that we'll now have even more opportunities, and soon!



Capacity Building Mentorship Program

Small, minority, women, and veteran owned businesses in Washington now have the opportunity to team up with some of the state's most highly regarded transportation companies in a newly revamped mentorship program. Now in its second year, the state's Mentor Protégé Program has been relaunched as the Capacity Building Mentorship Program. Sound Transit has joined the program as a new partner. The new and expanded Capacity Building Mentorship Program will focus primarily on construction and transportation firms, matching large successful firms with small businesses who would like help expanding.

The response to the Capacity Building Mentorship Program has been overwhelmingly positive, with 80 percent of participants being satisfied or very satisfied. Program leaders are hopeful this endeavor will result in new WSDOT subcontracts, new private sector contracts, increased bidding, and decreased disparity. "I am grateful for everyone who has participated in the Capacity Building Mentorship Program," said Jackie Bayne from the Office of Equal Opportunity. "This program has created new opportunities and relationships for small and diverse firms in Washington's transportation industry. Thank you to everyone who has participated as a mentor or protégé, helped us provide loans, and administer the program."

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 on a long-term vision for the multimodal redevelopment of this highway. 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 \$2.8 billion.

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SR 520 Bridge Replacement and HOV Program

The SR 520 Bridge Replacement and HOV Program is enhancing public safety and mobility by replacing the highway's aging, vulnerable bridges and making significant transit and roadway improvements throughout the corridor. Planned improvements extend from I-5 in Seattle to I-405 in Bellevue, at a total budget of \$4.51 billion. The Program is focused on completing the remaining SR 520 improvements from Lake Washington to I-5. Construction of the first stage, the Montlake Project, began in spring 2019.

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SR 99 Alaskan Way Viaduct Replacement Program

The SR 99 Alaskan Way Viaduct Replacement Program replaces the aged, seismically vulnerable elevated viaduct with a large diameter tunnel. The tunnel opened in February 2019 and provides a direct route through downtown Seattle. At the north end, the Program is rebuilding streets to reconnect neighborhoods separated by SR 99 since the 1950s. After demolition of the Alaskan Way Viaduct is complete, the City of Seattle will rebuild Alaskan Way, scope that is partially funded by the AWW Program. Total program funding is \$3.3 billion.

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Puget Sound Gateway Program

The Puget Sound Gateway Program is composed of the SR 167 Project in Pierce County and the SR 509 Project in King County. Both projects provide essential connections to the ports of Tacoma and Seattle and will help ensure people and goods move more reliably through the region. Total funding is \$1.88 billion. Stage 1a of the SR 167 Project was awarded in late June and construction begins in November. The procurement process for SR 509 begins in September and construction starts in late 2020.

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Megaprograms Outlook

PE ■ RFP/AD ◆
 ROW ■ Bid Opening ◆
 CN ■ Open to Traffic ◆
 Sound Transit CN ■

