



WATERFRONT PROGRAM PROGRESS REPORT



Q3 2014 (July through September)

Published November 2014

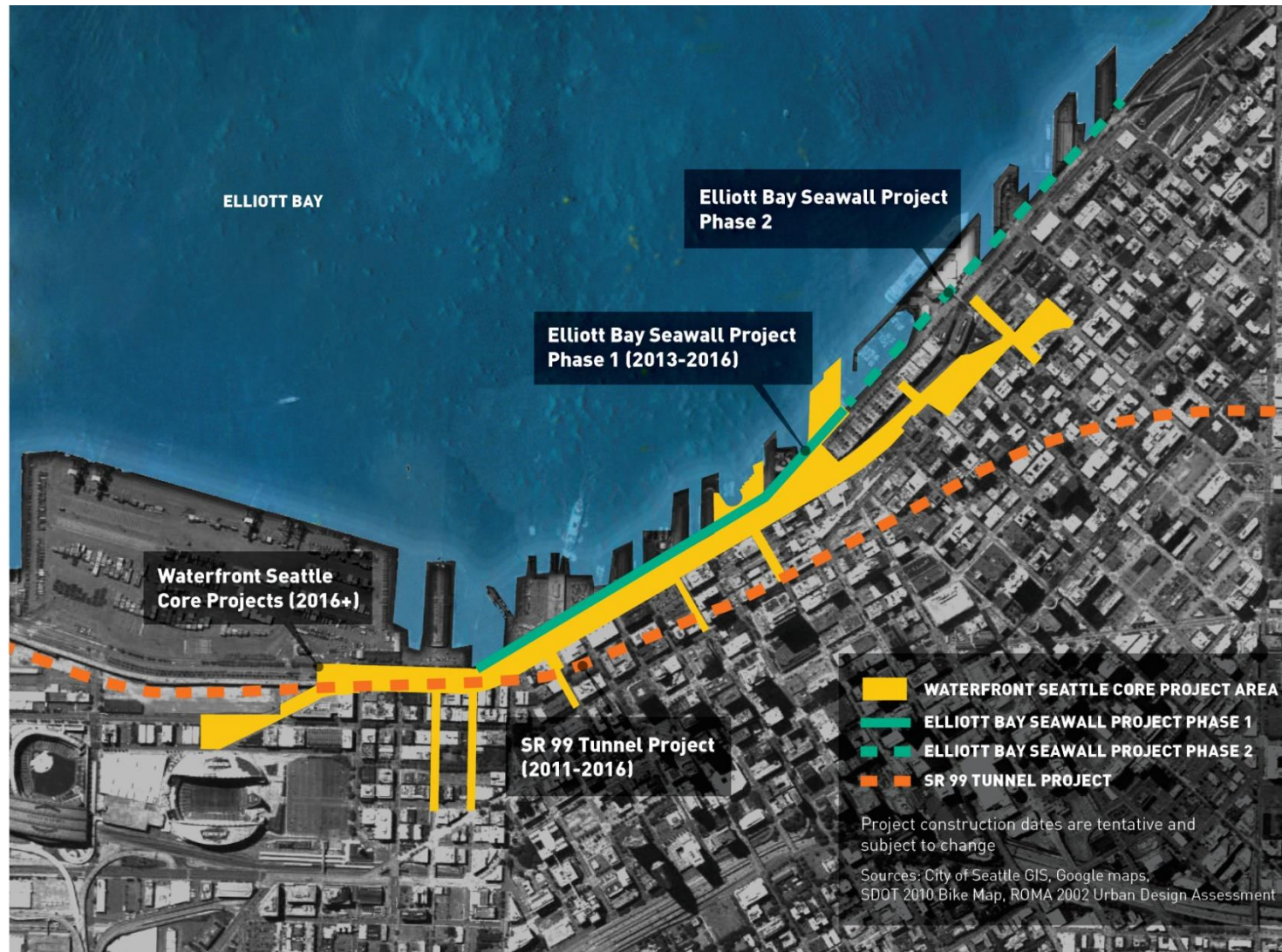


MISSION, VISION, AND PURPOSE

The Waterfront Program is a series of capital projects undertaken by the City of Seattle in partnership with the community to transform the City's central waterfront. In January 2014, Mayor Murray created a new Office of the Waterfront to oversee the City's waterfront projects. The Office brings together staff from the Seattle Departments of Planning and Development, Parks and Recreation, and Transportation under one management structure. As described by Mayor Murray's Office, "the Office of the Waterfront brings an unprecedented level of focus, expertise and commitment to reimagining what the central waterfront can be, and to the management and delivery of the complicated series of projects necessary to make that vision a reality."

The City of Seattle understands that accountability and transparency are foundational for public agency success, and that the benefits include increased public trust. The Office of the Waterfront and all partnering City agencies want elected officials, stakeholders, and the Seattle community to understand how project performance is tracked against the project goals. This document provides real-time reporting on program delivery, construction progress, cost and schedule updates, and performance measures that show how well we're performing against our stated goals.

This quarterly report is organized into seven sections: Program Overview, Elliott Bay Seawall Project, Main Corridor, Public Piers, East-West Connections, WMBE Use Summary and Outreach Summary. Projects in final design or construction are reported using construction milestones, costs, and schedule information and narrative discussing public involvement, outreach activities, and community feedback. Projects in preliminary scoping and design phases are reported using process milestones, project development schedules and narrative about public involvement and feedback. The information contained within this report is current for the quarter listed on the cover and in the footer of the document.



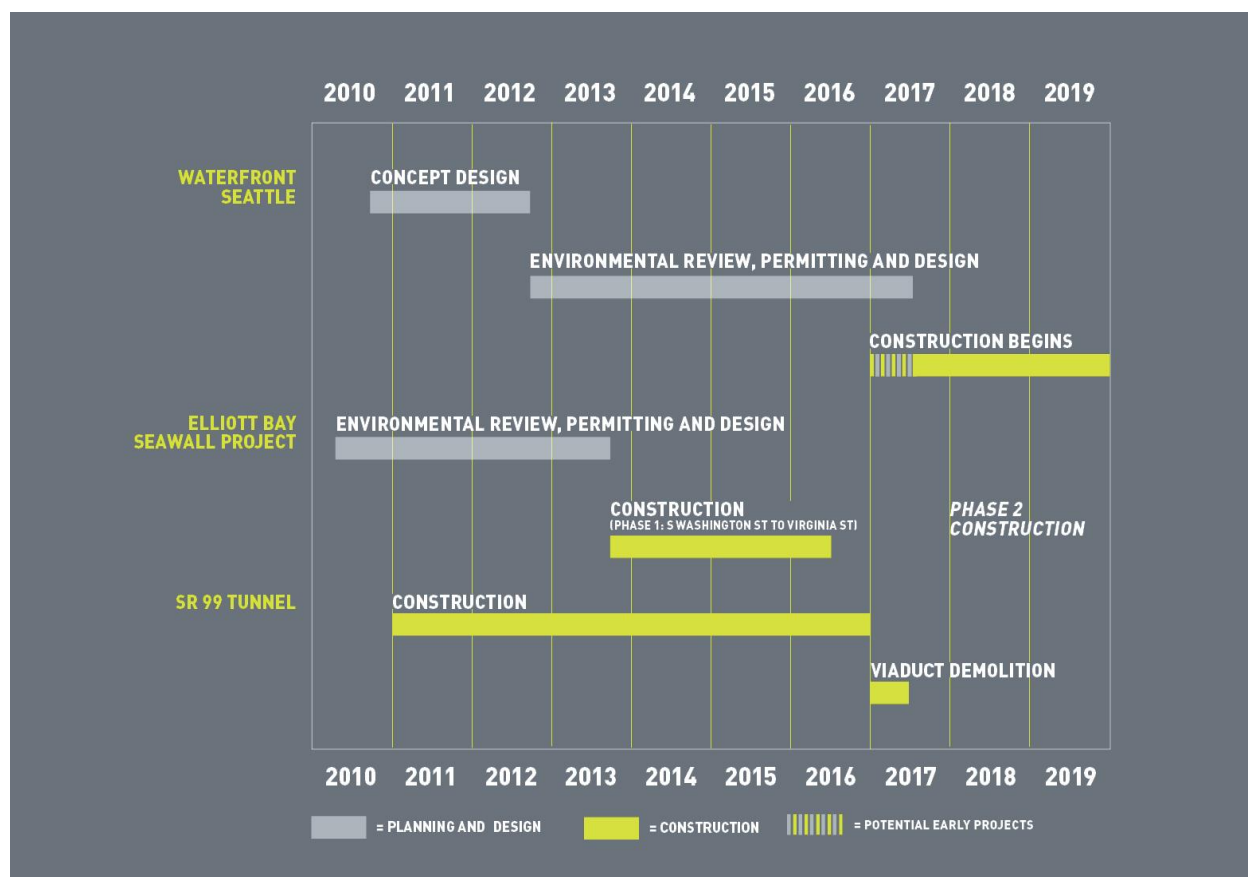


WATERFRONT PROGRAM OVERVIEW

The Waterfront Program is a partnership between the City of Seattle and the entire community to create an inviting new public waterfront that is a place for everyone – a “Waterfront for All” that the entire region can enjoy for generations. Waterfront Seattle will set a new standard for public access and participation in the decision-making process, with the goal of making “Waterfront for All” a reality.

The Program is a series of capital projects undertaken by the City of Seattle and administered by the Seattle Department of Transportation (SDOT) and Office of the Waterfront. The projects range from large and technically complex such as the Elliott Bay Seawall Replacement to relatively small-scale street improvements. Activities and measures disclosed in this progress report, such as public engagement and environmental review support the successful design, construction and long-term community use and enjoyment of these projects. The exhibit presented on page 1 shows the location of the Waterfront Program projects including the new Elliott Bay Seawall, as well as partner projects occurring within the program area.

Waterfront Program Schedule





Waterfront Program Scope, Budget and Schedule Update in Progress

During Q3 the Waterfront Program began work on updates to the program scope, budget and schedule. Preliminary updates on all of these items were presented to the Seattle City Council's Committee on Central Waterfront, Seawall and Alaskan Way Viaduct Replacement Program on September 29, 2014. The work plan for 2015 is still in development and may include additional adjustments to scope, budget and schedule as they are refined. A final work plan, incorporating final changes to scope, budget and schedule, will be presented to the City Council as part of the 2015 Office of the Waterfront work plan, anticipated in early 2015.

As reflected in the Mayor's proposed 2015-2016 budget, updates to the program scope, budget and schedule keep the overall Waterfront Program budget at \$1.07 billion, consistent with the 2012 Strategic Plan. Critical goals of this update are to preserve the overall vision for the waterfront, modify program elements to fit within the budget, phase expenditures to reflect SR 99 Tunnel completion schedule changes and minimize near-term spending, and leverage public and private funding sources including a Local Improvement District and philanthropic funds. The revised schedule and cost assumptions for the Waterfront Program include one year of delay associated with the SR 99 Tunnel completion schedule.

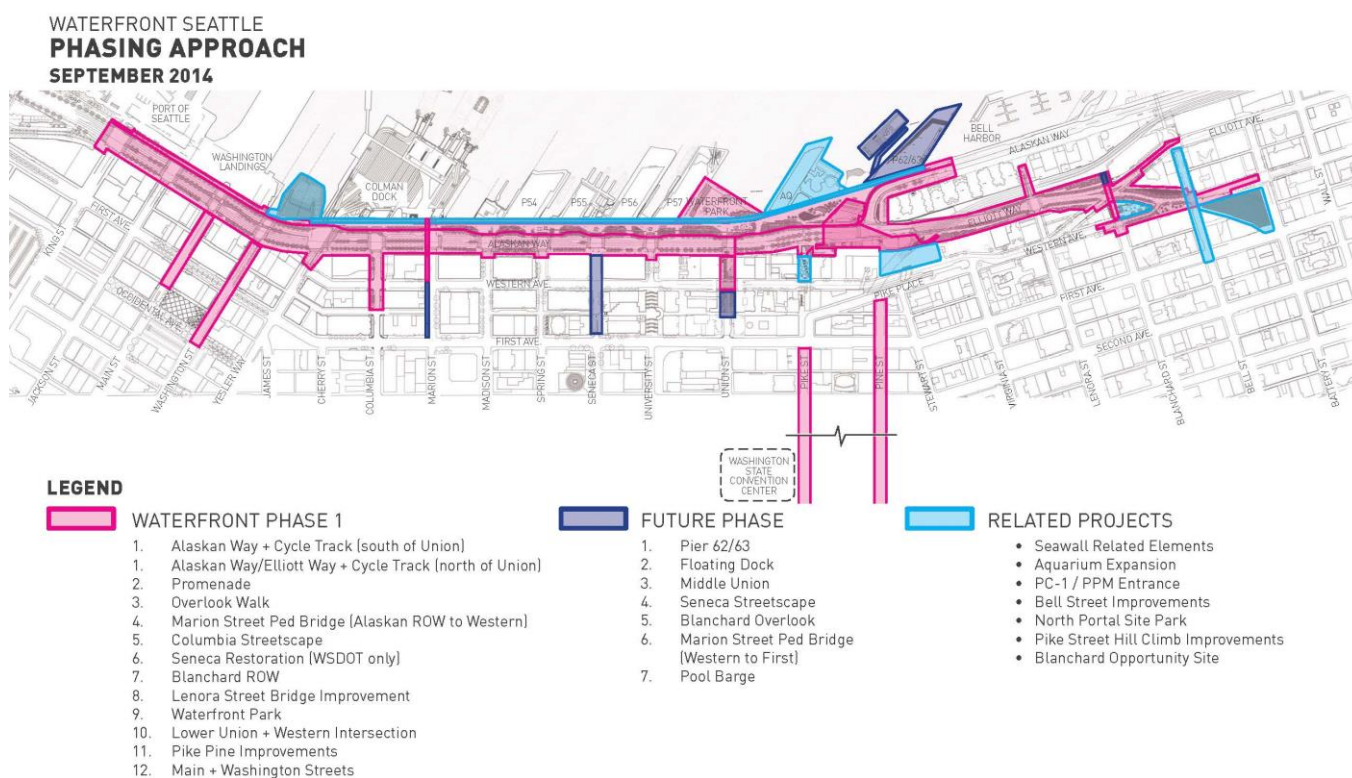
Proposed updates also focus on maintaining design quality and prioritizing core program elements including the pedestrian promenade, Alaskan Way and Elliott Way, strong east-west connections such as the Overlook Walk, and rebuilding Waterfront Park. Final scope, budget and schedule updates will also reflect additions to the program, such as Seawall mitigation items, improvements to the Pine/Pike corridor, and Washington Street Boat Landing restoration. The diagram on page 4 highlights the proposed phasing approach for program elements. The Waterfront Program will continue ongoing dialogue with the Mayor, City Council, Waterfront Steering Committee and the public as the scope, budget and schedule updates are fully developed.

Please note that the Q3 budget and expenditure figures reported for the Main Corridor, Public Piers, and East-West Connections reflect existing 2014 budget for these program elements. Final updates to the budget and organization of the program will take effect in 2015 once approved by City Council.



Proposed Phasing Approach

The diagram below illustrates the proposed phasing of program elements. A complete update on phasing adjustments in coordination with the overall budget and schedule will be included as part of the 2015 program work plan.



ELLIOTT BAY SEAWALL PROJECT – CENTRAL SEAWALL/PHASE 1

PROJECT PURPOSE

- To protect life safety, infrastructure, and economic vitality by reducing the risks of damage from coastal storms and tidal forces, seismic events;
- To improve the degraded ecosystem functions and processes of the Elliott Bay nearshore habitat in the vicinity of the existing seawall, and;
- To form the foundation for Seattle's future waterfront.

Budget: \$331M for Phase 1

Q3 2014 Expenditures: \$14.7M

Expenditures to date: \$93.6M

Schedule: Construction completion anticipated in 2016.



PROJECT LIMITS AND SCOPE OF WORK

Phase 1 will replace the existing central seawall from S. Washington Street to Virginia Street and provide a rebuilt pedestrian sidewalk to the west of the current Alaskan Way. The project will improve degraded ecosystem functions in the vicinity of the seawall; improvements include a new habitat beach at Washington Street and restoration of the Washington Street Boat Landing pergola. The new wall system will be built to current seismic standards and designed to last more than 75 years. It will support the existing Alaskan Way surface street and future right-of-way uses, provide access to the waterfront piers, improve marine habitat, and support upland uses, public spaces, utilities, and buildings.

Phase 2 is planned to continue these improvements from Virginia Street to Broad Street. Details of Phase 2 are presented on page 11.



CENTRAL SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

Activities in the third quarter focused on constructing the new seawall's foundational elements in the area near Colman Dock, and preparations for Season 2 construction in the area adjacent to the historic piers. Additional construction details are provided in the construction progress summary found on page 8.

Issues

The project team continued working to minimize and mitigate risks associated with dewatering and contaminated soils. The project re-delineated the potential areas for soil and water contamination based on results from groundwater and soil sampling, and developed an approach for treatment and handling material. A small area of groundwater remediation will begin in Q4 in areas where sampling results showed high concentrations of oil and diesel. This early remediation effort is expected to remove most of these products in the groundwater and reduce costs associated with water treatment.

The project team continued to learn about the nature of underground obstructions in Zone 1 and apply lessons learned to determine the best methodologies to navigate obstructions and meet productivity requirements. Obtaining temporary construction easements for work at Colman Dock and along the historic piers is critical to maintaining the very full construction schedule planned for Season 2.

The project team continues coordination with WSDOT on the overlapping construction work areas between the seawall and the Alaska Way Viaduct Replacement projects, including working closely with WSDOT and Washington State Ferries to move access to Colman Dock during Season 2 construction from just south of Spring Street to just south of Madison Street, allowing room for seawall construction.

Central Seawall Project Community Outreach and Stakeholder Involvement

Project outreach in Q3 2014 focused on preparing for Season 2 construction on October 1. The Street Team distributed over 180 construction toolkits containing maps, schedules and project information to waterfront businesses and residences. The Street Team also contacted tourism groups, hotels, bike and pedestrian groups, and social service agencies to provide construction information. Five thousand Seawall Project coasters were distributed to restaurants and coffee shops in Pioneer Square, Belltown and along First Avenue, and 300 magnets were provided to apartment buildings and handed out at community festivals.

Also in Q3, project staff delivered briefings to Waterfront Landings Condominiums, the National Council of Examiners for Engineering and Surveying, the Seattle Hotel Concierge Association and the Washington State Ferries Bremerton Terminal meeting, and conducted a project tour for Waterfront Landings residents.

Q3 2014 Outreach by the Numbers	
Fairs and Festivals	4
Pier Owner Meetings	16
Construction Coffee Chats	2
Project Briefings (including council briefings)	5
Flyers distributed	180+
Emails and hotline calls	93



CENTRAL SEAWALL PROJECT COST SUMMARY

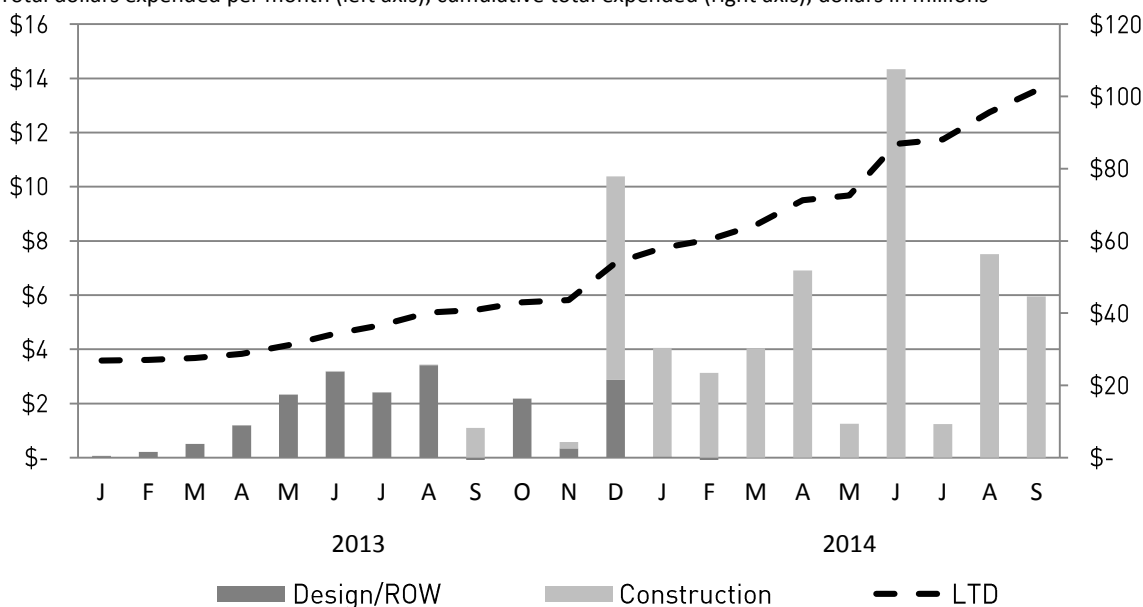
The Mayor's proposed 2015-2016 budget aligns with Seawall Project's budget baseline reset to \$331 million in Q4 2013 and identifies other City funding sources to meet the project funding needs, as shown in the table below. Previous quarterly reports listed \$35 million in costs that City leadership determined should be included as part of the scope and budget for the Waterfront Program. Those project elements will be addressed in upcoming quarterly reports once the 2015 work plan is completed in early 2015.

Seawall Project Annual Costs and Projected Funding						
Dollars in millions						
Funding Sources	Pre-2013	2013	2014	2015	2016	Totals
Previous City Funding	\$19	\$3				\$22
County Flood District	\$11		\$21			\$32
30-year Voted Bond		\$24	\$47	\$132	\$70	\$273
Future City Funding*				\$3	\$1	\$4
Annual Totals	\$30	\$27	\$68	\$135	\$71	\$331

Third quarter construction expenditures totaled \$14.7 million. Life to date expenditures shown in the table below continue to include expenditures related to the US Army Corps of Engineers (USACE) planning effort, which were not included as part of the new project baseline budget noted above. Project expenditures in Q3 2014 trended as projected for overall on-budget performance.

Total Seawall Project Expenditures 2013 through Q3 2014

Total dollars expended per month (left axis); cumulative total expended (right axis); dollars in millions





CENTRAL SEAWALL PROJECT CONSTRUCTION PROGRESS SUMMARY

As illustrated in the map on page 9, the project is divided into “zones” and “boxes” of work along the project alignment. The chart to the right shows construction progress through Q3 in the active boxes.

Construction activities in Q3 2014 continued in Zone 1 (Boxes 9 and 10). Early in the third quarter, activities were focused on jet grouting and installing drilled shafts; both were completed in Zone 1 in the third quarter. After jet grouting was completed, soil excavation work and concrete pouring commenced in order to prepare the area for the installation of the new seawall infrastructure. Landside sheet piles were then removed in Boxes 9 and 10; these sheet piles were installed in April behind the existing seawall to stabilize the work zone during construction. Once the concrete slabs were poured and cured, the sheet piles could be removed and the new seawall face panels could be installed. Off-site fabrication of concrete “zee” panels and seawall face panels continued throughout Q3.

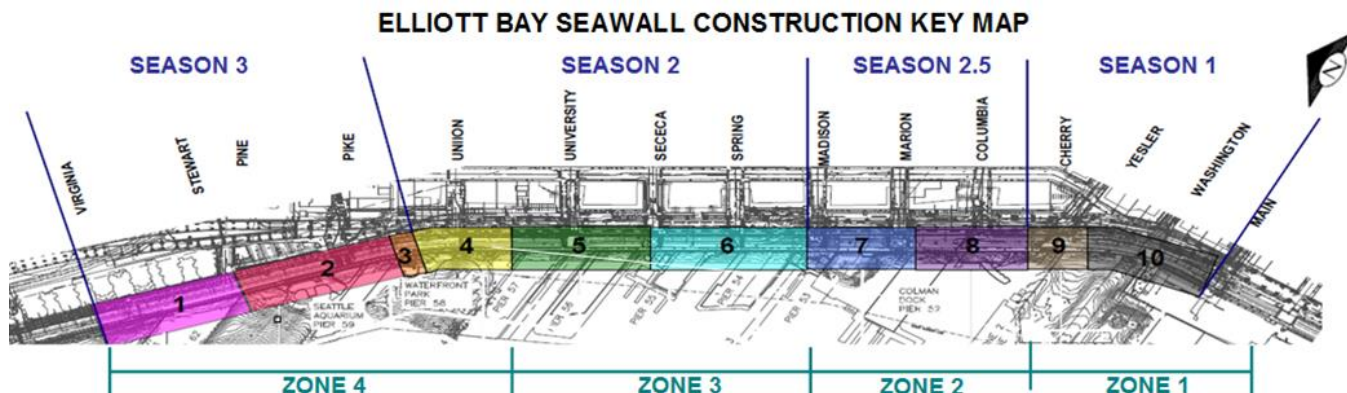
Work in Zone 1 also included grade preparation for marine mattress installation, which is a habitat enhancement. In the work zone adjacent to the historic piers (Boxes 4, 5 and 6), heavy construction work was temporarily suspended for the summer tourist season (May 23- October 1).

Construction Progress by Major Work Category

Key map location	Progress through Q2 2014
Box 4	
Containment wall	100%
Temp utilities	75%
Shoring wall	65%
Mass excavation & demo	5%
Jet grout	
CIP concrete	
Precast Structure	
Backfill	
Restore utilities	
Roadway & site work	
Box 6	
Containment wall	
Temp utilities	70%
Shoring wall	
Mass excavation & demo	
Jet grout	
CIP concrete	
Precast Structure	
Backfill	
Restore utilities	20%
Roadway & site work	
Box 9 & 10	
Containment wall	100%
Temp utilities	95%
Shoring wall	85%
Mass excavation & demo	80%
Jet grout	100%
CIP concrete	45%
Precast Structure	
Backfill	
Restore utilities	20%
Roadway & site work	



Minor construction work included temporary utility work with a focus on under-pier utility work. Late in Q3, awnings and signs within the right-of-way in front of the historic piers were removed in preparation for Season 2 construction.



CENTRAL SEAWALL PROJECT PERFORMANCE MEASURES

Construction Work Safety

Safety performance data is based on certified payroll statistics calculated at the end of each month, then compiled and presented for the quarter. There were two recordable injuries and one first aid case in the third quarter. To date, no work days have been lost due to incidents.

Safety Performance Measures	
	Project to date
Total Man hours	221,155
Total recordable injuries	4
First aid cases	9
Total days away from work	0

Environmental Compliance

Water quality sampling was conducted on 14 days during the third quarter. On three of these days, state water quality standards for pH were exceeded (Section 401 Water Quality Certification). In all cases, compliance was achieved within four hours. SDOT staff coordinated with the Department of Ecology as required. Marine mammal monitoring was conducted on eight days in Q3. Harbor seals and California sea lions were observed.

Environmental Performance Measures		
	Q3 2014	Project to date
Number of water quality exceedances*	3	3
Number of work days lost resulting from exceedances	0	0
* Exceedances are specific to the Section 401 Water Quality Certification.		



Social Equity and Work Force during Construction

The Community Work Force Agreement (CWA) provides unprecedented agreement to promote worker diversity on the construction site and labor-management stability to support timely construction of the Elliott Bay Seawall Project. In addition to requirements for hiring women and minorities, the CWA requires 15 percent of the workforce to live in economically distressed areas. The CWA applies only to the construction contract.

Social Equity Performance Measures (CWA)			
	Goal	Q3 2014	Project to date
Percent of work force from economically distressed zip codes	15%	18.4%	18.3%
Percent total project hours performed by Apprentices	15%	18.4%	16.2%
Percent total project hours performed by women	12%	14.6%	14.7%
Percent total project hours performed by people of color	21%	22.8%	27.0%

Seawall contractors exceeded all goals in the CWA in the third quarter. In Q3, women performed 14.6 percent of project hours, compared to 4.5 percent observed for most City construction work. Workers from economically distressed zip codes constituted 18.4 percent of the workforce and performed 25.3 percent of work hours, compared to 12 percent of project hours seen on past City construction projects. People of color performed 22.8 percent of total project hours, exceeding both the 21 percent project goal, and the 12 percent trend seen on other City construction projects.

A Women and Minority-owned Business Enterprise (WMBE) Inclusion Plan is also required by the City as a provision in the GCCM construction contract. The City requires all prime contractors to use a WMBE Inclusion Plan. The Inclusion Plan includes work performed during pre-construction and construction phases. Invoices paid through October 17, 2014 show the contractor has delivered 26.9 percent of the construction work using WMBE firms, exceeding the 13 percent utilization rate committed to in the contractor's Inclusion Plan. Due to the schedule in which contractor payments are processed, Q3 data includes October 1- 17, 2014. More than 30 WMBE firms are currently working on the project.

ELLIOTT BAY SEAWALL PROJECT – NORTH SEAWALL/PHASE 2

KEY ELEMENTS SUMMARY

The City is implementing the Elliott Bay Seawall Project (EBSP) in two phases: Phase 1 from Washington Street to Virginia Street (construction started in fall 2013), and Phase 2 from Virginia Street to Broad Street. Construction start on Phase 2 will depend on future funding.

Phase 2 is an extension and continuation of Phase 1 of the Seawall project addressing similar needs – providing a rebuilt pedestrian sidewalk to the west of the current Alaskan Way. Additionally, the project will improve the degraded ecosystem functions and processes of the Elliott Bay nearshore in the vicinity of the seawall.



Budget: To be determined.

Schedule: To be determined based on availability of funding.

NORTH SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

As previously reported, the US Army Corps of Engineers (USACE) determined that early construction work initiated in April 2013 by the City changed how the USACE evaluated the project's Draft Feasibility Report. Consequently, the USACE will no longer consider Federal participation in the project as defined, and terminated the feasibility study. The City will continue to evaluate potential future funding options to complete Phase 2.

MAIN CORRIDOR

KEY ELEMENTS SUMMARY

The Main Corridor program elements include a new Alaskan Way surface street, built in the footprint of the Alaskan Way Viaduct and continuing on as Elliott Way, and a new pedestrian promenade. As part of the proposed 2015-2016 budget and Capital Improvement Plan, the Overlook Walk will be shifted from the Main Corridor to the East-West Connections portion of the program. The demolition of the Alaskan Way Viaduct and decommissioning of the Battery Street Tunnel are projects included in WSDOT's Alaskan

Way Viaduct Replacement Program and are not included here; WSDOT is leading the design and construction of those projects.



Budget and Schedule

As part of the ongoing scope, budget and schedule update process, the existing Main Corridor budget of \$510 million will be adjusted, including shifting costs associated with the Overlook Walk to East-West Connections as described above. The schedule for the Main Corridor anticipates construction following viaduct demolition in 2017. An updated schedule will be shared at City Council as part of overall 2015 program work plan in early 2015.

MAIN CORRIDOR KEY ISSUES, MILESTONES AND ACTIVITIES

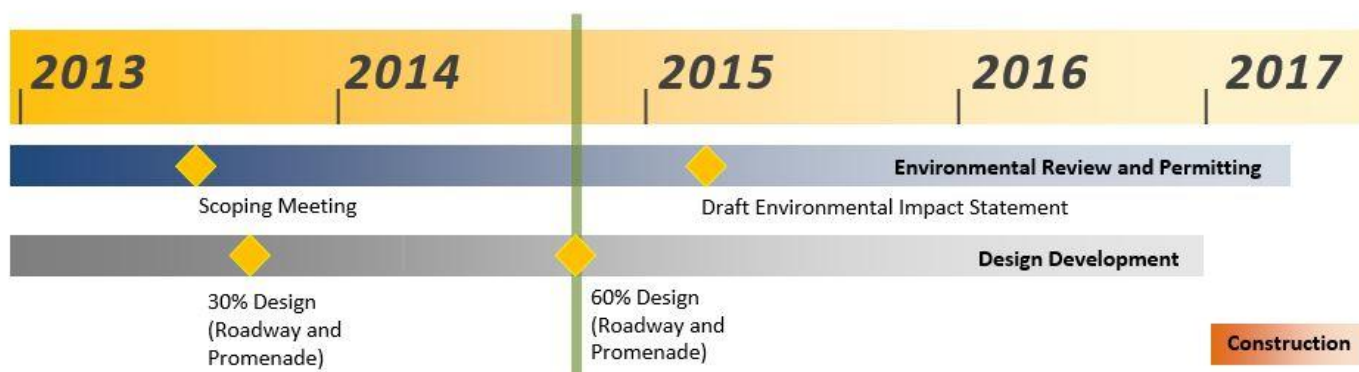
Milestones and Accomplishments

Main Corridor design progressed significantly during Q3 2014. The Alaskan Way, Elliott Way and Pedestrian Promenade design work reached the 60% design milestone in September 2014, building on continued coordination with WSDOT, Port of Seattle, Washington State Ferries, King County Metro, Seattle Fire Department, Seattle City Light and Seattle Public Utilities, as well as with area stakeholders.



In Q3 the Program evaluated the results of the cost-risk assessment (CRA) and a value engineering study of all Main Corridor program elements. Work toward the 90% design milestone (Design Development) for the Main Corridor is anticipated to begin in April 2015; in the interim a thorough review of the 60% plans is underway in partnership with City departments and State agencies.

Main Corridor Milestone Schedule



The Program continued close coordination with the Pike Place Market Preservation and Development Authority (PPMPDA) on design of its PC-1 North “MarketFront” project. The PPMPDA submitted 60% construction documents to the City for approval in Q3. The “MarketFront”

project is a mixed-use building that will provide approximately 300 spaces of new short-term public parking, 13,000 square feet of new retail space, and 40 units of low-income senior housing. The project also has a public plaza and pathways that will connect visitors to the waterfront via the future Overlook Walk.

Upcoming Milestones

- Local Waterfront Transit Analysis Study (Q4 2014).
- Schedule update for design of all Main Corridor elements (Q1 2015).

Issues

The Program continues to coordinate with stakeholders on the design and operations of Alaskan Way and Elliott Way. Some stakeholders in the Pioneer Square and south downtown neighborhoods remain concerned about the width of Alaskan Way south of Columbia Street. The City, WSDOT, King County and the Port of Seattle continue working together to reevaluate the roadway configuration.

In Q3, the Program also continued to work with board members of the Waterfront Landings condominium building. Moving forward, the project team will continue working with Waterfront Landings to identify specific opportunities to modify the design to address their concerns about access and security to the rear of the southernmost building.



The City continues ongoing negotiations and coordination with WSDOT on several important issues, including better understanding the effects of the SR 99 Tunnel delay on the Waterfront Program design and construction schedule. The Program currently anticipates one year of delay as a result of the tunnel delays and this schedule adjustment will be incorporated into the updated program-wide schedule, along with additional anticipated costs to deliver the program caused by escalation in construction costs.

The City is continuing to work on negotiations with WSDOT to finalize a funding agreement for design and construction of the Main Corridor roadway elements, with a final agreement anticipated in early 2015.

MAIN CORRIDOR COST AND SCHEDULE SUMMARY

As part of the Program-wide scope, budget and schedule updates, the budget for the Main Corridor will be updated. The Q3 cost summary to the right reflects the 2014 budget for Main Corridor. Note that this has not yet been updated to reflect the 2015 budget. See page 3 for an overview of the scope, budget and schedule update process. Final updated budget and funding information will be available as part of the 2015 program work plan.

Q3 2014 Main Corridor Cost Summary		
Dollars in millions		
	Budget	Expended to date
Environmental, Design, and ROW	\$75	\$17.2
Construction	\$435	\$0
Total	\$510	\$17.2

Environmental Review under SEPA began in fall 2013, and previous reports indicated environmental review was planned to be complete in Q1 2015. The publication date for the Draft Environmental Impact Statement (EIS) is still planned for late Q1 2015, but more time is needed to further evaluate project impacts and complete the discipline reports informing the EIS. The Final EIS is expected to be released in late Q3 2015.

Q3 2014 Main Corridor Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Draft Environmental Impact Statement (Roadway/Promenade/Overlook Walk)	Q2 2014	Q1 2015
30% design complete (Roadway & Promenade)	Q4 2013	Q4 2013
60% design complete (Roadway & Promenade)	Q3 2014	Q3 2014
30% design complete (Overlook Walk)	Q2 2014	Q2 2014
60% design complete (Overlook Walk)	Q1 2015	Q1 2015
30% design of utilities complete (Roadway & Promenade)	Q2 2014	Q1 2015

PUBLIC PIERS

KEY ELEMENTS SUMMARY

Public Piers program elements include rebuilding and reshaping our two public piers – Waterfront Park and Pier 62/63. Both are seismically vulnerable. Waterfront Park, called Union Street Pier in the Waterfront Seattle Concept Design, is envisioned as a flexible public recreation and open space. Pier 62/63 is envisioned to be more heavily programmed, with a flexible activity rink, events and performances. The timing and implementation of these elements are being reviewed as part of the proposed 2015-2016 budget and Capital Improvement Plan.



Budget and Schedule

As part of the ongoing scope, budget and schedule update process, the existing Public Piers budget of \$120 million will be adjusted, including deferring the rebuilding of Pier 62/63. The Public Piers schedule will also be updated in early 2015 as part of the program's 2015 work plan.

PUBLIC PIERS KEY ISSUES, MILESTONES AND ACTIVITIES

As part of the Mayor's proposed budget, the Office of the Waterfront has proposed including the rebuilt Waterfront Park in the Phase 1 waterfront projects, and deferring the rebuilding of Pier 62/63. The Program is currently evaluating the feasibility of interim improvements at Pier 62/63 that could rebuild the underlying piers and strengthen the pier structure, allowing the park to once again host public events. As part of this budget proposal, design and environmental work for the Public Piers are being deferred until 2016. The Public Piers are not dependent on design work for other Waterfront program elements and do not require completed design work beyond the 30% design to support other program milestones.



PUBLIC PIERS COST AND SCHEDULE SUMMARY

As part of the Program-wide scope, budget and schedule updates, budget for the Public Piers will be updated. The Q3 cost summary at right includes the existing 2014 budget for Public Piers. See page 3 for an overview of the scope, budget and schedule update process. Final updated budget and funding information will be available as part of the 2015 program work plan.

Based on the updated phasing of the overall program, the design and environmental work on the public piers has been shifted to 2016, including both the environmental scoping meeting and 60% design milestones. When design work is restarted for the public piers in 2016, a new schedule of design and delivery milestones will be established.

Q3 2014 Public Piers Cost Summary		
Dollars in millions		
	Budget	Expended to date
Environmental/Design	\$18	\$3.5
Construction	\$102	\$0
Total	\$120	\$3.5

Q3 2014 Public Piers Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
30% design complete	Q4 2013	Q1 2014
Environmental scoping meeting	Q4 2013	TBD 2016
60% design complete	Q2 2014	TBD 2016

EAST-WEST CONNECTIONS

KEY ELEMENTS SUMMARY

The East-West Connections program elements include pedestrian scale improvements to Main and Washington streets from Alaskan Way to Second Avenue, improvements on Union Street between First Avenue and Alaskan Way focused on pedestrian mobility, extension of the existing Bell Street Green Street improvements west to Alaskan Way, and improvements to Railroad Way.

Budget and Schedule

As part of the ongoing scope, budget and schedule update process, the existing East-West Connections budget of \$60 million will be adjusted, including shifting the Overlook Walk to this portion of the program. The East-West Connections schedule will also be updated in early 2015 as part of the program's 2015 work plan.



EAST-WEST CONNECTIONS - KEY ISSUES, MILESTONES AND ACTIVITIES

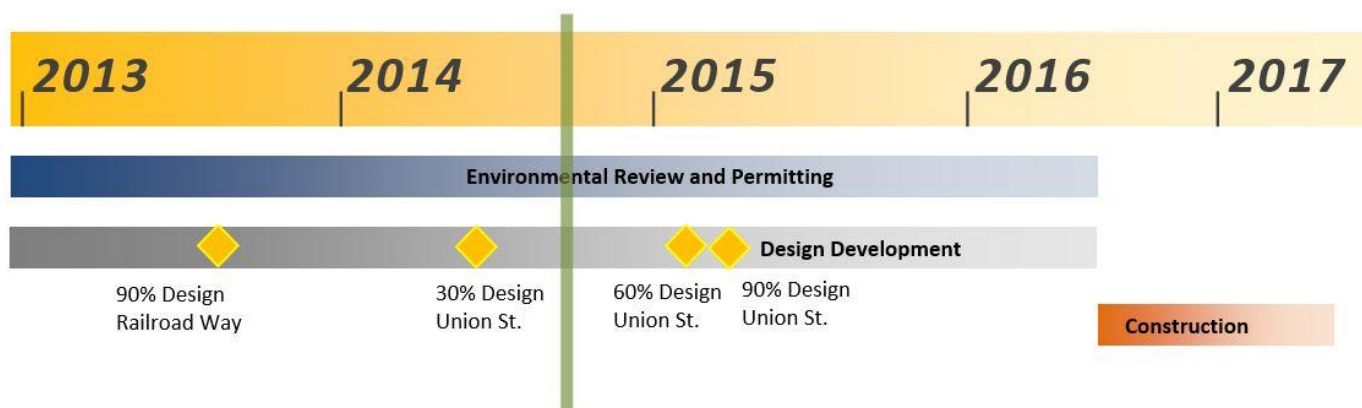
The Program has continued to advance design of “Lower Union” between Alaskan Way and Western Avenue toward the Design Development (60% design) milestone. The “Middle Union” stair and elevator structure is currently proposed to be deferred indefinitely.

In the previous quarter the Union Street Improvements SEPA checklist and an application for a Shoreline Substantial development permit to the Department of Planning and Development were submitted. Response from the permitting agencies is anticipated in Q4 2014. During Q3, the Program team met with Union Street property representatives of Public Storage to discuss Union Street design and right-of-way changes related to the Union Street improvements.



In August the Program released the anticipated Request for Qualifications for the Marion Street Bridge project. The City has received and reviewed proposals and is in the process of inviting the top firms to interview. Final selection of the firm is anticipated in Q4 2014.

East-West Connections Milestone Schedule



EAST-WEST CONNECTIONS COST AND SCHEDULE SUMMARY

As part of the Program-wide scope, budget and schedule updates, budget for the East-West Connection will be updated. The Q3 cost summary to the right includes the existing 2014 budget for East-West Connections. See page 3 for an overview of the scope, budget and schedule update process.

Q3 2014 East-West Connections Cost Summary		
Dollars in millions		
	Budget*	Expended to date
Environmental/Design	\$12	\$3.9
Construction	\$48	\$0
Total	\$60	\$3.9

Final updated budget and funding information will be available as part of the 2015 program work plan.

Q3 2014 East-West Connections Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Union Street 30% design complete	Q3 2013	Q2 2014
Union Street 60% design complete	Q4 2013	Q1 2015
Union Street 90% design	Q1 2015	Q1 2015
Railroad Way 90% design complete	Q3 2013	Q3 2013
Main/Washington Concept Design complete	Q3 2013	Q2 2014



WATERFRONT PROGRAM WMBE USE SUMMARY

The City of Seattle is committed to inclusion of women and minority businesses (WMBE) in the work we do, and in the construction, services and products we buy. Executive Order 2014-03, signed April 8, 2014, requires departments to increase utilization of WMBE's – expanding outreach, creating opportunities, and establishing direct accountability.

SDOT has established a goal of 14% utilization rate for the Waterfront Program, and an 18% utilization rate for the Seawall Project for consultant support services for 2014. As shown in the table below, the Elliott Bay Seawall project exceeded the goal for the quarter and year-to-date. The Waterfront Project continues to exceed its goal year-to-date for consultant services, with third quarter utilization just shy of the 14% goal.

Please note that the Elliott Bay Seawall Project WMBE Inclusion goal and expenditures noted below are for consultant services rendered on the project and are tracked and reported separately from WMBE inclusion in construction, described on page 10.

Waterfront Program WMBE Goals and Utilization					
Dollars in millions					
	Goal	Q3 WMBE utilization	Q3 WMBE spending	YTD WMBE spending	YTD WMBE utilization
Waterfront Program Projects	14%	13%	\$0.82	\$2.3	16.2%
Elliott Bay Seawall Project	18%	22%	\$0.83	\$2.2	25.2%



WATERFRONT PROGRAM OUTREACH SUMMARY

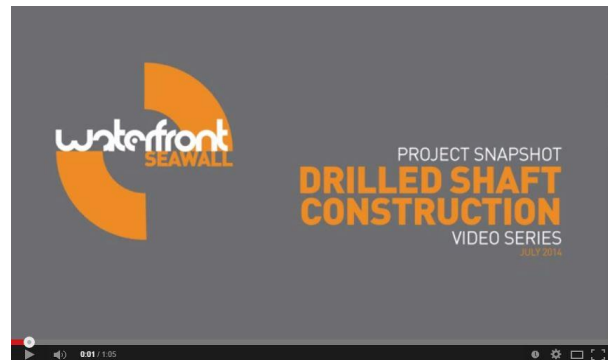
Season 2 Seawall Construction Outreach

During Q3, the Street Team distributed construction information in preparation for the beginning of Season 2 in October. Over 180 construction toolkits containing maps, schedules and project information were hand-delivered or sent electronically to waterfront businesses and residences. Additionally, the Street Team contacted tourism groups, hotels, bike and pedestrian groups, and social service agencies to provide construction information. Five thousand Seawall Project coasters were distributed to restaurants and coffee shops in Pioneer Square, Belltown and along First Avenue, and 300 magnets were provided to apartment buildings and handed out at community festivals.



Seawall Construction Snapshot Video

The Seawall Project released its first Snapshot Video during Q3 2014. These short, informative videos provide an in-depth look at an aspect of construction. The first video was about drilled shaft construction and is located at: <http://youtu.be/aeB-7lwHIY8>.



Tribal Engagement

The Waterfront Program expanded its tribal engagement efforts in Q3 to include meetings with tribal leaders and elders from the Stillaguamish and Tulalip tribes. The purpose of these visits was to learn about each tribe's culture, history and connection to the waterfront; and to ensure the waterfront design is increasingly representative of local tribal cultures.

On September 17, the Waterfront Program team hosted "Stories of the Waterfront – Seattle's Urban Indian Community Storytelling" event at the Chief Seattle Club. In order to better incorporate various voices and historic perspectives into the design of the future waterfront, attendees were invited to share personal stories about what Seattle's waterfront has meant to the Native community across



generations. Upcoming tribal engagement includes a January 2015 event bringing together tribal leaders to share what the Program has heard from them and how the design can tangibly represent their ideas.

Also in Q3, the Program issued a call for artists to create artwork for the waterfront that recognizes the tribal peoples of this region, and reflects the Coast Salish tribes that have a historic connection to this territory.



Participants during "Stories of the Waterfront – Seattle's Urban Indian Community Storytelling." Photo by Chris Stearns.

Access for All: Disabilities Roundtable

The Waterfront Program team hosted a second disabilities roundtable discussion on July 23 at Seattle City Hall. The conversation focused on accessibility and mobility on Seattle's future waterfront. Representatives from the deaf/blind community, Seattle Lighthouse for the Blind, the Seattle Commission for People with DisAbilities and the King County Mobility Coalition attended and discussed topics including typical pedestrian crossings on Alaskan Way, pedestrian surface treatments and paving, the Overlook Walk and the wayfinding plan.

Fairs and Festivals Continue

Waterfront Seattle and Elliott Bay Seawall Project teams continued outreach at fairs, festivals and events throughout Seattle. Ideal weather conditions and longer days result in more fairs, festivals and community events taking place in Q3 than any other time of the year. As a result, both teams took part in a heightened level of fairs and festivals outreach compared side-by-side to the previous quarter. Waterfront Seattle and the Seawall Project shared information and engaged the community in educational activities at 10 fairs and festivals over 16 event days in Q3, including Umoja Fest and the Salmon Return Family Festival, and reaching approximately 1,255 community members.



The Seawall Project shares construction information with visitors to Waterfront Park.



Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting 206-618-8584 or seawall@waterfrontseattle.org. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Civil Rights Act of 1964, Title VI Statement to the Public

The City of Seattle Department of Transportation hereby gives public notice that it is the policy of the department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, nation origin, disability, or age, be excluded from the participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity for which the department receives federal financial assistance. Persons wishing information may call the City of Seattle Office of Civil Rights at (206) 684-4500.