



WATERFRONT PROGRAM PROGRESS REPORT



Q4 2014 (October through December)

March 2015



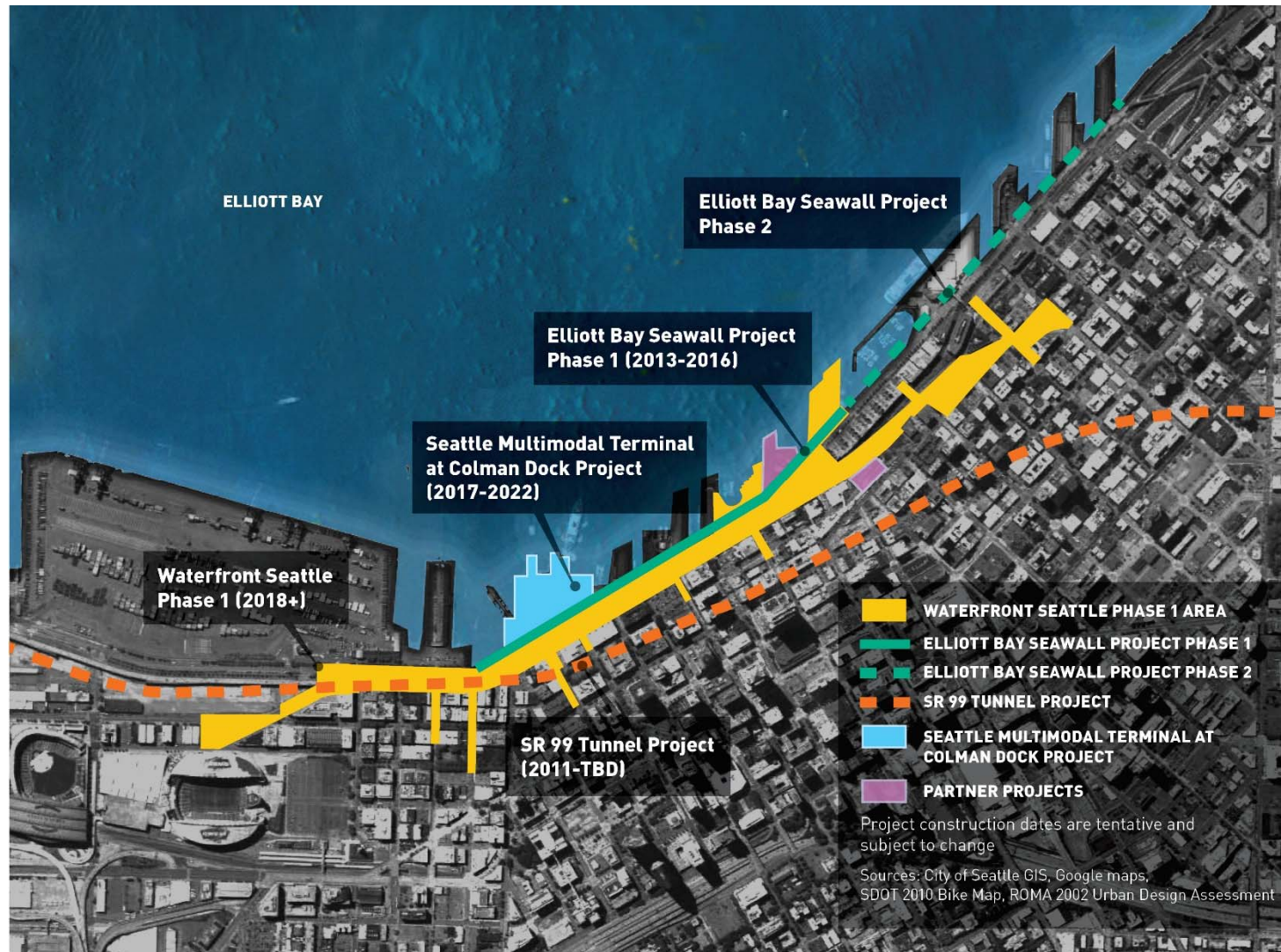
INTRODUCTION

The Waterfront Program is a series of capital projects led by the City of Seattle to transform Seattle's Central Waterfront into a new multimodal corridor and a series of high-quality public spaces. In January 2014, Mayor Murray created a new Office of the Waterfront to oversee this effort. The Office brings together staff from Seattle's departments of Planning and Development, Parks and Recreation, and Transportation under one management structure. As described by Mayor Murray, "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 purpose of this document is to report on all aspects of the Office of the Waterfront's efforts to deliver the Waterfront Program consistent with that goal - including design and engineering, public engagement, cost and schedule, and ultimately construction progress and completion of the projects.

This report is organized into seven sections: Program Overview, Elliott Bay Seawall Project, Main Corridor, Public Piers, East-West Connections, Women and Minority-owned Business Enterprise (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 a short narrative about public engagement and feedback. The information contained within this report is current for the quarter listed on the cover and in the footer of the document.

We hope you find this document useful and informative. If you have suggestions as to how we can make it better, please let us know by emailing info@waterfrontseattle.org or calling 206-499-8040.





WATERFRONT PROGRAM OVERVIEW

The Waterfront 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 and reconstruction of Alaskan Way and Elliott Way, to relatively small-scale street improvements serving adjacent neighborhoods. Activities and measures included in this progress report, such as public engagement and environmental review, support the 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 Budget and Schedule

In Q4 the Office of the Waterfront reset the program's overall budget and schedule. This effort established clear priorities for 2015-2016 to focus on completing design for the first projects to be constructed after the seawall is built and the Alaskan Way Viaduct is removed. These projects are:

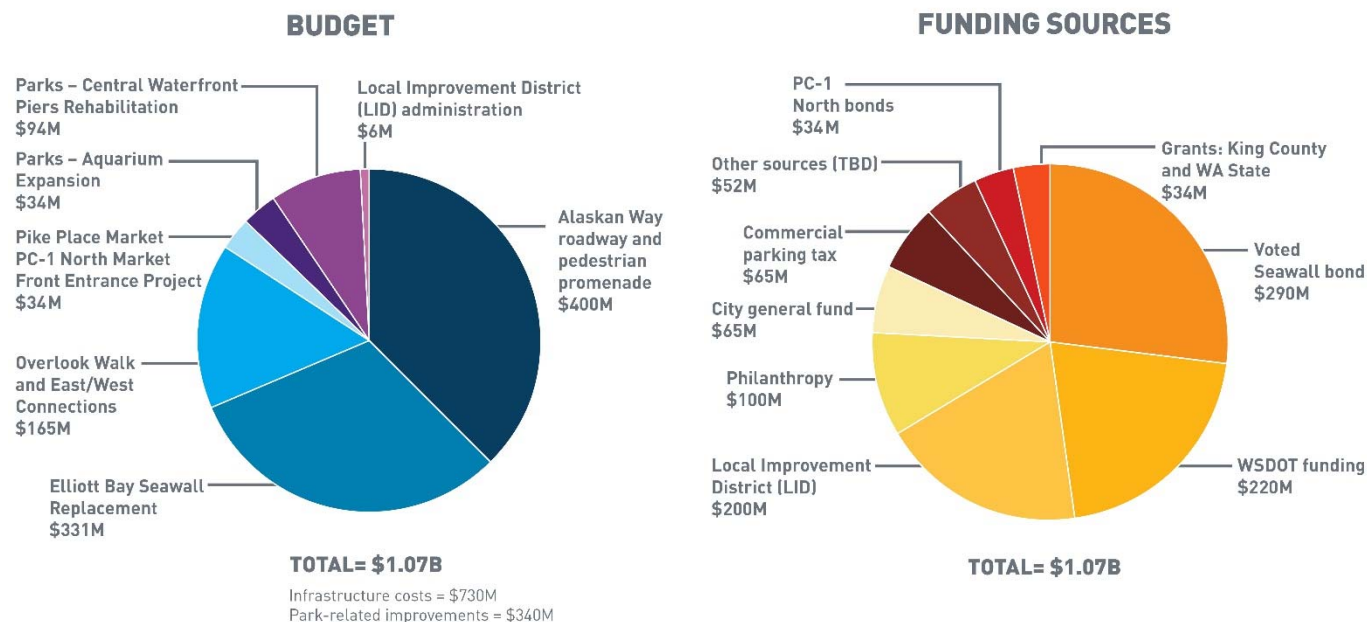
- New Alaskan Way and Elliott Way surface street connections and related utility relocations and replacements;
- The continuous promenade along the waterfront from Pine Street to Pioneer Square, which provides critical north-south mobility and the primary new public space along the waterfront; and
- The Overlook Walk, providing a key east-west connection linking center city to the waterfront

Other elements of the program, such as replacement of Waterfront Park and other east-west connections, S. Main and S. Washington streets and the extension of the Bell Street Park, remain funded by the program. Funding for continuing their design will be available starting in 2016 as part of the City's Capital Improvement Program (CIP).

The program's overall budget was also updated in fall 2014, maintaining the previous overall budget of \$1.07 billion. Updates were focused on preserving the overall vision for the waterfront, but modified the list of program elements to include some seawall-related elements such as the cost for the light penetrating surface panels that are now being implemented as part of the seawall, as well as adding funding for improvements to the Pike/Pine corridor from First Avenue to the Washington State Convention Center. The funding plan was also updated to scale back the potential size of a future Local Improvement District to \$200M. The Office of the Waterfront presented a complete overview of the revised budget and funding plan to the City Council's Budget Committee on October 22, 2014. It was adopted as part of the City's 2015-16 budget, and 2015-2021 CIP. The tables below summarize the key elements.



Program Budget and Funding Sources



Q4 2014 Budget and Expenditure Reporting

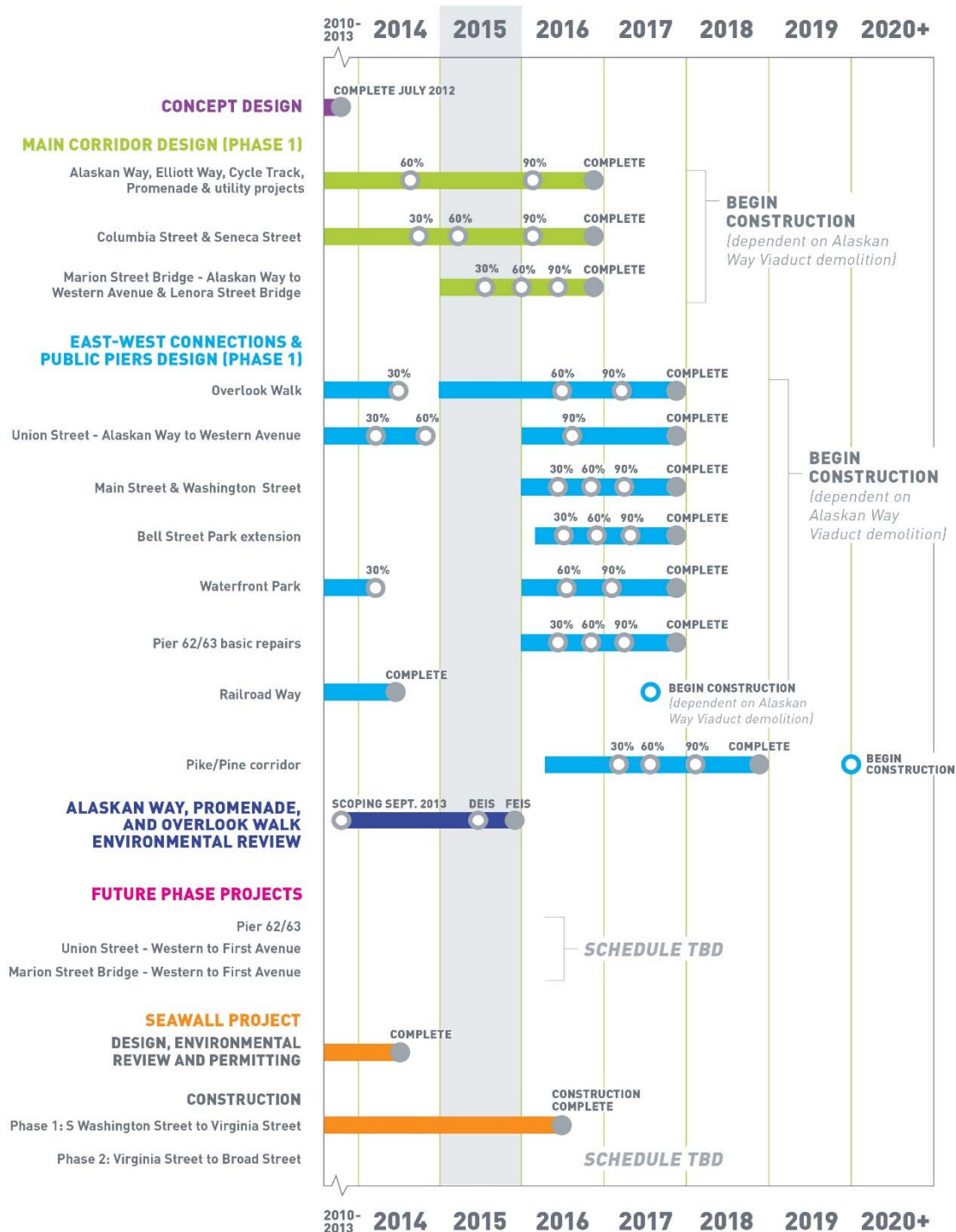
Please note that the Q4 budget and expenditure figures reported for the Main Corridor, Public Piers and East-West Connections reflect 2014 budget for these program elements. These budgets have been revised for 2015, and so 2015 reporting will be adjusted to reflect the 2015-2016 budget allocations and priorities.

Program Schedule Update

The detailed program schedule on page 4 has been updated to prioritize design and engineering of the Main Corridor (Alaskan Way and Elliott Way) and related projects in 2015. Future progress reports will reflect this updated organization of the program. This report reflects the final quarter of 2014 and remains consistent with the organization of the previous three quarters.



Waterfront Program Schedule



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: \$331 million for Phase 1

Q4 2014 Expenditures: \$51.3M

Expenditures to date: \$145.7M

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 Q4 focused on advancing the new seawall's foundational elements in the area south of Colman Dock and beginning Season 2 construction in the area adjacent to the historic piers and Waterfront Park. Additional construction details are provided in the construction progress summary found on page 8.

Issues

Seawall construction in Season 2 takes place in front of the historic piers, Waterfront Park, and the Seattle Aquarium. Maintaining stability and protecting these and other adjacent properties is a high-priority for the project. The project team continues to diligently monitor settlement and vibration adjacent to the work zone, and temporary structures are being designed to minimize effects to private property.

The project team continues coordination with WSDOT on overlapping construction work areas between the seawall and the Alaskan Way Viaduct Replacement projects. The team is also collaborating with WSDOT and Washington State Ferries to maintain Colman Dock access. In the fourth quarter, vehicle access to Colman Dock shifted from just south of Spring Street to just south of Madison Street, allowing room for Season 2 seawall construction. The project is also planning a shift to ferry access in Q1 2015 to accommodate construction adjacent to and north of Colman Dock.

Central Seawall Project Community Outreach and Stakeholder Involvement

Project outreach in Q4 2014 focused on Season 2 construction. Educational, wayfinding and decorative banners were installed throughout the project area on construction fencing to provide project and area attraction information to waterfront visitors. The Street Team responded to 150 inquiries during Q4 via email and 24-hour hotline. Additionally, the project started providing public tours in Q4, attracting over 100 attendees.

Also in Q4, project staff delivered one City Council briefing, briefings to the King County Flood Control District Advisory Council, the Women's Transportation Seminar and the Ballard District Council. Project staff also provided project tours to the Friends of Waterfront Seattle Board of Directors, the Society of American Military Engineers, and the UW College of Marine and Environmental Affairs.

Q4 2014 Outreach by the Numbers	
Fairs and Festivals	2
Pier Owner Meetings	16
Project Briefings (including council briefings)	4
Public tours	9
Emails and hotline calls	150
Email updates to project listserv	13



CENTRAL SEAWALL PROJECT COST SUMMARY

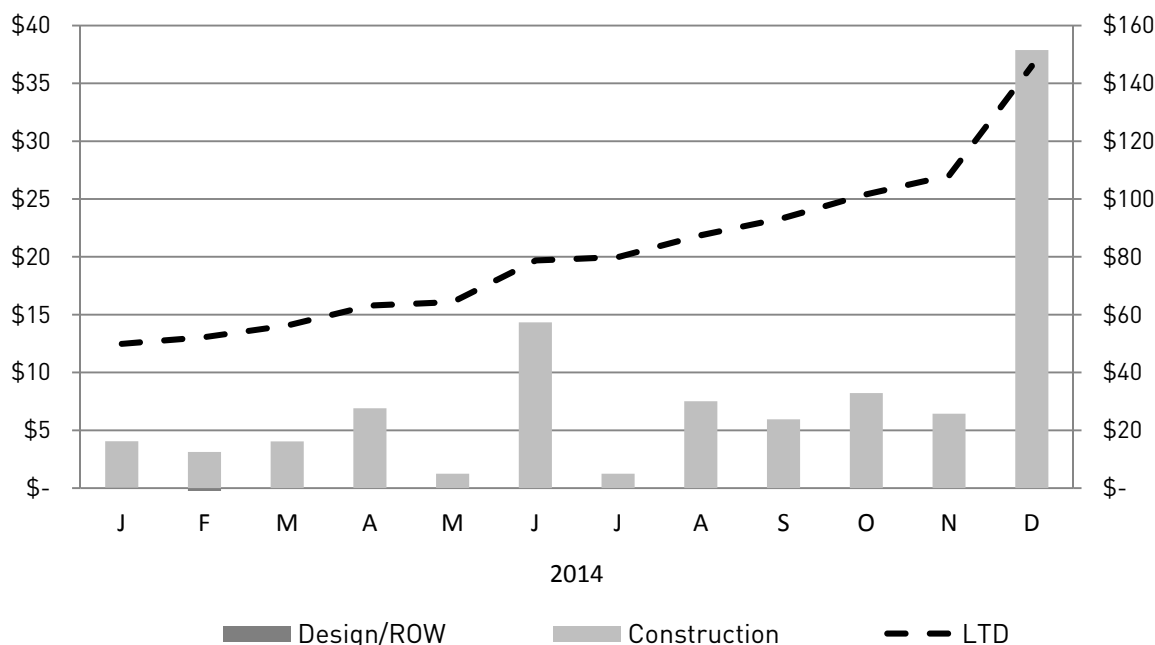
The 2015-2016 budget reports the Seawall Project baseline budget at \$331 million. The table below shows the City funding sources utilized to meet the project funding needs.

Seawall Project Annual Costs and Projected Funding				
Dollars in millions				
Funding Sources	Pre-2015	2015	2016	Totals
Previous City Funding (Bonds)	\$12			\$12
County Flood District	\$32			\$32
30-year Voted Bond	\$106	\$141	\$26	\$273
Commercial Parking Tax		\$3	\$11	\$14
Annual Totals	\$150	\$144	\$37	\$331

Construction expenditures for Q4 totaled \$51.3 million. Expenditures in Q4 were higher than previous quarters as the project initiated Season 2 work seven days per week to maintain the tight Season 2 schedule and in-water work window. Expenditures in December reflect contractor payments for October, November and December. At year end, accruals for yearend billed in January are reported as December expenditures. This accrual is standard city procedure and is required for accounting purposes. Project expenditures in Q4 2014 trended as projected for overall on-budget performance.

Total Seawall Project Expenditures through Q4 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 below shows construction progress through Q4 in the active boxes. Construction activities in Q4 2014 continued in Zone 1 (Boxes 9 and 10) and Season 2 construction began in October in the area adjacent to the historic piers (Boxes 4, 5 and 6).

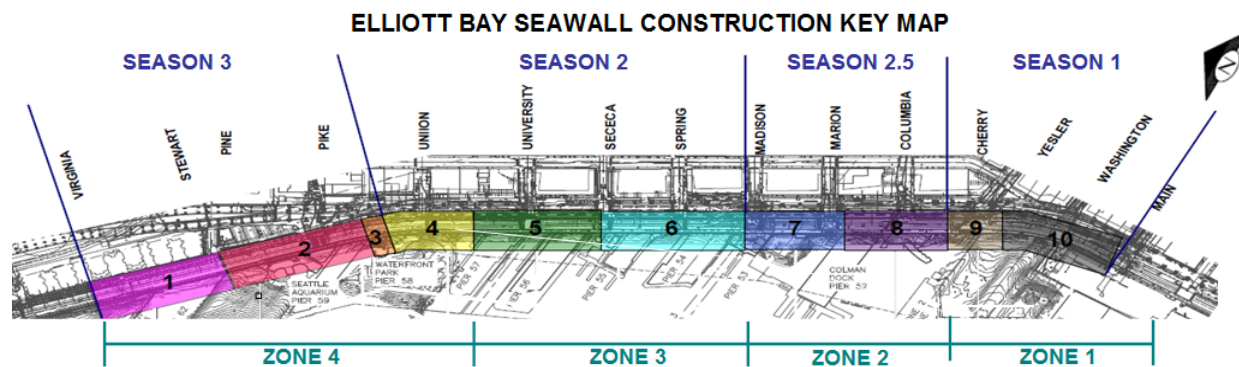
In the area adjacent to the historic piers, the project completed sheet pile installation in December and continued to excavate the area in preparation for jet grouting. Jet grouting activities including coring, pre-drilling and injection of jet grout began in November in the area adjacent to Waterfront Park.

Construction at the south end of the project continued in Q4, with construction beginning to wind down in December. Early in Q4, the first seawall face panels were installed in the area south of Colman Dock. The project also installed the first of the marine mattresses used to provide shallow, enhanced habitat for migrating salmon. The project placed the first of the pre-cast “zee” panels that support the overhanging sidewalk. The first sidewalk panel with light penetrating surface was installed in December. The panels allow light to reach the nearshore habitat, encouraging growth of marine life.

On October 1, 2014, construction began in the area adjacent to the historic piers. Construction in Q4 included temporary utility installation, sheet pile installation and mass excavation and demolition. Jet grouting activities including coring, pre-drilling and injection of jet grout began in November in Box 4.

Construction Progress by Location

Key map location	Progress by major work category
Box 4	
Containment wall	95%
Temp utilities	80%
Shoring wall	90%
Mass excavation & demo	85%
Jet grout	40%
Foundations	95%
Box 5	
Containment wall	95%
Temp utilities	90%
Shoring wall	40%
Mass excavation & demo	5%
Box 6	
Containment wall	95%
Temp utilities	95%
Shoring wall	70%
Mass excavation & demo	60%
Jet grout	2%
Restore utilities	20%
Box 7	
Temp utilities	60%
Mass excavation & demo	1%
Box 9 & 10	
Containment wall	100%
Temp utilities	100%
Shoring wall	100%
Mass excavation & demo	100%
Jet grout	100%
Foundations	100%
CIP concrete	100%
Precast structure	100%
Backfill /marine habitat	30%
Restore utilities	95%
Roadway & site work	75%



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. In the fourth quarter, there was one recordable injury and two first aid cases. To date, no work days have been lost due to incidents.

Safety Performance Measures	
	Project to date
Total hours	290,210
Total recordable injuries	5
First aid cases	11
Total days away from work	0

Environmental Compliance

During the fourth quarter, the project team conducted 46 days of marine mammal monitoring. On two occasions, in-water work was temporarily suspended due to the presence of marine mammals inside the exclusion zone established by the National Oceanic and Atmospheric Administration (NOAA). On November 5th, vibratory pile installation stopped for approximately 4 hours because of a humpback whale in Elliott Bay.

On November 14, impact pile driving stopped for approximately 2 hours because a seal was near the work zone. All water quality samples collected during the fourth quarter were compliant with state water quality standards, and the Washington State Department of Ecology conducted a site visit with good results.

2014 by the Numbers

934 jet grout columns installed

2,311 linear feet of sheet pile and plate walls installed

1,139 linear feet of shoring wall installed

18,000 cubic yards of material excavated

915 linear feet of existing seawall demolished

1,174 cubic yards of foundations support slab poured

165 linear feet of new precast seawall installed



Environmental Performance Measures		
	Q4 2014	Project to date
Number of water quality exceedances*	0	3
Number of work days lost resulting from exceedances	0	0
Days of marine mammal monitoring	47	74
Days with work stoppage due to marine mammals	2**	2
* Exceedances are specific to the Section 401 Water Quality Certification. ** Partial days		

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	Q4 2014	Project to date
Percent of work force from economically distressed zip codes	15%	18.2%	18.7%
Percent total project hours performed by Apprentices	15%	15.8%	16.1%
Percent total project hours performed by women	12%	14.4%	14.6%
Percent total project hours performed by people of color	21%	24.1%	25.6%

Seawall contractors exceeded all goals in the CWA in the fourth quarter. The total number of hours worked in the fourth quarter was nearly triple that of the third quarter. In Q4, 15.8 percent of the work was performed by apprentices. Workers from economically distressed zip codes constituted 18.2 percent of the workforce and performed 21.5 percent of work hours, compared to 12 percent seen on past 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 January 20, 2015 show the contractor has delivered 19.4 percent of the construction work using WMBE firms, exceeding the 13 percent utilization rate committed to in the contractor's Inclusion Plan. More than 30 WMBE firms are currently working on the project. Due to the schedule in which contractor payments are processed, Q4 WMBE utilization data includes January 1-20, 2015.

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.

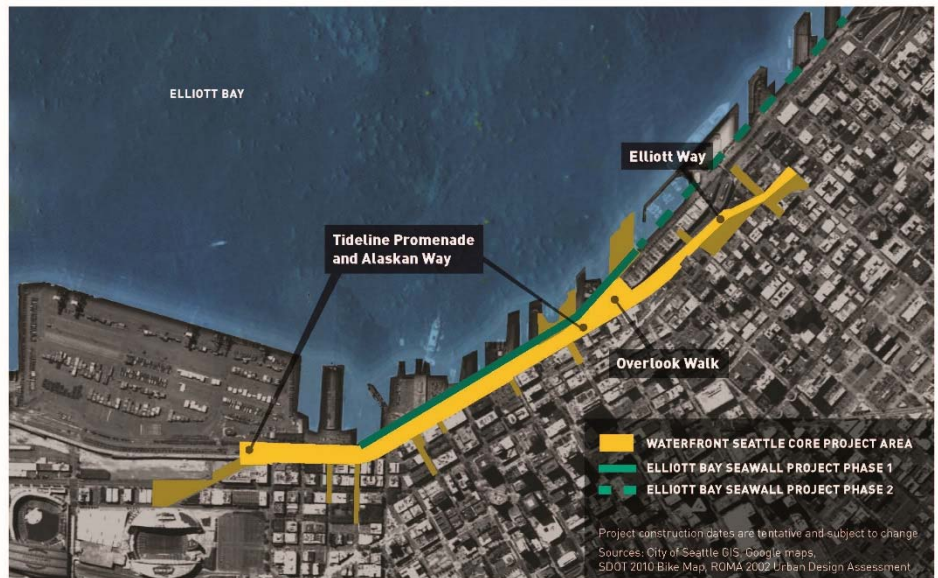
NORTH SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

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.

WATERFRONT IMPROVEMENT PROGRAM: 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 north of Pine Street, and a new pedestrian promenade. 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.



MAIN CORRIDOR KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

Main Corridor design progressed significantly during Q4 2014. The 60% cost estimate for the Alaskan Way, Elliott Way and Promenade was submitted in October. The Office of the Waterfront continues ongoing design 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. We anticipate the next major phase of design to begin in May 2015. A thorough review of the 60% plans submitted in Q3 is underway in partnership with City departments and State agencies to prepare for this next phase. In December, the design team of HDR, Inc and Rosales + Partners were selected to lead the design of the Marion Street Bridge Replacement project.

In October, the Design Commission approved the 60% design for Alaskan Way and the promenade, along with the 30% design for kiosks that will be located within the promenade. In November, the Design Commission received a briefing on sustainable design as well as wayfinding and interpretive elements.



In Q4 the program began work on a full Operations and Maintenance Plan (O&M Plan). This work will include a detailed “maintainability” review of the program, and a work plan, staffing and budget for operations and maintenance. The O&M Plan is anticipated to be presented to City Council in Q3 2015.

The program continued active negotiations and coordination with the Pike Place Market Preservation and Development Authority to complete a Project Development Agreement for the MarketFront project on the PC-1 North site. The MarketFront project is a mixed-use building that will provide at least 300 short-term public parking spaces, 12,000 square feet of new retail space, 30,000 square feet of new public open 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. In December, the PPMPDA presented their plans to the Seattle Design Commission, where the design was well received.

The newly formed Waterfront Steering Committee began their work in Q4, including an orientation for new committee members and the first two committee meetings on November 13 and December 10.

Main Corridor Milestone Schedule

A complete program schedule, including Main Corridor milestones, is included on page 4.

Issues

The City continues ongoing negotiations and coordination with WSDOT. 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 Cost Estimate and Validation Process (CEVP) anticipated in August 2015 and a final funding agreement with WSDOT for the City Council’s consideration by December 2015.

Upcoming Milestones

- Local Waterfront Transit Analysis Study (Q1 2015)
- Begin Main Corridor 90% Design (Q2 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 for 2015. The Q4 cost summary to the right reflects the 2014 budget for Main Corridor. See page 2 for the scope, budget and schedule update.

Environmental Review for Main Corridor elements 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) schedule has been updated to Q2 2015; more time is needed to complete the discipline reports informing the EIS. The Final EIS is expected to be released in Q4 2015.

Q4 2014 Main Corridor Cost Summary

Dollars in millions

	Budget	Expended to date
Environmental, Design, and ROW	\$75	\$21.4
Construction	\$435	\$0
Total	\$510	\$21.4

Q4 2014 Main Corridor Schedule Summary

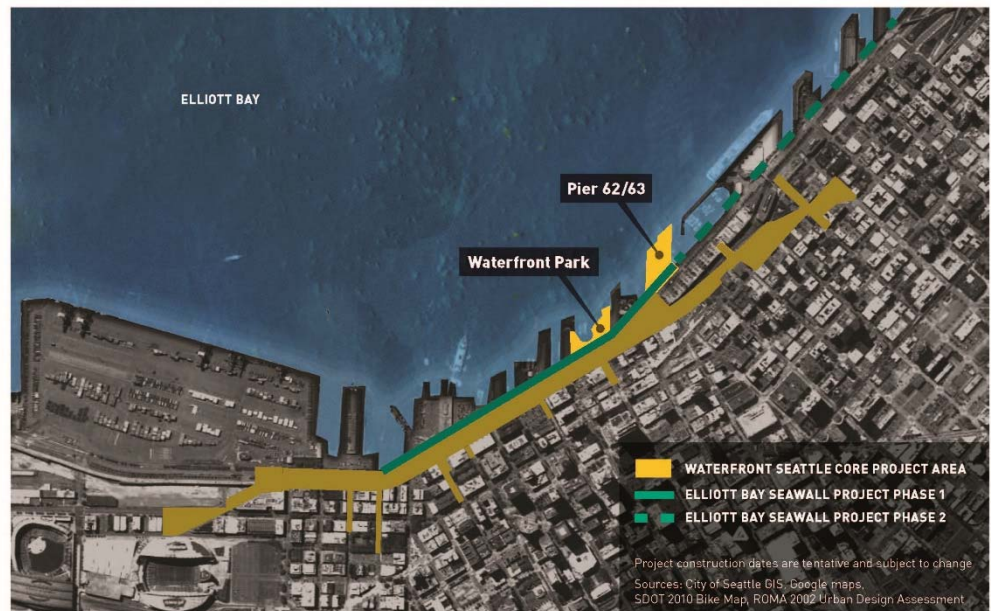
Milestones	Baseline Schedule	Revised Schedule
Draft Environmental Impact Statement (Roadway/Promenade/Overlook Walk)	Q2 2014	Q2 2015
30% design complete (Roadway & Promenade)	Q4 2013	Q4 2013
60% design complete (Roadway & Promenade)	Q3 2014	Q3 2014
30% design complete (Overlook Walk)	Q2 2014	Q2 2014
60% design complete (Overlook Walk)	Q1 2015	Q2 2016
30% design of utilities complete (Roadway & Promenade)	Q2 2014	Q1 2015



PUBLIC PIERS

KEY ELEMENTS SUMMARY

Public Piers program elements include reconstruction of the two public park piers in the central waterfront – Waterfront Park and Pier 62/63. Waterfront Park is envisioned as a flexible public recreation and open space. Pier 62/63 is envisioned to be more heavily programmed, with flexible space for recreation activities, events and performances. The timing and implementation of these elements have been updated as part of the proposed 2015-2016 budget and Capital Improvement Plan.



Budget and Schedule

A complete program schedule, including Public Piers milestones, is included on page 4. The updated the schedule for Waterfront Park is to resume design work in 2016, working toward 60% design in mid-2016. The updated the schedule for Pier 62/63 focus on basic repair of the pier structure and deck, with design work beginning in 2016.

PUBLIC PIERS KEY ISSUES, MILESTONES AND ACTIVITIES

The program is evaluating the feasibility of basic repairs to Pier 62/63 to rebuild the underlying piers and strengthen the pier structure, allowing the park to once again host public events.

In addition, in Q4 the program continued active coordination with the Seattle Aquarium regarding its upcoming Master Plan process. In 2015 the Seattle Aquarium will develop a Master Plan analyzing potential options for expansion.



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 in 2015. The Q4 cost summary at right is based on the existing 2014 budget for Public Piers. See page 2 for the scope, budget and schedule update.

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.

Q4 2014 Public Piers Cost Summary		
Dollars in millions		
	Budget	Expended to date
Environmental/Design	\$18	\$3.5
Construction	\$102	\$0
Total	\$120	\$3.5

Q4 2014 Public Piers Schedule Summary		
Milestones	Baseline Schedule	Revised Schedule
Waterfront Park 30% design complete	Q4 2013	Q1 2014
Waterfront Park 60% design complete	Q2 2014	Mid 2016
Pier 62/63 basic repairs 30% design complete		Mid 2016
Pier 62/63 basic repairs 30% design complete		Late 2016

EAST-WEST CONNECTIONS

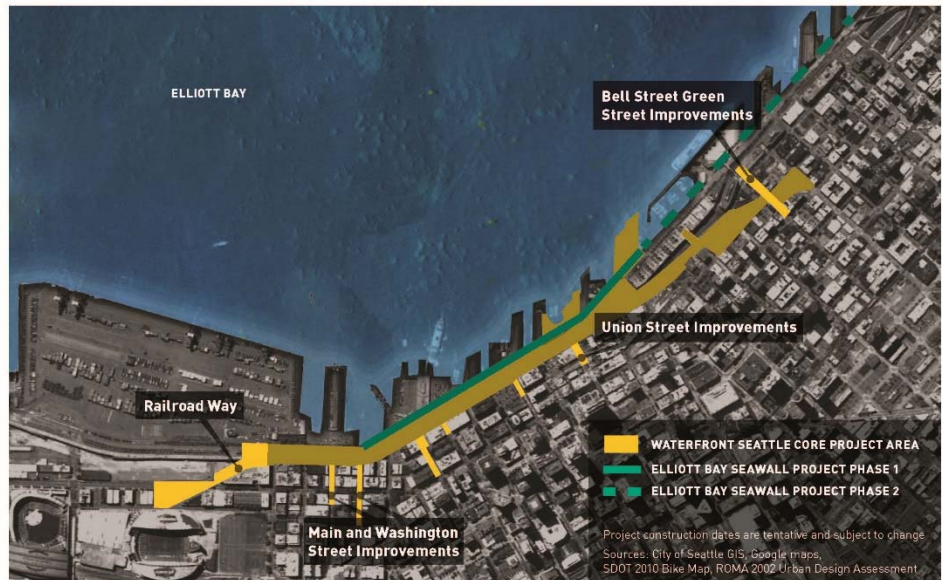
KEY ELEMENTS SUMMARY

The East-West Connections program elements include pedestrian improvements to Main and Washington streets from Alaskan Way to Occidental Park, improvements on Union Street from Western to Alaskan Way, and the extension of the Bell Street Park improvements west to Alaskan Way from First Avenue, and improvements to Railroad Way.

Budget and Schedule

A complete program schedule, including East-West Connections milestones, is included on page 4.

As part of the 2015-2016 budget, the East-West Connections budget of \$60 million will be adjusted to reflect scope changes and the Overlook Walk will be included.



EAST-WEST CONNECTIONS - KEY ISSUES, MILESTONES AND ACTIVITIES

In Q4, the schedule for Union Street was updated to focus on the section between Western Avenue and Alaskan Way and defer the section between First and Western Avenues for future consideration. During the design process significant utility conflicts were identified which require extensive additional analysis before design work can proceed.

Also in Q4, the Department of Planning and Development issued a SEPA Determination of Nonsignificance (DNS) and granted a Shoreline Substantial Development permit for the Union Street Improvements. Based on the schedule change to this project, the Office of the Waterfront withdrew the Shoreline Substantial Development permit; the Union Street improvements will be considered as part of the overall EIS for Alaskan Way/Elliott Way, Promenade and Overlook Walk which will be published in draft form in June 2015.



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 in Q1 2015. The Q4 cost summary below is based on the 2014 budget for East-West Connections.

Q4 2014 East-West Connections Cost Summary		
Dollars in millions		
	Budget	Expended to date
Environmental/Design	\$12	\$4.2
Construction	\$48	\$0
Total	\$60	\$4.2

See page 2 for an overview of the program-wide scope, budget and schedule update process.

Q4 2014 East-West Connections Schedule Summary		
Milestones	Baseline Schedule	Revised Schedule
Union Street 30% design complete	Q3 2013	Q2 2014
Union Street (Alaskan Way to Western Avenue) 60% design complete	Q4 2013	Q3 2014
Union Street (Alaskan Way to Western Avenue) 90% design complete	Q1 2015	Q3 2016
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.

We have 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; fourth quarter utilization was just shy of the 14% goal.

In Q4 the Office of the Waterfront selected HDR/Rosales to lead design and engineering of the Marion Street Bridge Replacement. This team includes 55% WMBE participation, and puts WMBE firms in lead design and engineering roles for the Waterfront Program.

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	Q4 WMBE utilization	Q4 WMBE spending	YTD WMBE spending	YTD WMBE utilization
Waterfront Program Projects	14%	13%	\$0.2	\$2.8	17.1%
Elliott Bay Seawall Project	18%	26%	\$0.5	\$2.4	27.1%



WATERFRONT PROGRAM OUTREACH SUMMARY

Seawall Project Public Tours

During Q4, we provided free public tours showcasing seawall construction. Tours were held on November 15, December 5 and December 6. Approximately 100 participants walked the entire length of the project and learned about the project need and purpose, reviewed the design of the new seawall and viewed current construction activities. The tours consistently at capacity and tours are now continuing on a monthly basis.



Waterfront Holiday Lighting

The Office of the Waterfront, in partnership with WSDOT, added white holiday LED lighting to viaduct columns between Pike Street and Union Street. In addition to adding holiday cheer, the installation increased visibility, access and a sense of security at an important waterfront gateway near the Aquarium, Great Wheel and Pike Place Market garage. We will be looking for similar opportunities in the coming months, working with waterfront stakeholders.

Waterfront Seattle Public Information Space Opens

In Q4 the Office of the Waterfront collaborated with Friends of Waterfront Seattle to open “Waterfront Space.” Located at 1400 Western Avenue, Waterfront Space is a public exhibit space dedicated to presenting the project vision to the broader public, and hosting community events. The Friends of Waterfront Seattle are operating the space. It features exhibits that describe the program, and explain the environmental, historical and cultural improvements that will come with the new waterfront. It also functions as a flexible event venue and is Friends of Waterfront Seattle’s headquarters. More than 2,400 people have visited the space and learned about the waterfront program since it opened in September.



Construction Fencing

The start of Season 2 construction in Q4 expanded the seawall work zone on the central waterfront. Educational and wayfinding banners were installed on the new fencing to provide waterfront visitors with more information about the project and waterfront attractions.



Tribal Engagement

The Waterfront Program's tribal engagement efforts in Q4 included an artist call and tribal visits. 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 reflects local tribal culture and history.

In October, the Office of the Waterfront met with the Tulalip Tribes' Board of Directors and additional tribal representatives. The visit enhanced the Waterfront Program's knowledge of the Tulalip culture, history and connection to the waterfront, helping to ensure the design is increasingly representative of local tribal cultures. The Office will host a workshop with many different tribes in early 2015.

In November, the Seattle Office of Arts & Culture and Office of the Waterfront announced a call for artists for Tribal Art. The artwork will recognize the tribal peoples of this region, and reflect the Coast Salish tribes that have a historic connection to this territory. The call is open to established professional artists residing in Washington State and British Columbia and is open through January 2015.



Fairs and Festivals Continue

Waterfront Seattle and Elliott Bay Seawall Project teams continued outreach at fairs, festivals and events throughout Seattle. Activities included Trick-or-Treat on the Waterfront, the New Waterfront Festival and a Dia de los Muertos event.

Waterfront Seattle and the Seawall Project shared information and engaged the community in educational activities at 5 fairs and festivals over 6 event days in Q4.



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.

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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.