

Progress Report

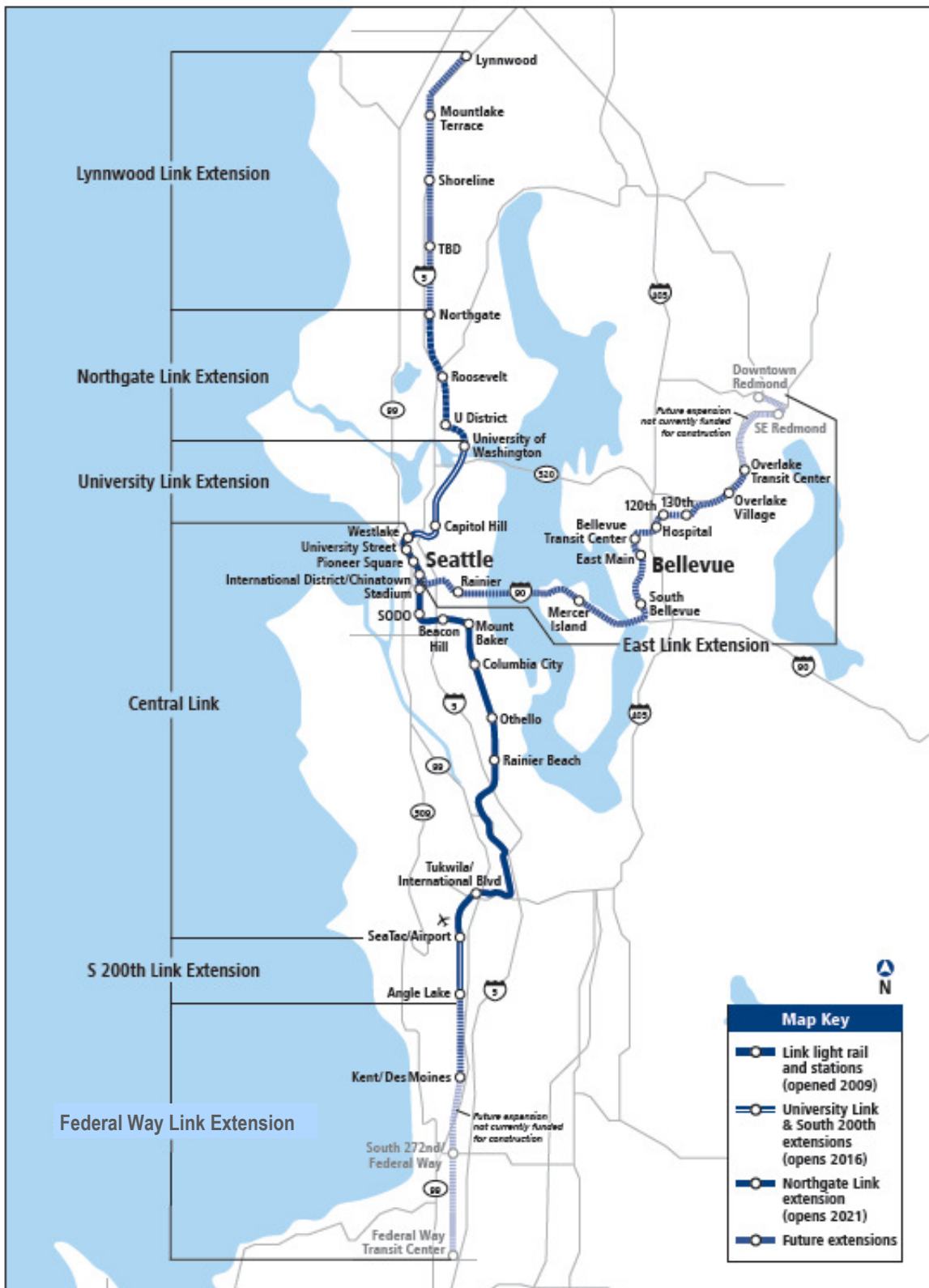
Link Light Rail Program



Northgate Link TBM No.1 had a successful hole-through into the Roosevelt Station box.

March | 2015





Map of Sound Transit's current and future light rail projects.

Projects

University Link Extension: The University Link Extension work program with \$1.76 billion capital budget was approved by the Board in July 2008. The 3.15-mile light rail segment is located entirely underground with tunnels traveling from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium. Revenue Service is projected in the 1st QTR 2016.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. The project is in Final Design and Construction. Revenue Service date is September 2021.

Lynnwood Link Extension: This project entails the planning, design and construction of an extension of Northgate Link from Northgate to Lynnwood in Snohomish County with additional service in the cities of Shoreline and Mountlake Terrace. The draft environmental impact statement (DEIS) was published in July 2013.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Overlake Transit Center. Revenue service to the Overlake Transit Center is forecast for early 2023 with a tunnel route in Downtown Bellevue.

South 200th Link Extension: S. 200th Link Extension consists of a 1.6-mile extension of the light rail from the SeaTac/Airport Station to an elevated station at South 200th Street. The Project is being developed through a design-build (DB) delivery strategy and the anticipated service launch is September 2016.

Federal Way Link Extension: Sound Transit has initiated studies to identify and evaluate routing and station location requirements to inform conceptual engineering and environmental review for the extension of light rail to the Federal Way Transit Center; with preliminary engineering to be completed on the segment extending from S. 200th St. to Kent/Des Moines in the vicinity of Highline Community College. The proposed budget for this effort is \$41.8M.

Tacoma Link Expansion: In partnership with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding Tacoma Link in the context of the City and Pierce Transit service and capital plans.

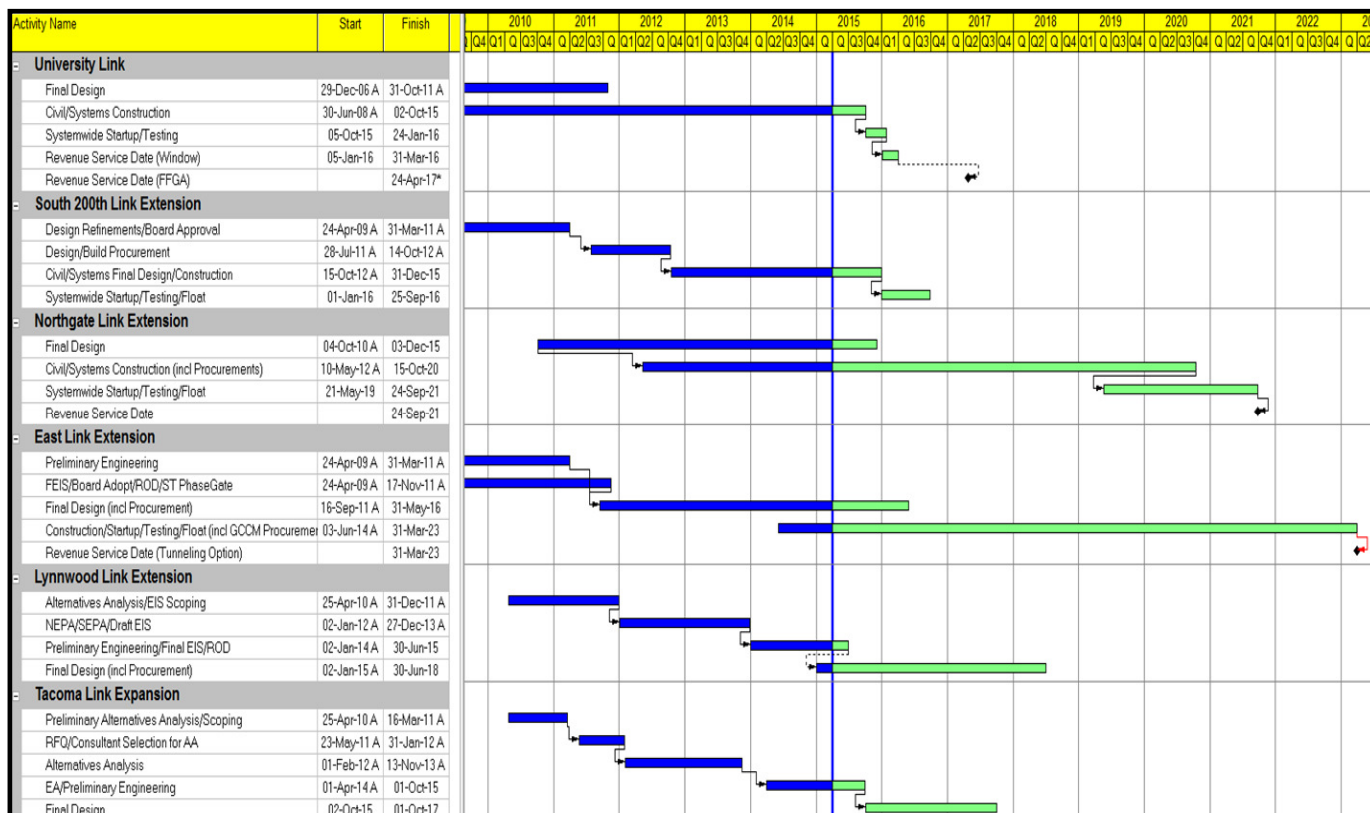
Link Operations and Maintenance Satellite Facility: Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion.

Program Budget

Project	Adopted Budget	Committed to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs. EFC
Tacoma Link Expansion	\$7.8	\$6.5	\$4.4	\$7.8	\$0
Link O & M Satellite Facility	\$36.8	\$32.6	\$28.2	\$36.8	\$0
Northgate Link Extension	\$2,131.4	\$790.6	\$462.6	\$2,131.4	\$0
Lynnwood Link Extension	\$64.1	\$48.6	\$44.7	\$64.1	\$0
University Link Extension	\$1,756.0	\$1,467.5	\$1,396.2	\$1,605.6	\$150.4
S. 200th Link Extension	\$383.2	\$310.1	\$208.0	\$362.7	\$20.5
Federal Way Link Extension	\$42.9	\$15.0	\$13.8	\$42.9	\$0
East Link Extension	\$798.3	\$346.2	\$305.0	\$798.3	\$0
Overlake Village Bridge	\$5.2	\$0.5	\$0.5	\$5.2	\$0
Total Link	\$5,225.7	\$3,017.7	\$2,463.4	\$5,054.8	\$171.0

Program Schedule

Schedules for active projects are summarized below.



Changes this period: No changes this period.

Link Light Rail University Link Extension

Scope

- Limits:** 3.15-mile extension of the Initial Segment light rail transit (LRT) system from the Pine Street Stub Tunnel (PSST) in downtown Seattle to University of Washington (UW) campus near Husky Stadium.
- Tunnels:** Two twin bored tunnels. Two contract segments: U220 starts at Husky Stadium, continues beneath SR 520 and the Lake Washington Ship Canal and south to the Capitol Hill underground station. U230 commences at Capitol Hill Station and proceeds south under the I-5 freeway to the PSST.
- Stations:** 2 underground center platform stations – Capitol Hill (U240) and University of Washington (U250). U240 is approximately 65' underground with three station entrances. U250 is about 100' below ground, with three station entrances and connections to the UW campus by a pedestrian bridge.
- System:** 27 LRV; direct fixation tracks, signals, traction electrification, and SCADA communications
- Budget:** \$1.948 billion including finance cost (capital subtotal of \$1.756 billion)
- Schedule:** Project completion in the 1st QTR 2016



Key Project Issues

- **U830 Systems** - SCADA software development continues to be the highest risk critical path in Systems. Sound Transit continues to visit the Contractor's facilities to monitor and obtain status of subcontractors SCADA software development. The interim milestones: MS5A (Beacon Hill Cutover) was cutover successfully on March 29, 2015. MS5B (DSTT EVS/BMS & U-Link EVS Cutover) is anticipated in early June to be followed by the demolition of the demising wall between Pine Street Stub Tunnel. Demolition of this wall connects the U-Link tunnels to existing Link tunnel operations. Coordination with all stakeholders especially with the Seattle Fire Department is critical.
- **LRV Fleet Wide Repairs** - Fleet wide defect was discovered in the LRVs' traction motor/gearbox unit. Repairs on the older LRV must be made immediately as they are now unreliable. Without sufficient reliable LRVs by Revenue Service or Pre-Revenue Service, U-Link may be challenged to operate with six-minute headways. ST Board approved an agency emergency declaration to mitigate this problem and this declaration is being implemented. ST is collaborating with Kinkisharyo, the LRV manufacturer, in aligning all necessary steps to expedite and fully repair this issue. Cost will be tracked and isolated. The goal is to complete all repairs by opening day but at minimum, there should be enough LRV plus required spares to operate with six-minute headways at Pre-Revenue Service.
- **Early Opening:** Projection for Revenue Service beginning in the 1st QTR 2016 continues to be trending on target. All project float has been released. Testing and Start-Up Period compressed with the critical path running through U240 and U830—any impact or delay will be difficult to absorb as there is no more float. Coordination with regional stakeholders has begun through rail activation activities. A comprehensive qualitative risk register related to Rail Activation has been compiled and will be revisited and updated in March 2015.

Project Cost Summary

The U-Link project cost is summarized in two types of cost classifications. In the first table, cost is classified in accordance with Sound Transit's Work Breakdown Structure (WBS); and in the second table, cost is summarized in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions.)

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	\$ 115.23	\$ 113.55	\$ 66.86	\$ 67.30	\$ 103.56	\$ 10.00
PRELIMINARY ENGINEERING	\$ 24.39	\$ 24.26	\$ 24.26	\$ 24.26	\$ 24.26	\$ -
FINAL DESIGN	\$ 77.94	\$ 89.31	\$ 86.24	\$ 82.87	\$ 89.31	\$ (0.00)
CONSTRUCTION SERVICES	\$ 68.53	\$ 95.81	\$ 83.70	\$ 75.14	\$ 93.80	\$ 2.01
3rd PARTY AGREEMENTS	\$ 18.65	\$ 18.65	\$ 12.08	\$ 10.72	\$ 17.77	\$ 0.88
CONSTRUCTION	\$ 1,180.00	\$ 1,158.18	\$ 969.53	\$ 911.16	\$ 1,047.67	\$ 110.51
VEHICLES	\$ 103.91	\$ 103.91	\$ 99.19	\$ 99.18	\$ 101.91	\$ 2.00
ROW	\$ 167.33	\$ 152.33	\$ 125.63	\$ 125.59	\$ 127.29	\$ 25.04
Capital Total	\$ 1,755.97	\$ 1,756.01	\$ 1,467.49	\$ 1,396.23	\$ 1,605.56	\$ 150.45
FINANCE COST	\$ 191.71	\$ 191.71	\$ 191.71	\$ 142.27	\$ 191.71	\$ -
Project Total	\$ 1,947.68	\$ 1,947.72	\$ 1,659.20	\$ 1,538.49	\$ 1,797.27	\$ 150.45

(*)Totals may not equal column sums due to rounding of line entries.

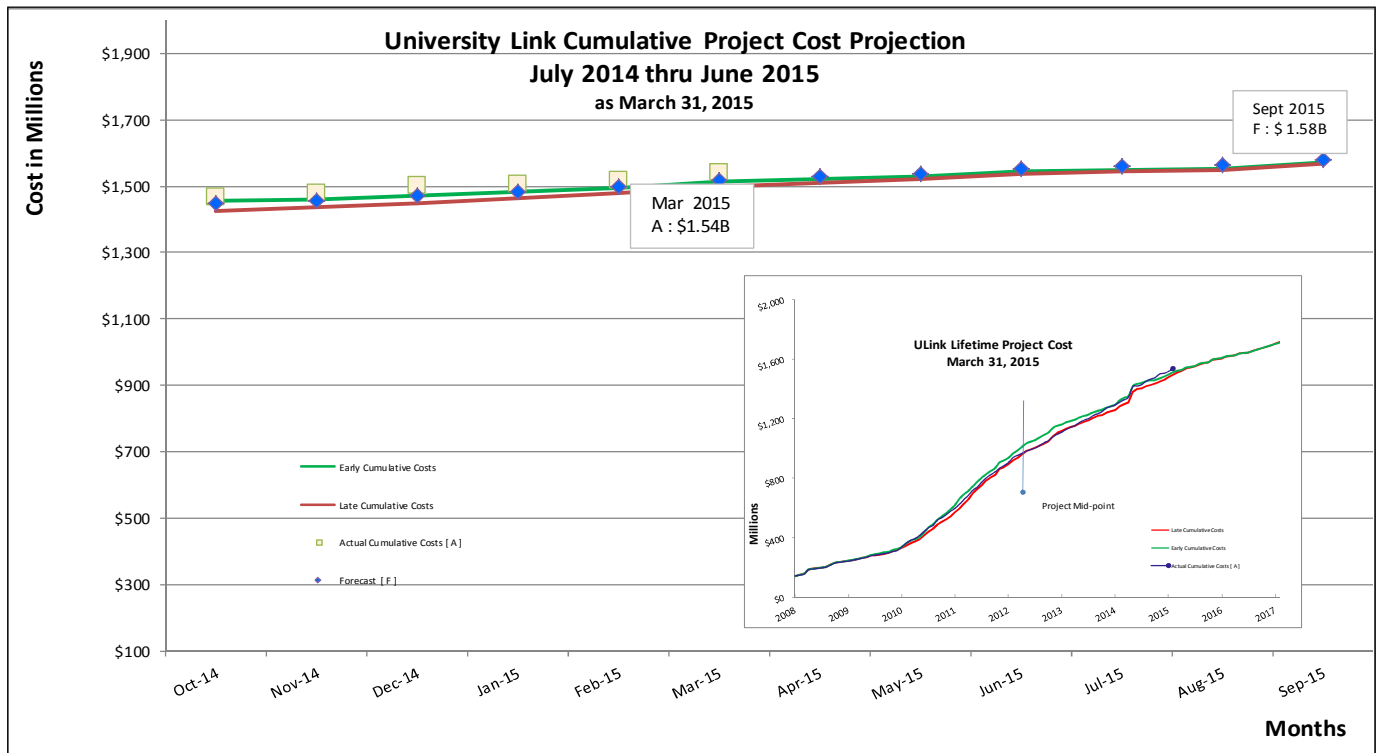
In March, the projected Estimated Final Cost (EFC) including Finance Cost continues to be about \$1.8B. During this period, approximately \$12.2 was incurred, increasing the project Incurred to Date amount to almost \$1.4B (Finance Cost excluded). Direct construction cost accounted for about 84% of the cost incurred in March at \$10.2M essentially split three ways between Systems, Station Finishes and MOW Building with the lion share going to Systems. The direct construction EFC trends approximately \$1B. This trend continues to be intact as both the high risk tunnel scope are now completed. The Capitol Hill Station (U240) Contractor continues west entry work /pedestrian concourse and station mechanical/electrical work, the Systems (U830) Contractor continues Signals and SCADA development. Maintenance of Way is fully mobilized and midway through their drill pile installation program. The Total Incurred to Date for the Construction Phase is over \$911M with a current commitments at approximately \$970M. Cost for LRV is approximately \$99.2M and continues to be working on repairs to the traction motor and gear unit.

Construction EFC under the SCC format for this period remains stable and relatively unchanged at about \$1B. Construction phase expenditures in March is approximately \$10.2M. This period, the bulk of U-Link construction cost is attributed Systems \$5.29M, Stations \$2M and Support Facilities at \$2.1M. U240 station continues to west entry work and station, mechanical and electrical work. All systems work are on schedule towards completion in 4th QTR 2015 and the Maintenance of Way Building trending the end of 2016.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	\$ 626.83	\$ 450.46	\$ 455.85	\$ 455.53	\$ 462.41	\$ (11.96)
20 Stations	\$ 366.33	\$ 350.75	\$ 335.44	\$ 320.67	\$ 353.97	\$ (3.22)
30 Support Facilities: Yards, Shops	\$ 7.01	\$ 24.83	\$ 21.61	\$ 12.95	\$ 24.83	\$ 0.00
40 Sitework & Special Conditions	\$ 59.03	\$ 67.49	\$ 54.36	\$ 50.63	\$ 61.09	\$ 6.40
50 Systems	\$ 69.63	\$ 116.42	\$ 97.64	\$ 68.11	\$ 104.11	\$ 12.31
Construction Subtotal (SCC 10-50)	\$ 1,128.82	\$ 1,009.95	\$ 964.90	\$ 907.90	\$ 1,006.41	\$ 3.54
60 Row, Land, Existing Improvements	\$ 167.33	\$ 125.77	\$ 125.63	\$ 125.59	\$ 125.77	\$ -
70 Vehicles	\$ 99.76	\$ 100.06	\$ 99.23	\$ 99.18	\$ 99.76	\$ 0.30
80 Professional Services	\$ 306.41	\$ 346.18	\$ 277.73	\$ 263.55	\$ 342.68	\$ 3.50
90 Unallocated Contingency	\$ 53.65	\$ 174.04	\$ -	\$ -	\$ 30.93	\$ 143.11
Capital Cost Total (SCC 10-90)	\$ 1,755.97	\$ 1,756.01	\$ 1,467.49	\$ 1,396.23	\$ 1,605.56	\$ 150.45
100 Finance Cost	\$ 191.71	\$ 191.71	\$ 191.71	\$ 142.27	\$ 191.71	\$ -
Project Total	\$ 1,947.68	\$ 1,947.72	\$ 1,659.20	\$ 1,538.49	\$ 1,797.27	\$ 150.45

(*)Totals may not equal column sums due to rounding of line entries.

Link Light Rail University Link Extension



Incurred to date for Construction under the SCC is almost \$908M. Total capital cost incurred to date including non-construction cost (SCC 60 thru 90) is over \$1.4B or about 80% of total project budget scoped (excluding Finance Cost).

Total cost incurred at the end of March 2015 including Finance Cost is about \$1.54B. The project financing cost incurred to date about \$142M with an annual projection of \$32M to incur in 2015. In the 1st Quarter of 2015, \$8M of interest cost was recorded under. The next finance cost update will be for the end of 2nd QTR 2015. Overall, University Link cost to date is projected to be approximately \$1.58B by September 2015.

The EFC for project Finance Cost continues to be projected at \$191.7 million. This cost represents booked financing cost and is generated based on allocation of appropriate level of financing cost to each capital project at Sound Transit. Despite an earlier than anticipated release of \$44 million of the FFGA funds due to the American Recovery Reinvestment Act that was used to pay down finance charges, it is premature to project any savings at this time.

Overall Construction Progress Summary

3/31/2015

Early Works

U210 Early Utility Work	100%
U211 Demo & Remediation	100%
U215 I-5 Undercrossing	100%

Tunnels

U220 UWS to CHS	100%
U230 CHS to PSST	100%

Stations

U240 Capitol Hill Station	88.8%
U250 University of WA Station	100.0%

Systems

U820 Yard Expansion	100%
U830 Systemwide & Trackworks	79.4%
Other Systems Contracts	39.0%

Overall Major Construction	94.2%
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Note: The overall construction progress above is based on a weighted combination of duration, schedule and cost % complete for individual construction contracts as compared to the overall U-Link construction contracts.

Cost Contingency Management

Project contingencies continue to remain at a healthy level of about \$276M due to the favorable construction bidding climate, ROW acquisition cost trends, diligent project risk management practices and excellent tunneling conditions. February's overall contingency notched down by about \$2 million due to change orders and some administrative adjustments due to the budget transition from the previous fiscal year to the current. Contingency level continues to trend well above the Planned Contingency Drawdown; the projected planned balance between the end of 4th QTR 2014 and the end of 1st QTR 2015 ranges from \$87M and \$93M and the Contingency Buffer is now projected to at the minimum \$100M from this point until project completion. The projected planned Reserved Contingency balance is now planned at \$25M (see contingency curve at the bottom of page). Construction has now surpassed 94% complete. Barring any catastrophic event, there is a high likelihood that this contingency trend will remain intact.

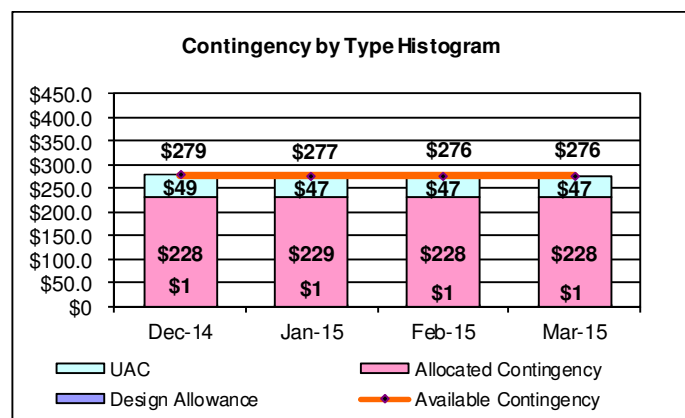
Design Allowance: The balance of design allowance has been reduced to less than \$1M and is consistent with the project cycle as all the major design has been completed. The level of design allowance currently represents less than one-half percent of the total remaining scope in the project that has not been procured.

Allocated Contingency: Allocated Contingency continues to remain stable approximately at \$228M.

Unallocated Contingency (UAC): The total UAC balance is at \$47M and continues to remain stable compared to the Baseline Cost Estimate amount of \$53.7M considering that the construction has now surpassed 94% complete.

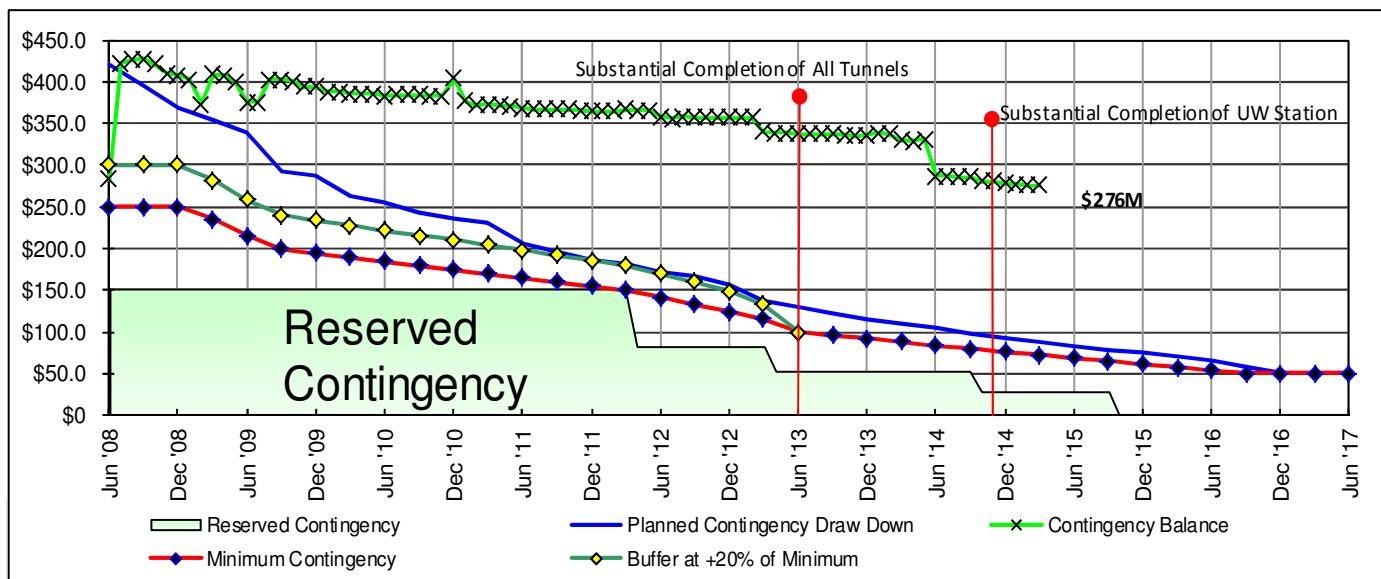
Contingency Status	BCE		Current Status	
	Amount	% of Total	Remaining Amount	% Remaining Work
Design Allowance	\$103.9	7.8%	\$1.0	1.2%
Allocated Contingency	\$264.3	19.8%	\$228.4	273.8%
Unallocated Contingency	\$53.7	4.0%	\$46.9	56.2%
Total:	\$421.9	31.6%	\$276.3	331.2%

Percentage = Contingency \$ / (EFC or Remain. Work \$ ex-Contingencies)



MINIMUM CONTINGENCY CURVES as of March 30, 2015

\$ in millions



Risk Management

The University Link Risk Management Plan (RMP) established a risk management and oversight process for identifying, assessing, and monitoring risks and develop risk reduction/mitigation plans. On a quarterly basis, the risk register is reviewed and risks are updated to reflect condition at the end of the current quarter. The RMP is also executed in compliance to the Federal Transit Administration's (FTA) guidance laid out as part of FTA's Program Guidelines sub-task 40E.

Project Risk Overview:

The 1st QTR 2015 risk is currently being updated. At the end of the 4th QTR 2014, U-Link project represents almost 90% construction completion with U220 and U230 Tunnels at Acceptance; U240 Station is now over 74% complete as it reaches basic structure completion and excavation on the West Entry's pedestrian tunnel is well underway. U250 is over 98% completion, and is now focusing on commissioning items while completing landscaping, restoration and the pedestrian bridge. U830 Systems continued work on rail installation in the tunnels; commenced development of specialty track works; ongoing verification for communication and signaling elements approaches 60% complete. Communication work is somewhat behind and is being monitored closely. Sound Transit completed updating and identifying risks on the register that were both within the current management time horizon and posed considerable risk to project objectives by having both relatively high probability and impact. The report will be issued shortly to FTA and the PMOC. Prior to this update, the register contained a total of 586 risks, of which 103 were active (483 closed). This quarterly update resulted in a total of 586 risks, of which 95 are active (491 closed). Closed risks were those that no longer presents a potential impact, e.g., risks associated with surface and tunnel excavation at the stations and design risks that have been resolved since the last update. While there are no new risks registered for this quarter, activities in the Rail Activation phase has commenced and the University Link team is currently in the process of building a comprehensive qualitative risk register addressing risks related to the project. It is currently in a draft state, this risk register will be included and discussed in the next quarter.

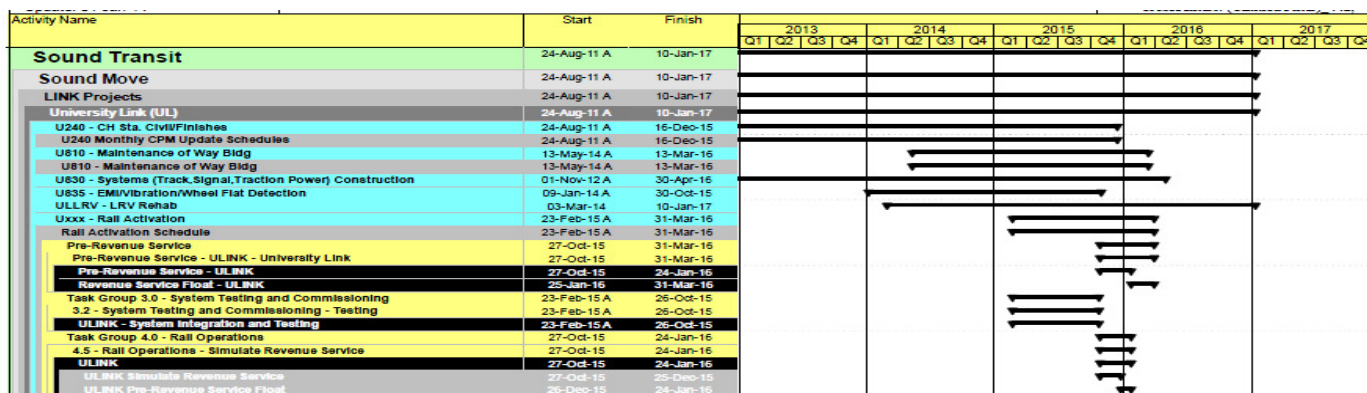
The top remaining risk subjects that will require at least partial mitigating action in the upcoming quarter are provided below along with their planned risk management strategies:

- **Civil to Systems Contract Interfaces**
Risk subjects pertaining to the transitioning interface between Station Finishes contractors (U240 and U250) to Systems contractor (U830)
- **Systems Software Development**
Development of the software systems to operate U-Link and the integration of the current operating system
- **Systems Final Design, Installation, and Testing (U830, U835, System-wide Testing)**
All phases U-Link systems integration between the cut over of the current operating systems through to the commissioning and occupancy of the U-Link program
- **Rail Activation**
As the project moves closer towards the transition from construction to rail activation, identification new risks and its potential to impact cost and schedule needs to be more visible.
- **LRV Fleet wide Repair**
A latest defect was discovered in the Traction Motor/Gear Unit in the LRVs. Repairs require long lead materials and careful coordination to minimize any impacts to current operations. If there are insufficient reliable LRVs by Revenue Start, the six-minute headways promised for U-Link will be in jeopardy.

Project Schedule Summary

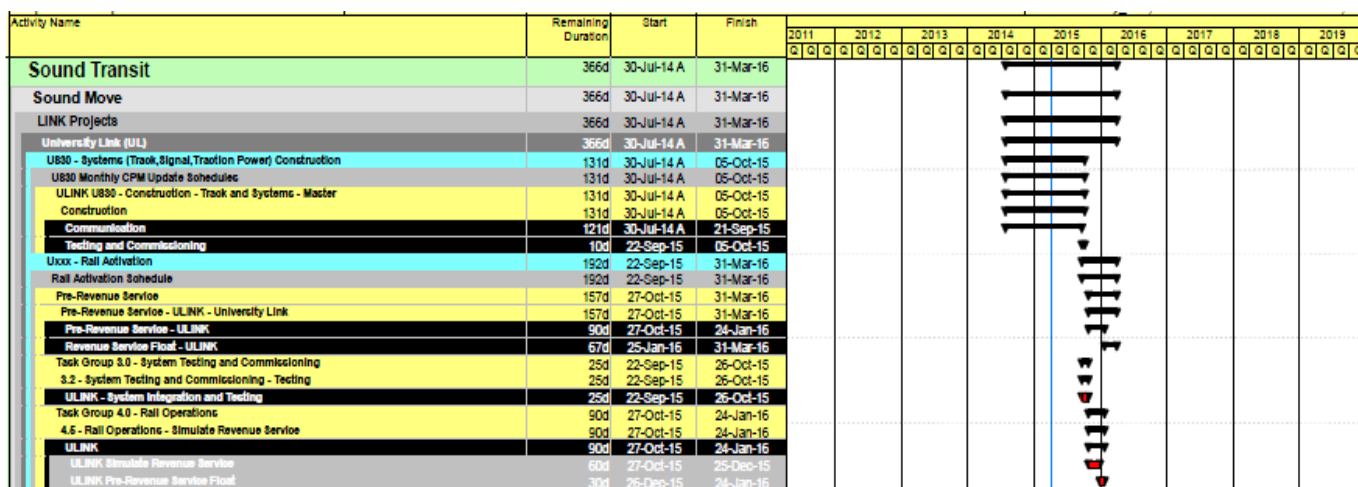
The University Link schedule is provided below. The U210, U211 and U215 early work contracts have been completed. The U820 LRV Storage Yard Expansion Contractor has also completed all work. The U220 and U230 TBM mining is complete. At U250 UW Station, Substantial Completion was granted in November 2014 and the Contractor is working through the punch-list, expected completion is June 2015. The U240 Contractor has returned the Pine Street site to U830. The U830 Contractor has completed rail installation; OCS installation is expected to be completed next period to commence live wire tests. System Integration Testing has commenced and will continue into Fall 2015. U835 EMI/Vibration design is underway and Factory Testing is expected next period. All U860 Fiber Retrofit, upgrades and fiber installation have been completed. The U810 MOW contract is now well underway; pile driving is complete and the 1st slab pour is expected next period.

The targeted Revenue Service window is the 1st QTR 2016 with the removal of 169 days of float contingency from the Master Schedule. The Rail Activation and the LRV rehabilitation schedules have been linked to the University Link Master Schedule and the critical path will now be tracked as the master schedule is updated monthly.



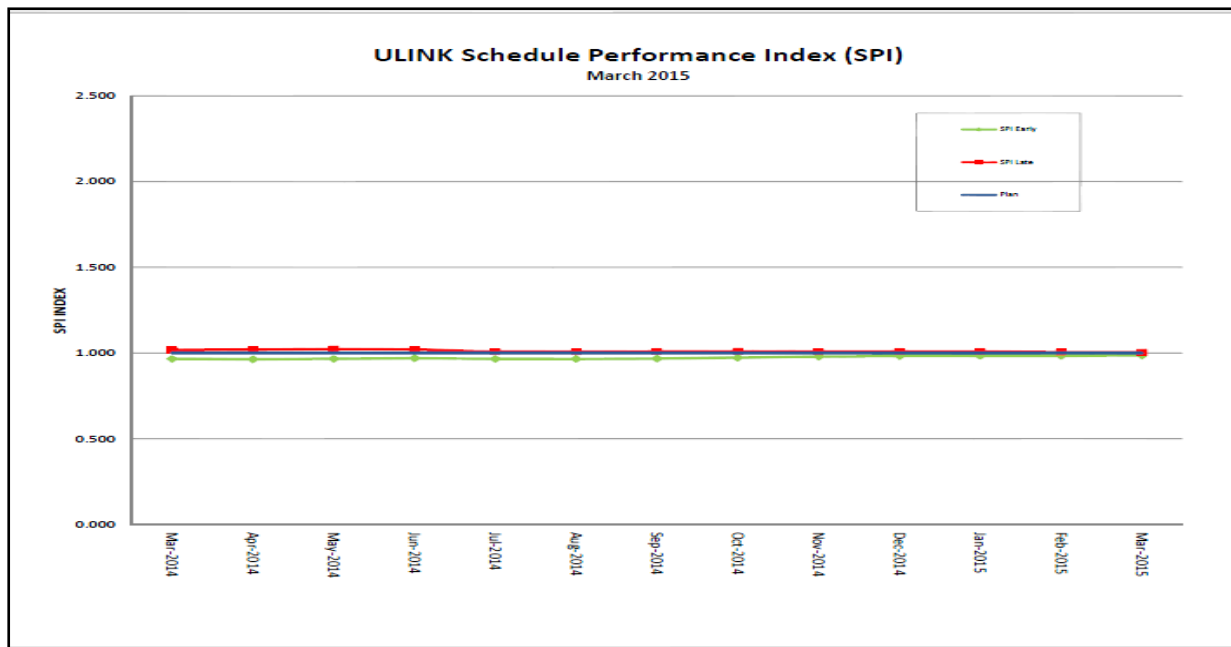
Progress and Critical Path Analysis

The U-Link Master Schedule update contains the tunnel contractors' schedules and interfaces with the stations and U830 (Track, Signal, Traction power and Communications System) schedules. TBM Mining, U220 and U230, have achieved Substantial Completion and U830 has completed rail charging at the UW Station and now CHS Station. Plinth rail installation is complete in the NB and SB tunnel between CHS and PSST. Sound Transit is tracking multiple critical paths through the project as U-Link nears completion in early 2016. The critical path is progressing through U240 CHS Systems Rooms access and the handover of these rooms to U830 for equipment installation and testing and commissioning. U830's Initial Segment SCADA retrofit activities are closely being monitored at this time due to it's criticality to system-wide testing for the U-Link Extension. The Rail Activation Schedule has been linked to the University Link Master Schedule as the critical path is tracked through System Integration Testing by U830 and the commencement of Pre-Revenue Service for U-Link.



Schedule Performance Index

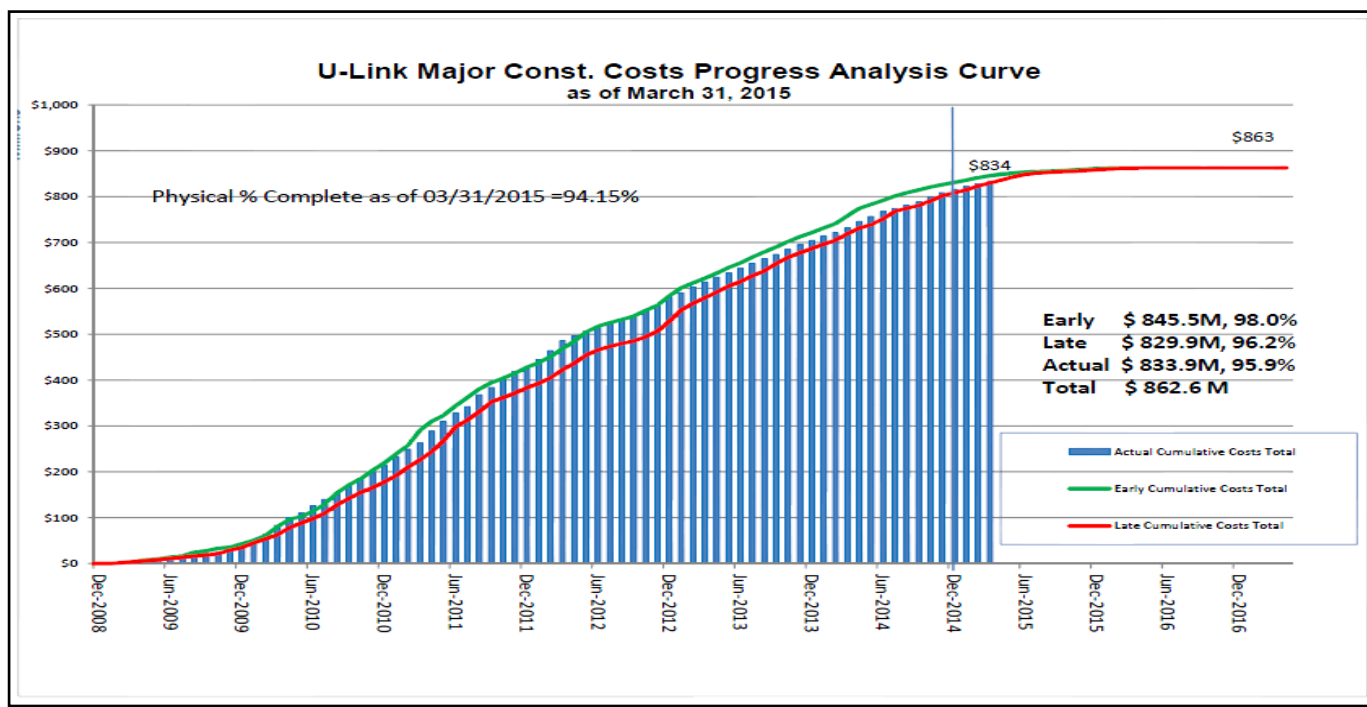
The Schedule Performance Index (SPI) for U-Link remains at 0.98 as rail completes and OCS installation production has increased for the U830 contract. (See details on individual contract sections.) Progress will continue to be monitored closely.



Cost Progress Analysis

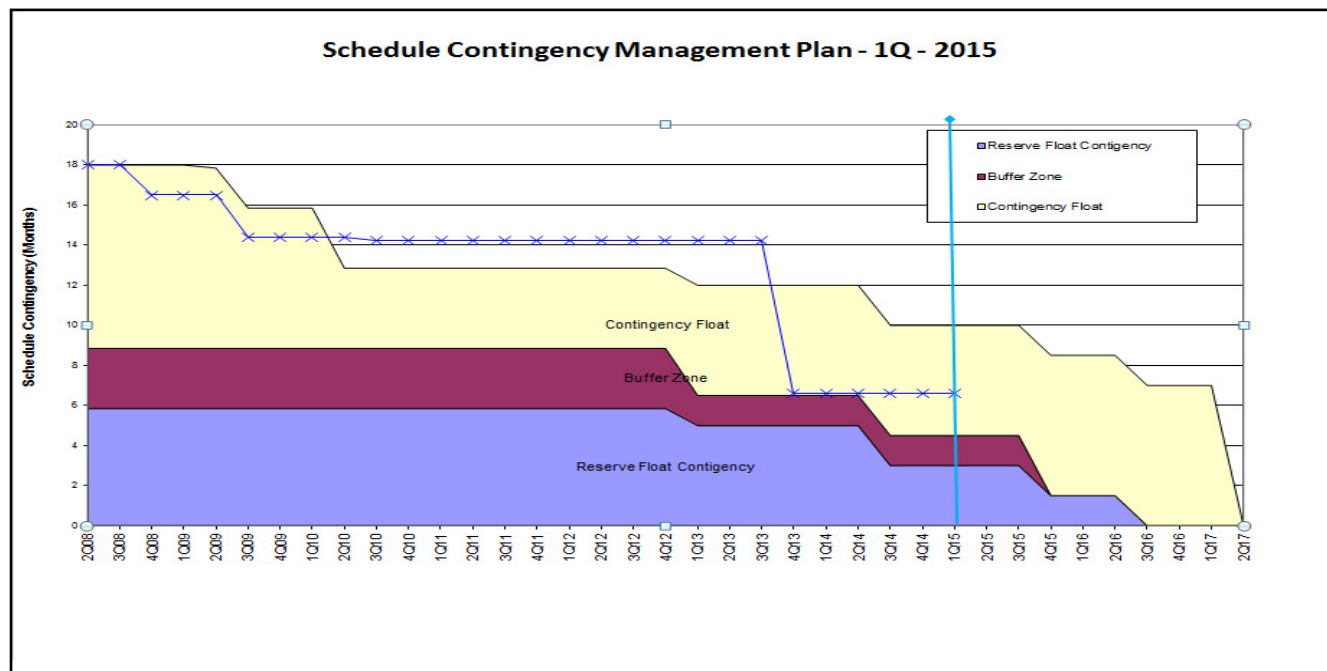
U220 and U230 are complete. U250 is complete with punchlist and MTB handrail outstanding.

Overall U-Link physical % complete is at 94.2% against 89.4% of contract time expended. The graph below shows the progress of major construction contracts cost compared to the early/late projections.



Schedule Contingency Management

The “Minimum Schedule Contingency Curves” were established in the Project Execution Plan (PEP). The PEP segregated Schedule Contingency into “Forced Lag,” which is a built-in float on the Critical Path; “Buffer Float,” which is the duration between Sound Transit’s targeted Revenue Operation Date and the Schedule Revenue Operation Date; “Contingency Float,” which is the duration between Sound Transit targeted Revenue Operation Date and the FFGA Revenue Operation Date, and “Desired Minimum Float” which is the amount of schedule float the FTA requires Sound Transit to maintain. The current schedule contingency balance was reduced by six months in November 2013. All contingency float was removed based on the completion of the tunneling contracts in the 3rd QTR 2013.



Right-of-Way

The U-Link project involved the acquisition of a range of property interests, including fee takings for stations and staging areas, tunnel easements for the running tunnels, acquisitions from the University of Washington and airspace leases with the Washington Department of Transportation. These acquisitions required relocation of 141 owners and tenants. The right-of-way program status is summarized below.

Line Section	Total Parcels Certified	Offers Made	Signed Agree- ments	Admin. Settle- ments	Posses- sion and Use	Closings to date	Relocations Required	Relocations Completed
Capitol Hill Station	19	19				19	140	140
Tunnel Easements	223	222				222	1	1
TOTAL	242	241				241	141	141

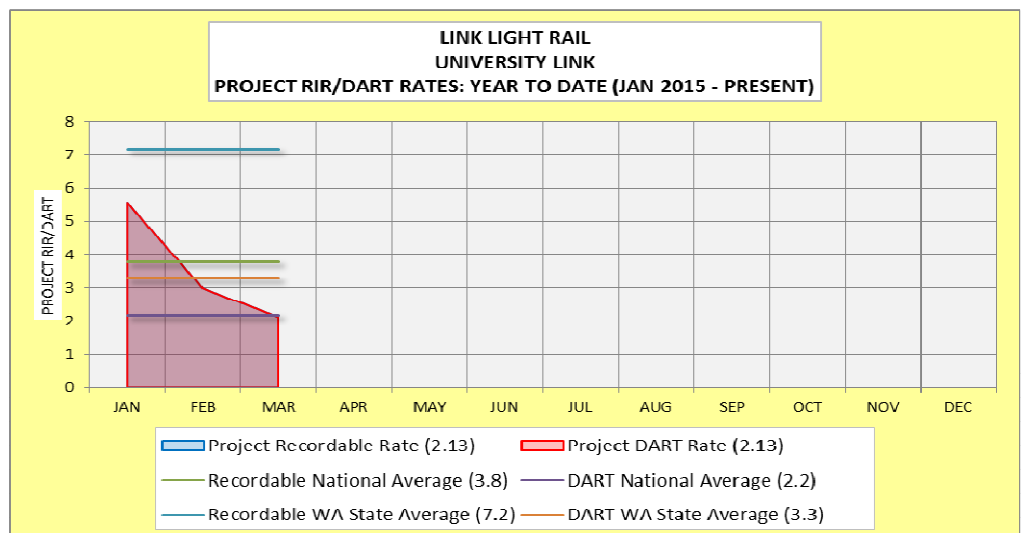
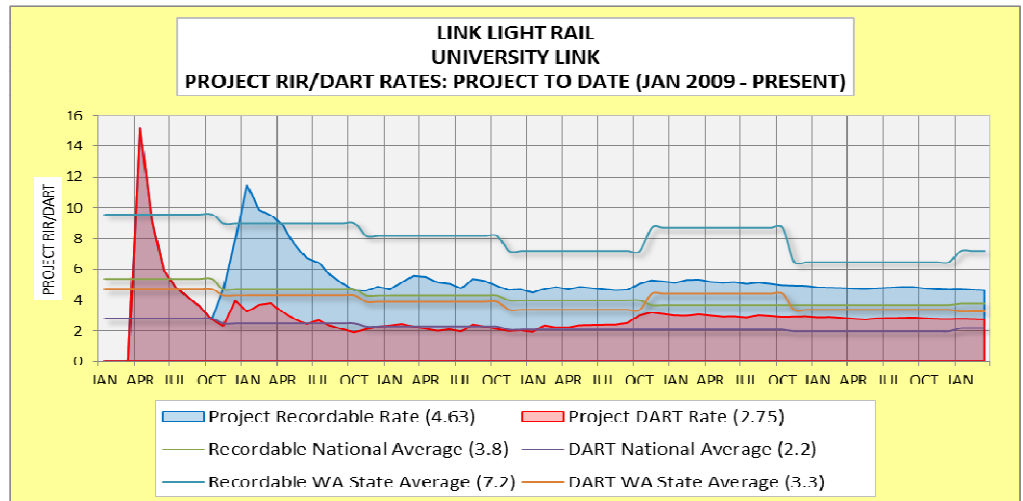
Capitol Hill Station: The acquisitions and relocations for the station site are complete.

Construction Safety

Safety statistics for the reporting period and year-to-date are summarized in the table and charts.

Data/Measure	March 2015	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	86
Days Away From Work Cases	0	1	18
Total Days Away From Work	31	70	782
Restricted or Modified Work Cases	0	0	33
Total Days Restricted or Modified Work	0	0	1558
First Aid Cases	0	0	146
Reported Near Mishaps	4	5	233
Ave. Nos. of Employees on Worksite	111	-	-
Total # of Hours (GC & Subs)	27,100	94,015	3,712,924
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	2.13	4.63
DART Rate	0.00	2.13	2.75
Recordable National Average	3.80	3.80	3.80
DART National Average	2.20	2.20	2.20
Recordable WA State Average	7.20	7.20	7.20
DART WA State Average	3.30	3.30	3.30

The charts to the right show University Link's Recordable Injury Rates (*RIR*) and University Link's Days Away, Restricted or Modified (*DART*) Injury Rate as compared to the national average.



Quality Assurance Activities

Activities

- *U240*: Two (2) NCRs were dispositioned as Acceptable using previously MRB approved repair procedures for concrete.
- *U810*: MRB dispositioned as Acceptable one (1) "Major" RFD to reduce the slope in the driving area of the MOW building.
- *U830*: MRB dispositioned as Acceptable four (4) "Use-As-Is" NCRs floating slab pre-cast panels.

Issues

- *U810*: QA Quality Audit Report identified four (4) Findings; Four Audit/Surveillance Findings Reports (ASFRs) were issued for completion by Apr-08-15.

Description	March 2015	Notes
No. of Audits Planned	0	
No. of Audits Completed	2	U810 IFC Design Submittal Quality Audit A-D-LNK-U810-15-01 U250 RE-Project Close-out Audit A-D-LNK-U250-15-01
Reports in Progress	0	None
No. of Audits Postponed	0	None

Environmental

- Continued Environmental Oversight of construction.

Sound Transit Board Actions

Board motions and resolutions directly related to University Link are summarized in the table below.

Motion Number	Description	Date
	None this period.	

Community Outreach

- Emailed the U-Link monthly newsletter.
- Staffed the U-Link informational tables at KCM University Link Transit Integration meetings,
- Distributed construction alert to announce temporary noise variance for concrete pour activities.
- Met with Bonney Watson staff regarding ongoing utility work and parking issues on Nagle Place.

Link Light Rail University Link Extension– Tunnels



U220 Contract - *TBM Tunnel* (*UWS to CHS*)

The U220 contract achieved Substantial Completion on June 7, 2013. All work is done.

U230 Contract - *TBM Tunnel* (*CHS to PSST*)

Substantial Completion was achieved in March 2013. All work is done.

Cost Summary

Present Financial Status	Amount
U220 Contractor— Traylor Frontier-Kemper Joint Venture (TFK)	
Original Contract Value	\$309,175,274
Change Order Value	\$12,067,459
Current Contract Value	\$ 321,408,334
Total Actual Cost (Incurred to date)	\$ 315,071,655
Financial Percent Complete	100%
Physical Percent Complete:	100%
Authorized Contingency	\$30,917,527
Contingency Drawdown	\$12,233,060
Contingency Index*	2.53

*Physical % complete / % contingency drawn down

Cost Summary

Present Financial Status	Amount
U230 Contractor— JCM Joint Venture	
Original Contract Value	\$153,556,000
Change Order Value	\$9,866,998
Current Contract Value	\$163,452,998
Total Actual Cost (Incurred to date)	\$156,979,939
Financial Percent Complete	100%
Physical Percent Complete	100%
Authorized Contingency	\$15,355,600
Contingency Drawdown	\$9,896,998
Contingency Index*	1.56

*Physical % complete / % contingency drawn down

U240 Contract – Capitol Hill Station

Current Progress

Milestone 3a—Emergency Ventilation Testing was completed this period, earlier than expected. U830 can now prepare for ventilation testing in May and June. The pedestrian corridor continues to be impacted by delays unidentified in the schedule. Eastside of Broadway open to traffic is expected in June rather than May 2015 as noted last month. Mechanical and electrical commissioning is well underway. Station finishes continue this period at the platform and The artwork Jet Kiss was installed in February and the Phased Red Wall removal is expected 2nd QTR 2015.

Work progress continued with approximately 87% physically complete against 88% contract time expended.

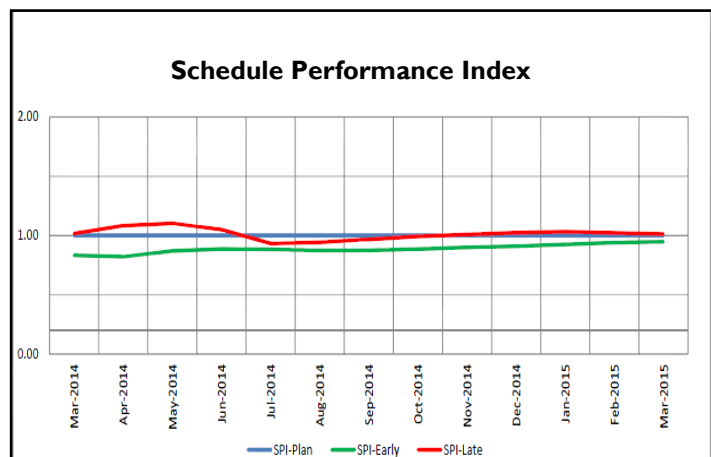
Schedule/Critical Path

An early turnover of Emergency Ventilation Fans to U830 for an early commencement of Level 3 commissioning of Systems occurred this period. Milestone #4, Substantial Completion is reporting four days of float. The critical path continues to run through the pedestrian corridor and elevator installation and commissioning this period.

Activity ID	Activity Name	Start	Finish	2015			
				Q1	Q2	Q3	Q4
ULINK U240 - Construction - Capitol Hill Station - Master		15-Nov-12 A	18-Sep-15				
LIQUIDATED DAMAGE DATES (WORK SEQUENCE 1.11)		02-Aug-15	02-Aug-15			▼	
LD-D	MILESTONE 4: SUBSTANTIAL COMPLETION (02-AUGUST-2015)		02-Aug-15*			◆	
CONTRACT MILESTONES (WORK SEQUENCE 1.08)-2		29-Jul-15	29-Jul-15			▼	
MS-4	MILESTONE 4: SUBSTANTIAL COMPLETION (02-AUGUST-2015)		29-Jul-15*			◆	
CAPITOL HILL STATION CONSTRUCTION - U240		15-Nov-12 A	18-Sep-15				
MOBILIZATION-GENERAL CONDITIONS-PROJECT COORDINATION		01-Feb-13 A	24-Jul-15				
STRUCTURAL WORK		24-Mar-15 A	20-May-15				
PLUMBING AND MECHANICAL ROUGH-IN AND FINISHES		14-May-15	02-Jun-15				
ARCHITECTURAL AND FINISHES		07-May-15	15-Jul-15				
MISCELLANEOUS METALS AND PRECAST		03-Jun-15	18-Jun-15				
EXPANSION JOINTS		18-Jul-15	28-Jul-15				
VERTICAL TRANSPORTATION		01-Dec-14 A	07-Jul-15				
SITE RESTORATION / LANDSCAPE AND IRRIGATION		15-May-15	14-Jul-15				
COMMISSIONING		10-Jun-15	29-Jul-15				
UNBOUGHT SCOPE		15-Nov-12 A	18-Sep-15				

Schedule Performance Index

The U240 Schedule Performance Index (SPI) has improved slightly this period to 0.96.



Key Activities

Current Period

- Continued installing panels at the North entry.
- Continued painting all steel components at the West & North Entries, and handrails at the main station.
- Continued installing floor tiles at the platform level.
- Continued intermittent work with installing and testing the fire alarm system wiring, fire alarm strobes and speakers throughout the station.
- Continued metal stud framing and drywall installation at West entry and continued some finish work.
- Installed concrete vertical walls at the pedestrian concourse and began form work in preparation for the roof.
- Continued site work, including installation of the electrical duct bank on E. Denny Way, and removal of the red wall including fence posts commenced.

Next Period

- Continue work on floor tiling at the platform level west side and then move over to the east side.
- Commence trellis installation.
- Continue working on system, fan and HVAC system commissioning throughout the station.
- Continue intermittent work with installing and testing the fire alarm system wiring throughout the station and West Entry.
- Continue placing concrete walls and roof at pedestrian concourse.
- Assist Seattle City Light on Nagle Place in converting the overhead power to the underground system.
- Continue utility work along Denny way and continue site restoration, including removal of the red wall fence around the site.

Closely Monitored Issues

- Partition wall “inefficiencies” as outlined in RFC 96 continues to be reviewed with Turner. ST gave the Contractor an offer for settlement of the issue and is awaiting response.
- A request for additional time for work at the Pine Street Stub Tunnel is under review. If approved and agreed, this would extend the completion of Milestone 1. The CM team is still working on final negotiations of costs with Turner for resolution.

Cost Summary

Present Financial Status	Amount
U240 Contractor - Turner Construction Co	
Original Contract Value	\$104,850,276
Change Order Value	\$5,413,143
Current Contract Value	\$110,263,419
Total Actual Cost (Incurred to date)	\$95,067,175
Financial Percent Complete:	86%
Physical Percent Complete:	86%
Authorized Contingency	\$10,242,514
Contingency Drawdown	\$5,413,143
Contingency Index	1.63



Workers working on rebar mat for walls of the pedestrian concourse.

U250 Contract – *University of Washington Station*

Current Progress

Milestone #7, Substantial Completion, was granted in November 2014. U250 continued punchlist work and is expected to be complete by June 2015 with the installation of the handrail at the MTP Bridge and final inspections by L & I.

Work progress continued with approximately 100% physical completion against 100% contract time expended.

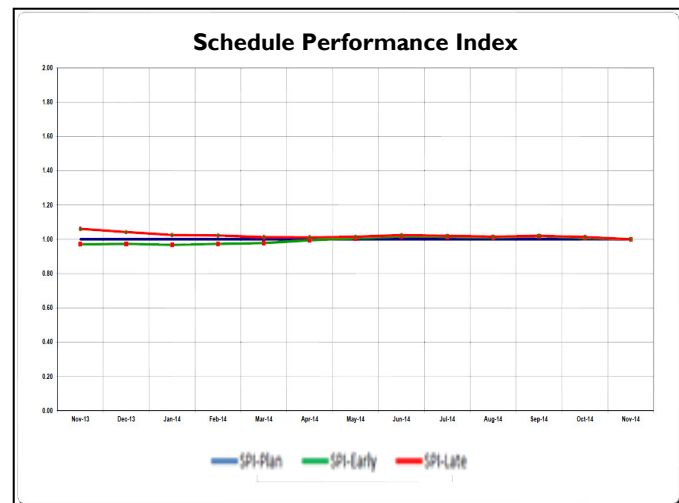
Schedule/Critical Path

Milestone #7 (Substantial Completion) has been granted. Punchlist and commissioning work is ongoing.

Activity Name	Start	Finish	2015								2016	
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
ULINK U250 - Construction - UW Station	05-Apr-11 A	19-Jan-15										
MILESTONES	01-Apr-13 A	14-Nov-14 A										
MILESTONE 1 (727d FROM NTP) (31 Mar 13) ACHIEVE BASIC STRUCTURE COMPLETION OF STATION		01-Apr-13 A										
MILESTONE 2 (60d FROM OCC OF EAST BOUNDARY F3) (01 Apr 13)		06-May-13 A										
MILESTONE 3 (880d FROM NTP) (31 Aug 13) UWS ROOM ACCESS COMPLETION		30-Aug-13 A										
MILESTONE 4 (1031d FROM NTP) (29 Jan 14) BASIC STRUCTURE COMPLETION OF ENTIRE UWS FOR USE BY SYSTEM WIDE		29-Jan-14 A										
MILESTONE 5 (1033d FROM NTP) (31 Jan 14) UWS ROOM ACCESS COMPLETION FOR ALL SYSTEM ROOMS		29-Jan-14 A										
MILESTONE 6 (1160d FROM NTP) (07 Jun 14) RESTORATION OF THE SITE OUTSIDE OF THE CONSTRUCTION WORK AREA		06-Jun-14 A										
MILESTONE 7 SUBSTANTIAL COMPLETION OF ALL WORK (1320d FROM NTP) (14 Nov 14) SUBSTANTIAL COMPLETION OF ALL WORK		14-Nov-14 A										
CONSTRUCTION	05-Apr-11 A	19-Jan-15										
STATION	05-Apr-11 A	19-Jan-15										
CROSSOVER	01-Aug-12 A	12-Dec-14										
ABOVE GRADE ENTRY	31-Aug-12 A	12-Dec-14										
PEDESTRIAN BRIDGE	29-Feb-12 A	12-Dec-14										

Schedule Performance Index

Substantial Completion was granted in November 2014. Punchlist and handrail are expected to be completed in June 2015.



Key Activities

Current Period

- Continued punch list item completion, primarily paint touch ups. Items are expected to be complete by the end of April.
- Continued commission test demonstrations. Level 1 & level 2 commissioning expected to be completed by the end of April.
- Continued final inspections for escalator and elevator operations.

Next Period

- Continue fabrication of aluminum guardrail materials.
- Installation of all aluminum guardrails is expected to be complete by June 2015.
- Continue commissioning test demonstrations
- Complete final inspections for elevator and escalator operation.
- Complete punch list item completion efforts.

Closely Monitored Issues

- The elevator subcontractor reports that further testing awaits L&I confirmation of hoist beam connections to the main building, identified by L&I as a potential barrier to permanent operating permits at Elevators 1 and 2. L&I has approved their proposed resolution to the hoist beam issues, and has commenced material procurement to implement the resolution.
- Vibration testing of the smoke exhaust fans on the north end of the project has resulted in alarm-level vibrations with both smoke exhaust fans running simultaneously. Upon witnessing the initial testing, the fan supplier elected to rebalance both fans. This appears to have corrected the issue. Final resolution is expected by the end of April.
- Pedestrian bridge guardrail fabrication has commenced following mockup approval, with the first shipment expected to arrive on site in mid-April. Installation of all aluminum guardrails is expected to be complete by June 5, 2015.
- Three Notices of Intent to Claim have been filed by the GC/CM.

Cost Summary

Present Financial Status	Amount
U250 Contractor - Hoffman Construction Co.	
Original Contract Value	141,745,898
Change Order Value	5,955,061
Current Contract Value	147,700,959
Total Actual Cost (Incurred to date)	145,757,152
Financial Percent Complete:	98%
Physical Percent Complete:	98%
Authorized Contingency	7,087,295
Contingency Drawdown	5,955,061
Contingency Index	1.16



UWS at night.

U830 Contract – Track, Signal, Traction Power and Communications

Current Progress

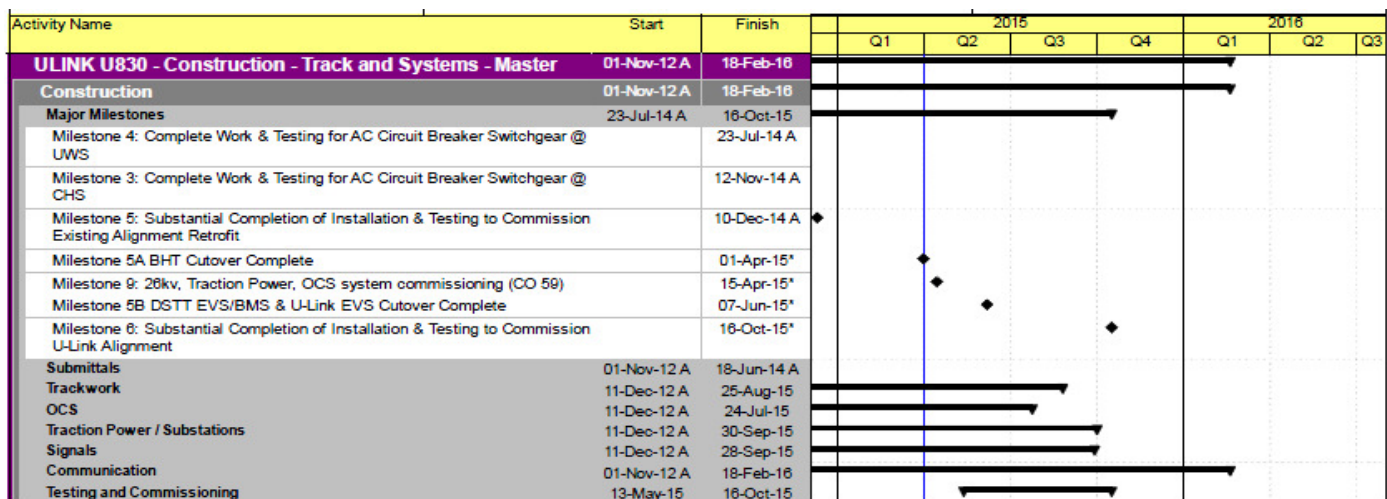
Track construction is now 100% complete with the installation of the crossover and the completion of the floating slab. Permanent power has been established at the UWS and CHS station. OCS installation has been accelerated nearing completion and expected next period with live wire tests. Coordination between station contractors continues. The first cutover of the SCADA System was completed in November. Beacon Hill Cutover was completed at the end of March and punchlist work is under way. DSTT cutover is expected to take place in June.

Work progress continued with approximately 72% physically complete against 82% contract time expended.

Schedule/Critical Path

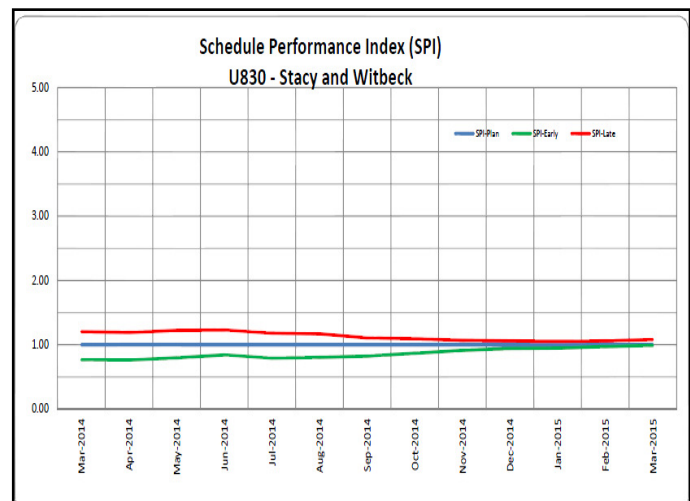
A schedule update for March has been received. Early completion of OCS is expected to provide early starts to critical system integration tests prior to the demising wall removal in June 2015. Milestone #6 (Substantial Completion) is reporting 4 days of positive float.

The U830 Critical Path runs through the communication equipment and testing/commissioning. Contractor production rates and construction submittals are being tracked closely. U830 System Integration Testing is the critical path through the rail activation schedule.



Schedule Performance Index

The SPI based on remains at 1.0 this period. The completion of rail and floating slab installation and improved production with OCS installation has improved the performance indices for U830.



Link Light Rail

University Link Extension - Systems

Key Activities

Current Period

Trackwork

- Continued installation of tunnel signage.

Traction Power/Signal/Com-SCADA Systems

- Continued pulling and terminating fiber optic cables in the stations, tunnels and cross passages.
- Continued installing communication devices at CHS and UWS.
- Continued installation of fan damper control panels at UWS and CHS.
- Completed EMI cable splices and continued surveying and setting EMI trench covers.
- Continued installation of overhead catenary system between UWS and CHS.
- Continued installation and testing of the signal cable and devices in the tunnels.
- Continued preparation for the systems integration testing.
- Completed BHT EVS Cutover (Milestone 5a).
- Ongoing design and software development for all system scopes.

Next Period

- Continued installation of tunnel signage.
- Continue pulling and terminating fiber optic cables in the stations and cross passages.
- Continue installing communication devices at CHS and UWS.
- Continue installation of fan damper control panels at UWS and CHS.
- Continue surveying and setting EMI trench covers.
- Continue installation of overhead catenary system between UWS and CHS.
- Continue installation and testing of the signal cable and devices in the tunnels.
- Begin systems integration testing for preliminary track clearance and OCS tests in the northbound tunnel.
- Scheduled to complete DSTT and U-Link EVS/BMS Cutover (Milestone 5B).
- Ongoing design and software development for all system scopes.

Closely Monitored Issues

- Current focus is on overhead catenary support installation and communications systems installation at CHS.

Cost Summary

Present Financial Status	Amount
U830 GC/CM Contractor - Stacy & Witbeck	
Original Contract Value	\$119,167,433
Change Order Value	\$2,063,705
Current Contract Value	\$121,231,138
Total Actual Cost (Incurred to date)	\$95,741,617
Financial Percent Complete	79%
Physical Percent Complete:	80%
Authorized Contingency	\$5,958,373
Contingency Drawdown	\$2,063,705
Contingency Index	2.3



Speaker installation ongoing at CHS North Entrance.

U820 Contract - LRV Storage and Yard Expansion

P821 Contract - Light Rail Vehicles

C802 Contract - Signals Systems (Yard Expansion)

Other Systems - Radio Console, Fare Collection.

Key Activities

Closed Contracts

- C802 Signals Yard Expansion
- U820 LRV Storage and Yard Expansion
- U826 Radio Console Upgrade
- U860 Network Fiber
- U820- LRV Storage and Yard Expansion

Current Period

P821 – Light Rail Vehicles

- Contract Close Out on hold until repair to the Traction Power/ Gear Unit is completed.

Other Systems

- U835 EMI/Vibration & Wheel Flat Monitoring – continue final design activities and work plans.
- U810 MOW –continued piling installation activities.
- U829 Fare Collection Contracts – TVM work commenced

P821 – Light Rail Vehicles

- Contract Close Out on hold until repair to the Traction Motor/ Gear Unit (TM/GU) repairs is completed.
- Collaborate with manufacturer on the TM/GU fleet repair .

Other Systems

- U835 EMI/Vibration & Wheel Flat Monitoring – continue final design activities and submittals.
- U810 MOW to complete pile installation.
- U829 Fare Collection Contracts – TVM work continues.

Closely Monitored Issues

- Timely repair of the TM/GU is critical to provide sufficient LRV units to adequately support a 6 minute headways operation when University Link commences.

Next Period

P821 Cost Summary

Present Financial Status	Amount
P821 Manufacturer — Kinkisharyo Intl.*	
Original Contract Value (U-Link Option)	\$94,576,095
Change Order Value	\$4,598,480
Current Contract Value	\$99,174,575
Total Actual Cost (Incurred To Date)	\$99,174,575
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	\$4,608,904
Contingency Drawdown	\$4,598,480
Contingency Index	N/A

*Change Order to Initial Segment LRV Contract

C802 Cost Summary

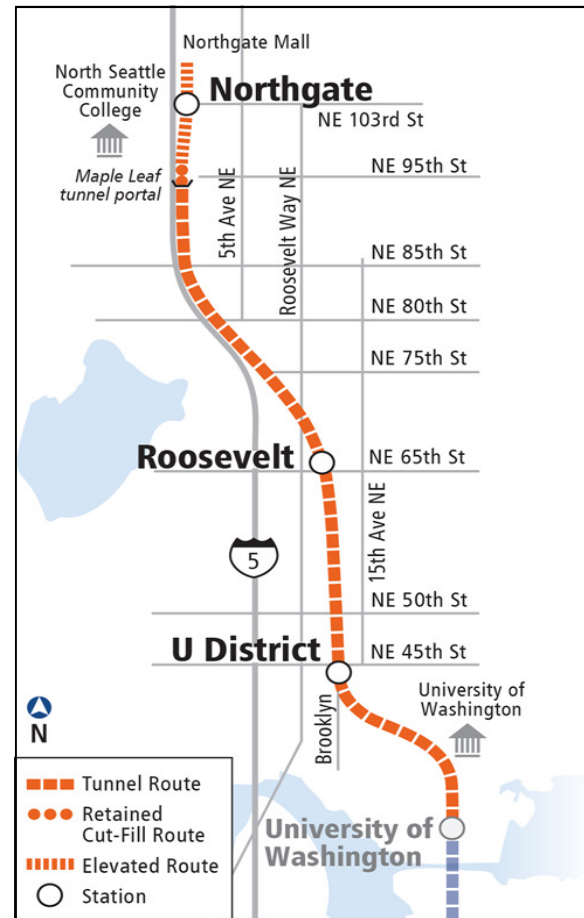
Present Financial Status	Amount
C802 Train Control —GETS Global Signaling, LLC*	
Original Contract Value (U-Link Option)	\$1,996,269
Change Order Value	\$15,390
Current Contract Value	\$2,011,659
Total Actual Cost (Incurred To Date)	\$2,011,659
Financial Percent Complete:	100%
Physical Percent Complete:	100%
Authorized Contingency	\$103,731
Contingency Drawdown	\$15,390
Contingency Index	N/A

*Change Order to Initial Segment Train Control Contract.
55% of contract costs are assigned to U-Link 45% Northgate Link.

Link Light Rail Northgate Link Extension

Scope

Limits:	The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.
Alignment:	The extension begins at the UW Station, boring tunnels under campus then continues north to a portal located north of NE 94 th Street on the east side of I-5, then transitioning to an aerial structure running north to the Northgate Mall.
Stations:	The <i>U District Station</i> is an underground station located on the west side of the UW campus near Brooklyn Ave. and NE 45 th St. The <i>Roosevelt Station</i> is an underground station located near NE 65 th St. and 12 th Ave NE. The <i>Northgate Station</i> is an elevated station located at the southwest edge of the Northgate Mall property.
Systems:	Include Signals, track electrification, and SCADA communications, and an additional 40 light rail vehicles.
Budget:	\$2.131 Billion
Service:	September 2021
Phase:	Final Design and Construction



Map of Northgate Link Extension route and stations.

Key Project Activities

- Conducted a tour of Northgate construction sites for FTA Region 10 staff and the PMOC.
- Held a partnering session with JCM, N125 contractor.
- Completed the draft Project Hazard Analysis (PHA) and submitted to SQA.
- GC/CM contractors are now engaged in preconstruction activities on all three stations.
- *For N111 Advanced Utility Relocation*, the Contractor continued to work on submittals needed to proceed with construction of the new ductbanks.
- *For N125 TBM Tunnels*, northbound tunnel TBM No. 1 completed the final 500 feet of mining and broke into the Roosevelt Station. Southbound TBM No. 2 advanced 1,155 feet for a total of 2,900 feet (averaging 58 ft. per day in March).
- *At the Roosevelt Station*, the temporary base slab was completed in time for the arrival of TBM No. 1.
- *At the U District Station*, continued excavation and tieback installation which is approx. 65% completed. Completed the construction of the electrical vault, which was inspected by SCL.

Closely Monitored Issues

- Despite relatively good production in March, TBM No. 2 continued to be slower than scheduled due to difficult soils and unscheduled downtime. A recovery schedule has been submitted with a plan to get this work back on track.
- An alternative route for the relocation of the 115 kV power lines in the Northgate area continues to be evaluated and discussed with FHWA, SCL and WSDOT.
- Next period, the Contractor is expected to complete street restorations around Roosevelt Station, marking the end of traffic disruptions experienced in the past several months.

Project Cost Summary

The Northgate Link project cost is summarized below by two cost categorizations. In the first table, the cost is summarized in accordance with Sound Transit's Work Breakdown Structure (WBS). The second table summarizes the project in accordance with the FTA's Standard Cost Category (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	\$147.5	\$147.5	\$27.9	\$28.9	\$147.5	\$0.0
PRELIMINARY ENGINEERING	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
FINAL DESIGN	\$128.5	\$128.5	\$103.7	\$79.2	\$128.5	\$0.0
CONSTRUCTION SERVICES	\$117.9	\$117.9	\$79.8	\$17.8	\$117.9	\$0.0
3rd PARTY AGREEMENTS	\$11.8	\$11.8	\$9.9	\$4.1	\$11.8	\$0.0
CONSTRUCTION	\$1,324.2	\$1,324.2	\$477.2	\$245.6	\$1,324.2	\$0.0
VEHICLES	\$259.1	\$259.1	\$4.7	\$0.5	\$259.1	\$0.0
ROW	\$127.3	\$127.3	\$72.4	\$71.5	\$127.3	\$0.0
Total	\$2,131.4	\$2,131.4	\$790.6	\$462.6	\$2,131.4	\$0.0

The Estimated Final Cost (EFC) for the project as of this reporting period is \$2,131.4M, which is equal to the project budget. This period approximately \$19.1M was incurred, of which \$15.3M was for the N125 tunneling contract and other miscellaneous construction, \$0.9M was for civil and systems final design and design support during construction, and \$1.1M was for construction management. The remaining expenditures were for permit costs, right-of-way, third party coordination, staff, and other direct charges.

Cost Summary by SCC

SCC Element	Baseline Budget	Current Adopted Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 GUIDEWAY & TRACK	\$615.1	\$628.4	\$328.0	\$169.9	\$595.6	\$32.8
20 STATIONS	\$434.2	\$278.5	\$40.1	\$21.1	\$372.3	(\$93.7)
30 SUPPORT FACILITIES: YARD, SHOP	\$5.3	\$5.3	\$5.2	\$5.2	\$5.2	\$0.1
40 SITEWORK & SPECIAL CONDITIONS	\$64.3	\$201.8	\$97.9	\$47.0	\$140.9	\$60.9
50 SYSTEMS	\$110.9	\$110.9	\$0.9	\$0.9	\$110.9	\$0.0
Construction Subtotal (SCC 10 - 50)	\$1,229.9	\$1,224.9	\$472.1	\$244.1	\$1,224.9	\$0.0
60 ROW, LAND, EXISTING IMPROVEMENTS	\$143.1	\$119.9	\$72.4	\$71.5	\$119.9	\$0.0
70 VEHICLES	\$236.9	\$236.9	\$4.7	\$0.5	\$236.9	\$0.0
80 PROFESSIONAL SERVICES	\$400.8	\$424.3	\$241.4	\$146.6	\$419.2	\$5.0
90 CONTINGENCY	\$120.8	\$125.4	\$0.0	\$0.0	\$130.5	(\$5.0)
Capital Total (SCC 10 - 90)	\$2,131.4	\$2,131.4	\$790.6	\$462.6	\$2,131.4	\$0.0

The Estimated Final Cost (EFC) for some contract packages have been reassessed and revised as a result of updated design development estimates and the award of Contract N125 at an amount lower than the adopted budget. The current adopted budget values have been updated to reflect the 2015 budget revisions and updated contingency amounts. The variances associated with some of the SCC groups shown above reflect the updated EFC due to these revisions.

Cost Contingency Status

Compared to the baseline amount of \$396.2M, the Total Contingency has decreased by \$30.3M to \$365.9M, which is 21.9% of project work remaining. During this reporting period, a net decrease of \$0.2M in the overall project contingency occurred. Detailed information is provided below.

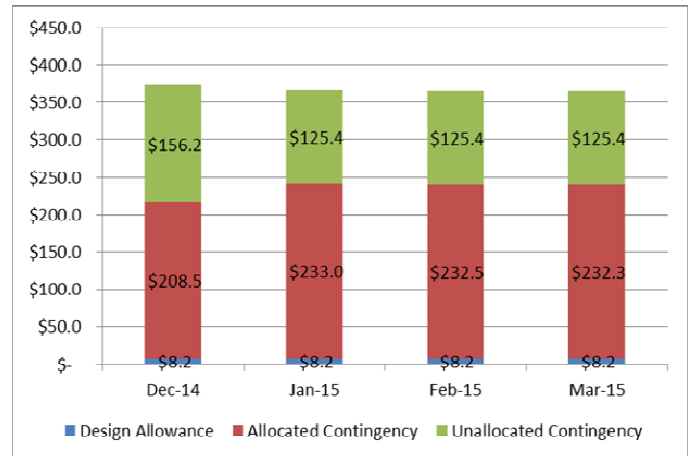
Design Allowance – Compared to the baseline amount of \$113.9M, Design Allowance has decreased by \$105.7M to \$8.2M as a result of updated construction cost estimates that have utilized DA as the scope development has progressed. No changes to DA occurred during this period.

Allocated Contingency – Compared to the baseline amount of \$184.0M, Allocated Contingency has increased by \$48.3M to \$232.3M. During this reporting period, a decrease of \$0.2M occurred due change orders that were executed on the N125 TBM Tunnel contract.

Unallocated Contingency – Compared to the baseline amount of \$98.3M, Unallocated Contingency has increased by \$27.1M to \$125.4M. No changes to UAC occurred during this period.

Cost Contingency Status, continued

Contingency Status	Baseline		Current	
	Amount	% of Total	Amount	% of Work Remaining
Design Allowance	\$ 113.9	5.3%	\$ 8.2	0.5%
Allocated Contingency	\$ 184.0	8.6%	\$ 232.3	13.9%
Unallocated Contingency	\$ 98.3	4.6%	\$ 125.4	7.5%
Total	\$ 396.2	18.6%	\$ 365.9	21.9%



Project Schedule

The design team for the N105 Key Bank Site Demolition is developing a soil nail solution for the excavation and will resubmit the grading permit application in late April. The N111 Advanced Utilities Relocation contractor, Walsh Construction, is continuing with pre-construction submittals and work plans. The baseline schedule has been accepted. SCL has installed three temporary poles to accommodate relocated street lighting in support of N111. Walsh has begun establishment of their laydown yard and traffic control. Vault and handhole installations are scheduled to begin the first week in April.

Design of the N113 SCL 115kV Transmission Line Relocation within the WSDOT right-of-way on the west side of I-5 continues. The team has completed the Wetlands Delineation, Tree Report, Access Control, and Clear Zone Reports. An initial round of meetings with WSDOT and SCL has been completed. The geotechnical borings have been completed and the analysis is in progress.

The N125 TBM Tunnels Contractor completed the temporary receiving slab at Roosevelt Station. TBM No. 1 has reached its' first tunneling milestone with breakthrough at Roosevelt Station on March 17, and is currently undergoing refurbishment prior to re-launch for its second leg to UDS. TBM No. 2 is now being operated on a three shift/day basis; however production still lags behind the planned rate, with the machine achieving a 40-50 foot/day rate since the start of tunneling, instead of the planned 80+ feet/day. Tieback and lagging installation continued at U District Station as planned. The Contractor is continuing to work with SCL to complete the Temporary Power Vault punchlist at UDS.

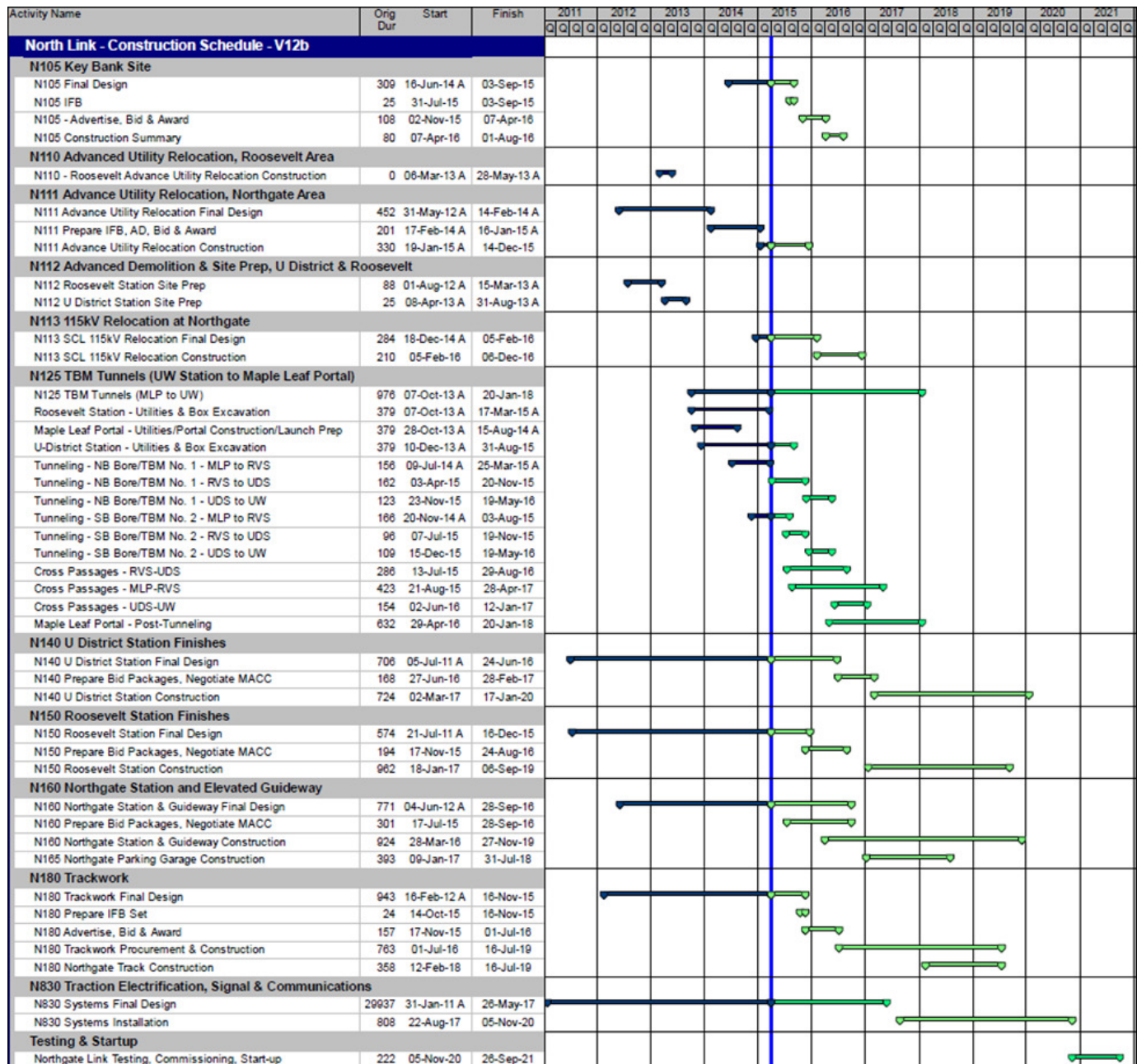
The 90% design effort for N140 U District Station continues. ST is working with the GC/CM, Hoffman Construction, on the schedule for the station construction and milestones, and on cost estimate reconciliation. The N150 Roosevelt Station design is advancing to 100%. The GC/CM, Hoffman Construction has developed their 90% cost estimate, and ST is working on estimate reconciliation with them.

The N160 100% design effort started at the beginning of March. The GC/CM, Mortenson Construction, was given NTPP for preconstruction services on March 23. The 60% Garage design is underway with the submittal planned for early June. The 90% Garage submittal is scheduled for mid-August 2015 with submission of the complete N160 design for the Station and Garage, planned for December 2015. The trackwork (N180) design team is currently incorporating the feedback from the U830 project and preparing the Industry Review Package for advertisement in May 2015. Industry review is currently planned for June-July, and the IFB set has a planned completion of November 2015.

The CM group has worked out revised milestones for the station contracts Special Conditions. These are currently being incorporated into the master schedule.

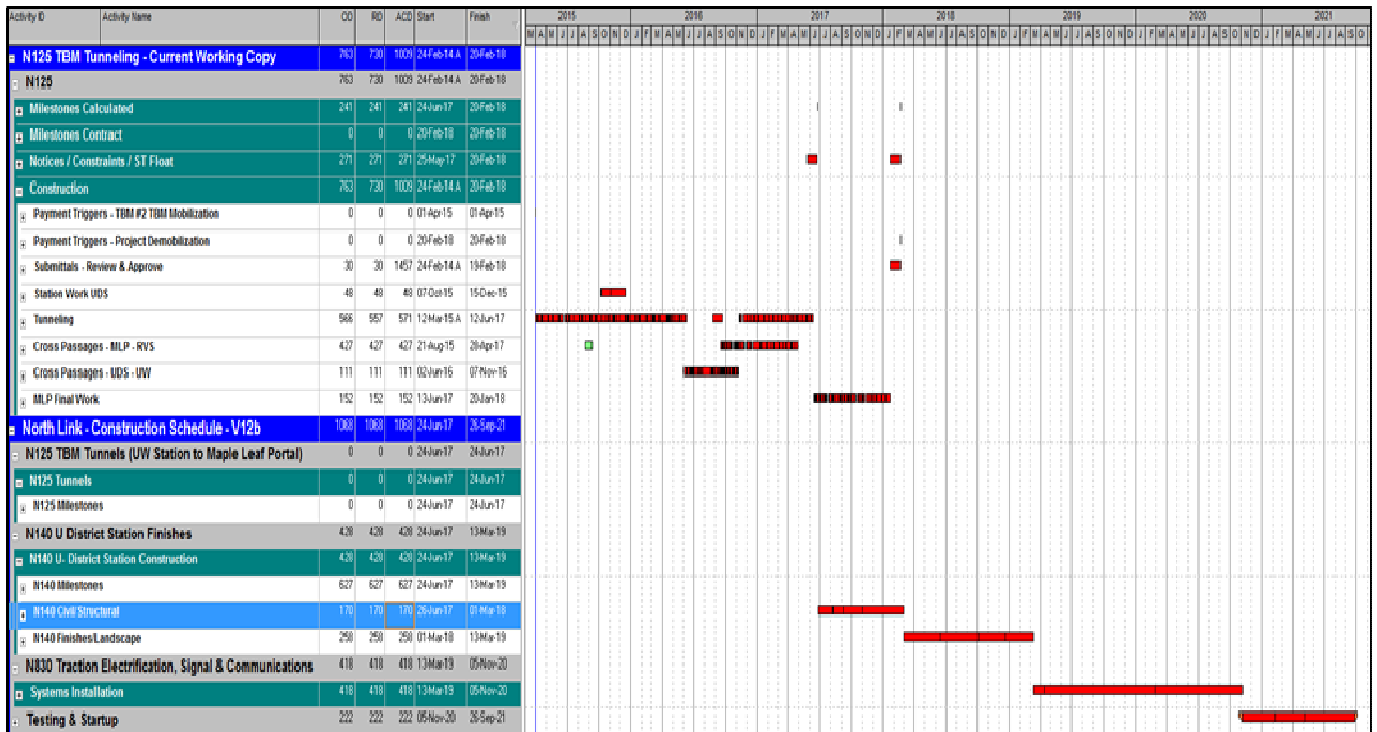
Northgate Link Extension Revenue service is still scheduled for September 2021 with overall project float remaining unchanged at 165 days.

Project Schedule, continued



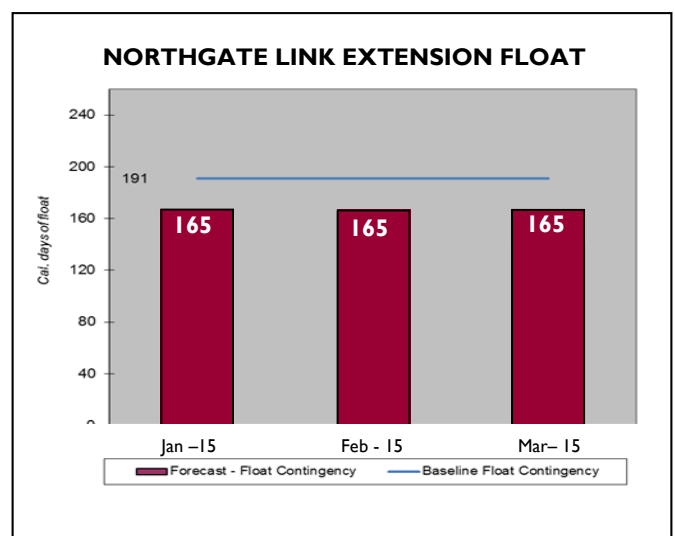
Critical Path Analysis

The longest path through the Northgate projects continues to run through N125 Milestone No. 5 and subsequent turnover of the U District station site to the N140 contractor. Tunneling with TBM No. 2 is the driving factor, followed by cross passages and completion of the Maple Leaf Portal. JCM's March schedule update was returned for revision & resubmission due to logic errors and changes in sequences that do not appear to be achievable. The N160 contract is also critical. While it does appear in the longest path through the Northgate Link schedule, the contract has little float, and should be treated as a critical.



Critical Path Float

The Northgate Link baseline schedule included 191 days of project-wide float. Some of those days have been allocated as buffers at critical interfaces between adjacent contracts. This distribution reduced unallocated float to 168 days. Three more days were used when the N125 Contract NTP date was issued 3 days later than the assumed baseline. The adjacent graph shows the current project-wide float remains 165 days with the Revenue Service date in September 2021.



Construction Safety

Data/ Measure	March 2015	Year to Date	Project to Date
Recordable Injury/Illness Cases	3	6	18
Days Away From Work Cases	0	1	1
Total Days Away From Work	22	37	37
Restricted or Modified Work Cases	1	4	12
Total Days Restricted or Modified Work	28	131	319
First Aid Cases	2	4	13
Reported Near Mishaps	0	3	32
Average Number of Employees on Worksite	290	-	-
Total # of Hours (GC & Subs)	52,633	150,515	776,994
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	11.40	7.97	4.63
DART Rate	3.80	6.64	3.35
<i>Recordable National Average</i>	3.80	3.80	3.80
<i>DART National Average</i>	2.20	2.20	2.20
<i>Recordable WA State Average</i>	7.20	7.20	7.20
<i>DART WA State Average</i>	3.30	3.30	3.30

Right of Way

The U District and Roosevelt stations require the acquisition of a range of property interests including fee takings for stations and staging areas; tunnel easements are required for the running tunnel. These acquisitions will result in owner and tenant, residential and commercial relocations.

Roosevelt Station – All parcels have been acquired.

U District Station – All parcels have been acquired.

Northgate Station - Owner reviewing a Purchase and Sale Agreement for one parcel. Two parcels awaiting for appraisal review due to modification of TCE term; Condemnation package prepared for two parcels, and in review at ST. Two parcels granted P&U and payment pending. Action pending on one parcel.

Tunnel Easements: All parcels have been acquired.

Line Section	Total Parcels Certified	Offers Made	Signed Agree- ments	Admin. Settle- ments	Posses- sion and Use (P&U)	Closings to date	Baseline Relocations Required	Relocations Completed
U District Station	16	15	0	0	0	15	4	3
Roosevelt Station	20	18	0	0	0	18	26	26
Tunnel Easements	190	188	0	0	0	188	0	0
Northgate Station	11	6	0	0	0	1	13	0
Total	237	227	0	0	0	222	43	29

Quality Assurance Activities

Activities

- *N125*—One “Rework” NCR was dispositioned as Acceptable without requiring MRB approval for having truck drivers on site prior to being drug tested; Three “Use-As-Is” NCRs were dispositioned as Acceptable without requiring MRB approval for work done prior to receiving approval.
- *N150*—MRB dispositioned as Acceptable one “Major” RFD to install luminaires at heights over the DCM requirement and provide a lift for maintenance personnel; One “Minor” RFD was dispositioned as Acceptable without requiring MRB approval to use certain species not found in the DCM pre-approved plants.
- *N160*—MRB dispositioned as Acceptable one “Major” RFD to allow a partially enclosed parking garage, as defined by IBC.

Issues

- None to report

Summary

Description	MAR 2015	Notes
No. of Audits Planned	0	None
No. of Audits Completed	0	None
Reports in Progress	1	N150 90% Design Submittal Quality Report
No. of Audits Postponed	2	N105 100% Design Submittal; N113 90% Design Submittal (115 kV Line Relocation)

Sound Transit Board Actions

Board Action	Description	Date
M2015-26	Authorized the CEO to extend the date of the Northgate Link Extension \$5 million commitment for the I-5 pedestrian/bicycle bridge at Northgate to Feb. 1, 2016.	Mar 26

Environmental

- Completed SEPA Addendum for the N113 115kV Line Relocation.

Community Outreach

- Delivered various construction alerts to inform properties adjacent to the stations about upcoming construction activities.
- Emailed monthly newsletter to Northgate Link distribution list.

Northgate Station

- Notified Northgate Mall management of noise monitoring and provided a construction status update about incoming utility work.
- Notified station strip mall management of potholing activities.
- Provided access information to the Seattle Sight Organization.

Maple Leaf Portal and tunnels

- Distributed March parking passes to residents along NE 69th Street for dewatering well installations.
- Notified residents and businesses of Utility Surface Points installation.

Roosevelt Station

- Briefed constituents regarding the Roosevelt Station 90% Design and transit oriented development.
- Gave project briefing to the Roosevelt Neighborhood Association.
- Began running the 2015 Roosevelt neighborhood web ads on City Arts and Red Tricycle.
- Escorted the media to view the TBM breakthrough and approx. 16,000 people viewed the footage on Facebook.

U District Station

- Provided project update at the monthly UW Tower floor coordinator meeting.
- Developed and distributed Truck Safety Fact Sheet to UW Tower staff.
- Contacted Seattle City Light regarding light pole installation timeframe for NE 42rd Street.

Business Mitigation

- Collected “Enter to win a tour of the UW Station” promotion forms from directly- impacted businesses near U District and Roosevelt Station construction sites.
- Met with U District Partnership to provide annual 2014 year in review and discuss 2015 activities.
- Met with directly-impacted businesses about UW Station Tour promotion.

Final Design Overview

Sound Transit has executed two key contracts with professional services consultants for the Final Design of the Northgate Link Extension. Jacobs Associates (JA) is providing civil engineering and architectural final design services. LTK Engineering Services (LTK) is providing systems engineering final design services.

Final Design Activities

Contract Package N105 – Key Bank Demo and Remediation:

- Continued 100% design effort.

Contract Package N113 – 115kV Relocation at Northgate Station:

- Completed evaluation of alternative 115 kV alignments within the WSDOT Right of Way to the west of I-5.
- Began 60% design effort.

Contract Package N140 - U District Station Civil and Finishes:

- Continued 90% design effort, and continued preconstruction phase activities and coordination with the GC/CM contractor.
- Continued Green Street design efforts.

Contract Package N150 - Roosevelt Station Civil and Finishes:

- Began 100% design effort.
- Continued coordination with GC/CM during preconstruction activities

Contract Package N160 - Northgate Station, Aerial Guideway and Parking Garage Civil and Finishes:

- Began 100% design effort for station and guideway, and began coordination with GC/CM during preconstruction activities.
- Began preparation of demolition package for Northgate Commercial Site temporary restoration.
- Continued responding to 30% design review comments on garage, and began 60% garage design effort.

- Continued preparation of station and garage drainage report.

Contract Package N180 – Trackwork:

- Continued updates for the industry review design package including specification revisions based on construction input from U Link floating slab test section.

Contract Package N830 – Traction Electrification, Signals, and Communications:

- Completed procurement of all Magnetic Field test equipment.
- Presented EVS scope allocation to Sound Transit's construction management team.
- Continued to advance design with N140 Systems Raceway (i.e. Armature Design).
- Continued coordination of transfer of the 26kV install scope from N830 to N180 contract packages.

Final Design Schedule

The table below summarizes the current civil Final Design submittal schedule for each contract package.

Work Packages	60%		90%		100% to ST	
	Plan	F/A*	Plan	F/A*	Plan	F/A*
N105 Key Bank Demolition and Remediation	7/31/14	7/31/14A	10/3/14	10/3/14A	2/23/15	6/18/15
N111 Advanced Utility Relocation – Northgate	12/21/2012	5/23/2013A	3/29/2013	10/14/2013A	7/12/2013	1/31/2014A
N113 115kV Relocation at Northgate	10/29/2013	11/21/2014A	3/27/2014	6/8/2015	6/19/2014	8/28/15
N140 U District Station Finishes	12/24/2011	4/27/2012A	9/18/2012	8/19/2015	5/10/2013	5/13/16
N150 Roosevelt Station Finishes	4/13/2012	2/27/2012A	1/28/2013	12/18/2014	10/23/2013	10/31/2015
N160 Northgate Sta. Civil/Finishes/Guideway	6/27/2012	10/5/2012A	4/17/2013	3/7/2014A	11/26/2013	12/15/15
N180 Trackwork	8/23/2012	8/23/2012A	5/22/2013	4/8/2013A	8/26/2013	12/14/15
N830 Traction Electrification, Signals, Communications	12/12/2012	12/20/2012A	4/10/2014	8/31/2015	12/9/2014	5/16/2016

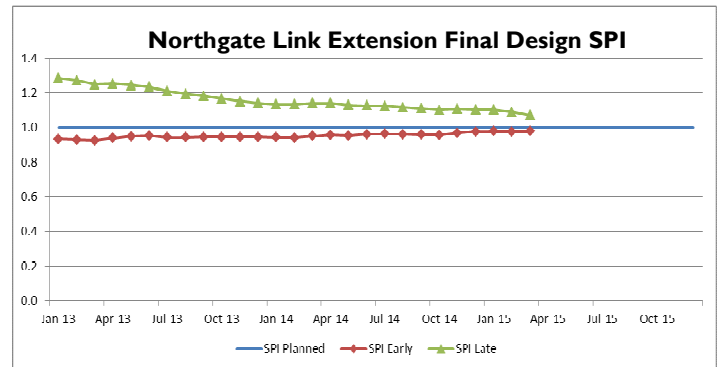
F/A* = Forecast/Actual

Link Light Rail Northgate Link Extension - Final Design



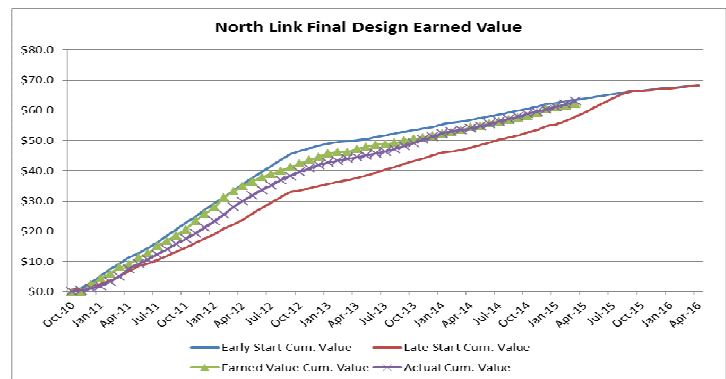
Final Design Schedule Performance

For Final Design activities only, the Schedule Performance Index (SPI) reported this period is .98 based on the early start dates and the late start SPI is 1.07. The design consultant has had some design deliverable milestones for N113, N140, N150 and N180 pushed back.



Final Design Cost Performance

Through this period, the total amount spent for Civil Final Design is \$67.5M, which is approximately 75% of the total contract amount. For Final Design activities only, the total amount spent is \$63.1M, which is approximately 89%. The consultant reported 87.6% complete for final design activities, resulting in an Earned Value of \$62.0M. The current period Cost Performance Index (CPI) is reported at 0.6 since the most recent change orders have not yet been reflected in the consultant's earned value data. The cumulative CPI remains 1.0, which indicates that overall expenditures are in line with planned cost.



Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	\$62,048,982	\$1,022,943	\$63,071,925
Spent	87.6%	1.4%	89.0%
Earned Value	\$61,423,790	\$582,626	\$62,006,416
% Complete	86.7%	0.8%	87.5%
CPI	1.0	0.6	1.0

Other Key Final Design Activities

Geotechnical Investigation

- Completed N113 geotechnical field exploration work and continued laboratory testing.

Surveying and ROW

- Continued field survey of N113 boring locations in the revised alignment.
- Completed utility potholing on the strip mall parcel.

Traffic Engineering Report

- Continue incorporation of N140 Green Street designs into traffic plans.
- Submitted Traffic Engineering Report on March 4.

Permits

- Continued coordination support on MUP and SIP applications.
- Continued revision of NEPA re-evaluation for N113.

Construction Noise Variances

- None to report.

Noise Mitigation for At Grade and Elevated Guideway

- None to report.

Ground Borne Noise and Vibration

- Continued development of design approach for vibration mitigation at U District Station to accommodate TOD overbuild.
- Continued monitoring of U830 floating slab testing for possible incorporation into N180.

Construction Cost Estimating

- Completed reconciliation of N140 60% cost estimate, and began reconciliation process on the N150 90% estimate.
- Continued review of N160 cost estimate format with GC/CM.

Construction Schedules

- None to report.

Quality Assurance

- Began preparation of the QA Audit for N105 100% design package.

Design and Project Integration

- Provided coordination and integration between all contracts in the Northgate area.

Major Construction Contract Packages

Below are the major construction contract packages for the Northgate Link Extension with a brief scope description of each.

N105 Key Bank Demolition and Remediation - Demo of Key Bank Building, remove underground storage tanks and remediate contaminated soil.

N110 Utility Relocation at Roosevelt Station Area - Relocation of electrical and communication facilities at the Roosevelt Station site. (Complete)

N111 Advanced Utility Relocation at Northgate Area - Relocation of 26kV and communication lines at the Northgate Station vicinity.

N112 U District and Roosevelt Station Site Preparation - Demolition of existing structures, grading and paving at the U District and Roosevelt Station sites. (Complete)

N113 115kV Relocation at Northgate Station Area - Relocation of overhead electrical facilities at the Northgate Station area.

N125 TBM Tunnels UW Station to Maple Leaf Portal - Tunneling work and support of excavation of station boxes for the U District and Roosevelt stations.

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station.

N150 Roosevelt Station Finishes - Civil and architectural finishes work for the Roosevelt Station.

N160 Northgate Station & Elevated Guideway & Parking Garage - Civil and architectural finishes work for the Maple Leaf Portal, the aerial guideway, and the Northgate Station and Tail Track. Construction of a 450 stall parking garage to be located at the south corner of the existing Northgate Mall surface parking lot at NE 103rd St. near 1st Avenue NE.

N180 Trackwork - Installation of all trackwork through two tunnels and three stations between UW Station and Northgate Station, including tail track.

N830 Track Electrification, Signals, Communication System - Installation of the major system elements – Traction Electrification, 26kV Distribution, Signals, and Communications.

Construction Schedule Highlights

Package	Bid Advertisement	NTP	Substantial Completion
N105-Key Bank Remediation/Demo	Dec 2015*	Apr 2016	Sep 2016
N111-Advanced Utility Relocation	Sept 2014A	Jan 2015A	Nov 2015
N113-SCL 115kV Relocate	Oct 2015**	Mar 2016**	Dec 2016**
N125-Station Box Exc. & TBM Tunnels	Jan 2013A	Sep 2013A	Feb 2018
N140-U District Station Finishes	Oct 2013A (GC/CM-Precon)	Jun 2017 (construction)	Apr 2020
N150-Roosevelt Station Finishes	Apr 2013A (GC/CM-Precon)	Jan 2017 (construction)	Sep 2019
N160-Northgate Station & Guideway & Parking Garage	July 2014A (GC/CM -RFQ)	Mar 2015 (GC/CM-Precon)	Sep 2019
N180-Trackwork to Northgate Station	Jan 2016	May 2016	Jul 2019
N830-Traction Power, Signals & Com	Dec 2016 (GC/CM-RFQ)	Jan 2018 (construction)	Sep 2020

A = Actual

* N105 may be “shelved” after 100% design until late 2015. Construction is planned for the Summer 2016. The site will not be needed by N140 until early 2017.

**These dates are based on the alternative alignment proposed, which places the 115kV line on WSDOT property west of I- 5.

Link Light Rail Northgate Link Extension - Construction



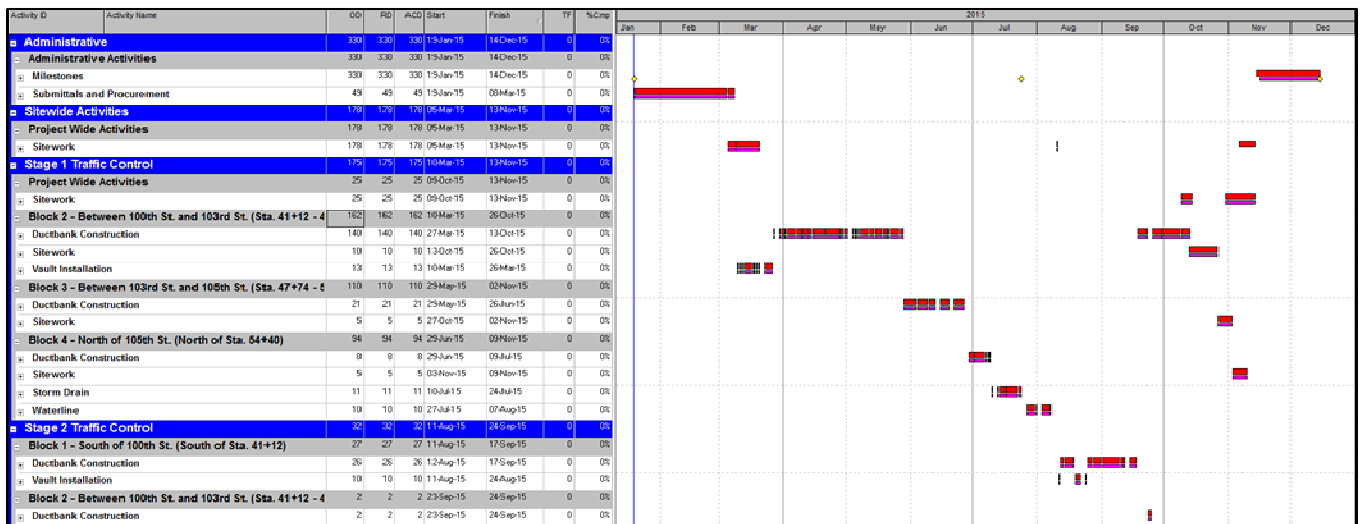
Contract N111 – Advanced Utility Relocation

Current Progress

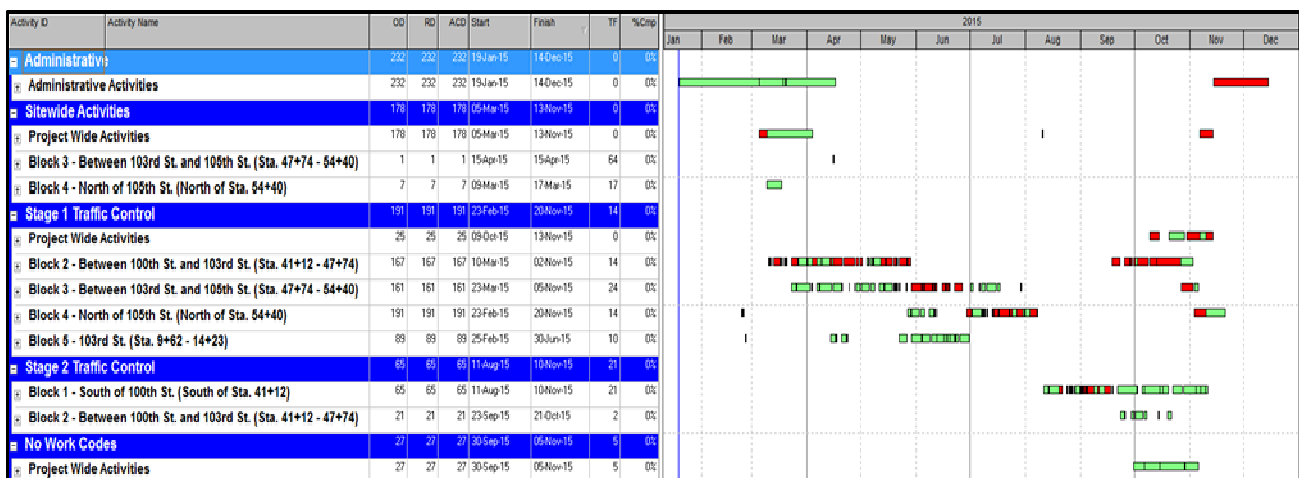
Pre-Construction & Mobilization— In December 2014, Walsh Construction was issued full NTP for the Advanced Utility Relocation in the Northgate area. From that point through the end of March 2015, Walsh has been in the process of getting submittals reviewed and approved. The baseline schedule has been accepted. Mobilization work accomplished to date includes placement of the traffic control barricades, establishment of the laydown yard, installation of trailers, and supporting utilities. Pedestrian and bicycle detours are in place. Walsh will install the water treatment system early next period. SCL has placed new poles for lighting on the west side of NE 1st Street.

Vault & Ductbank Installation - Walsh has divided the work into “Blocks” based on location within the project alignment. The first area of work, designated “Block 2”, will be between NE 100th St. and NE 103rd St. with the installation of vaults and handholes. Ductbank construction will follow the vaults and handholes.

Schedule/Critical Path

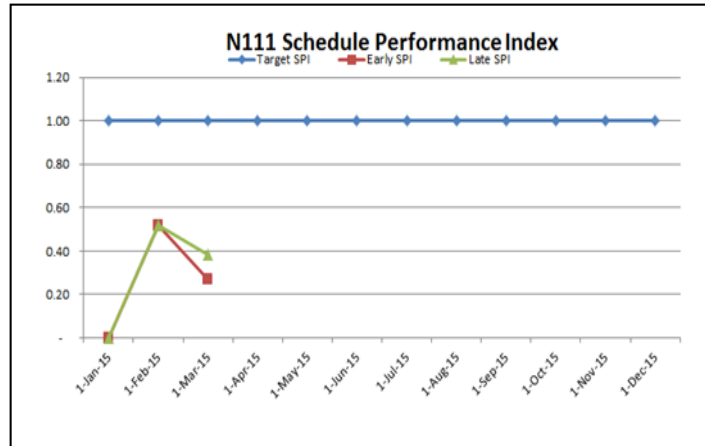


The critical path shown above consists of completion of key submittals for Traffic Control, Settlement Monitoring, and Potholing. These in turn drive the installation of TESC and potholing for existing utilities. Once these tasks are completed, installation of vaults and ductbanks in Block 2 can proceed. The critical path currently goes through the installations in Blocks 2, 3, and 4, before implementation of the Stage 2 Traffic Control scheme. Critical path activities taking place after completion of the Block 3 work, include installation of fiber optic conduit connections to existing handholes, curb & gutter restoration, landscaping and final inspection and punchlist. The summary schedule is below.



Schedule Performance Index

An invoice and schedule update was provided for the period from NTP through the end of March 2015. The SPI for the project was 0.52 in February and 0.27 in March. The SPI calculated in the schedule update is 0.29 overall, a result of a longer than planned submittal process. Walsh had anticipated performing a great deal more work in the field in March. However, the approvals of Vaults and Handholes from SCL took longer than expected, as did the completion of the Traffic Control plans, forcing the Contractor to re-sequence work.



Key Activities

Current Period

- Continued to submit RFIs and Technical Submittals.
- Continued laydown yard mowing, fencing, gravel surfacing, and site setup continued with trailers, storage containers, and temporary power rough-in.
- Equipment mobilization began.
- Began tree and pavement removals and potholing for existing utility confirmation.
- Installed median barrier reducing 1st Ave NE to one lane in each direction through much of the work area with turn pockets at NE 103rd and NE 100th Streets.
- The KCM Bus layover on 1st Ave NE at NE 103rd St. was permanently relocated to NE 100th St. near 3rd Ave. NE for the duration of N111 and N160 contracts.

Next Period

- Review and process RFIs and submittals.
- Continue tree, sidewalk & pavement removals.
- Potholing to confirm existing utilities.
- Vault installations north from NE 100th St. as submittal review allows.

Closely Monitored Issues

- No outstanding issues at this time.

Present Financial Status	Amount
N111 Contractor - Walsh Construction	
Original Contract Value	\$9,370,000
Change Order Value	\$9,917
Current Contract Value	\$9,379,917
Total Actual Cost (Incurred to date)	\$447,785
Financial Percent Complete:	4.8%
Physical Percent Complete:	4.8%
Authorized Contingency	\$937,000
Contingency Drawdown	\$ 9,917
Contingency Index	4.54



Contractor removing trees and verifying utility locations along the east side of 1st Ave NE from NE 100th to NE 103rd Streets.

Link Light Rail Northgate Link Extension - Construction

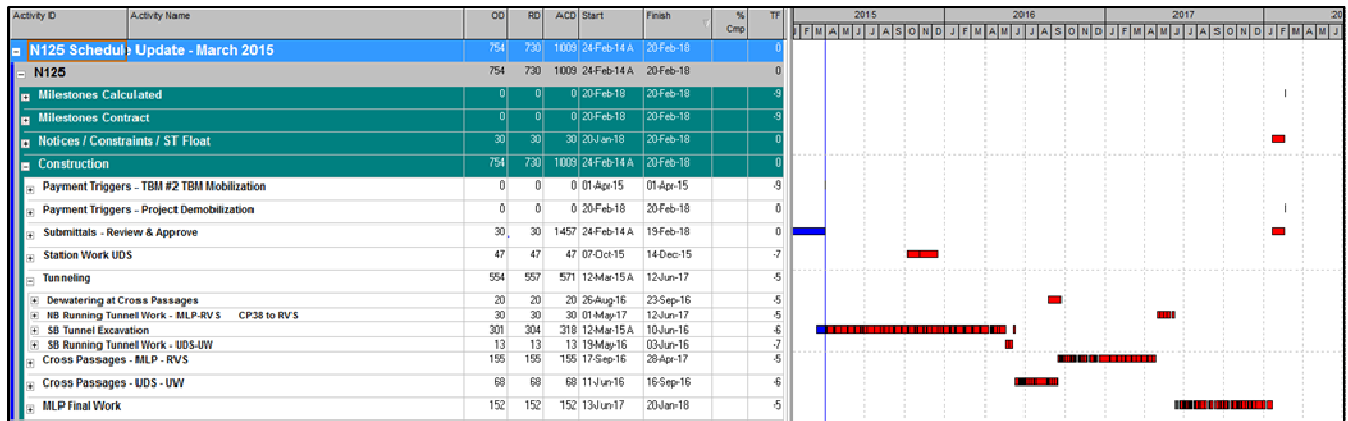


Contract N125 – TBM Tunnels

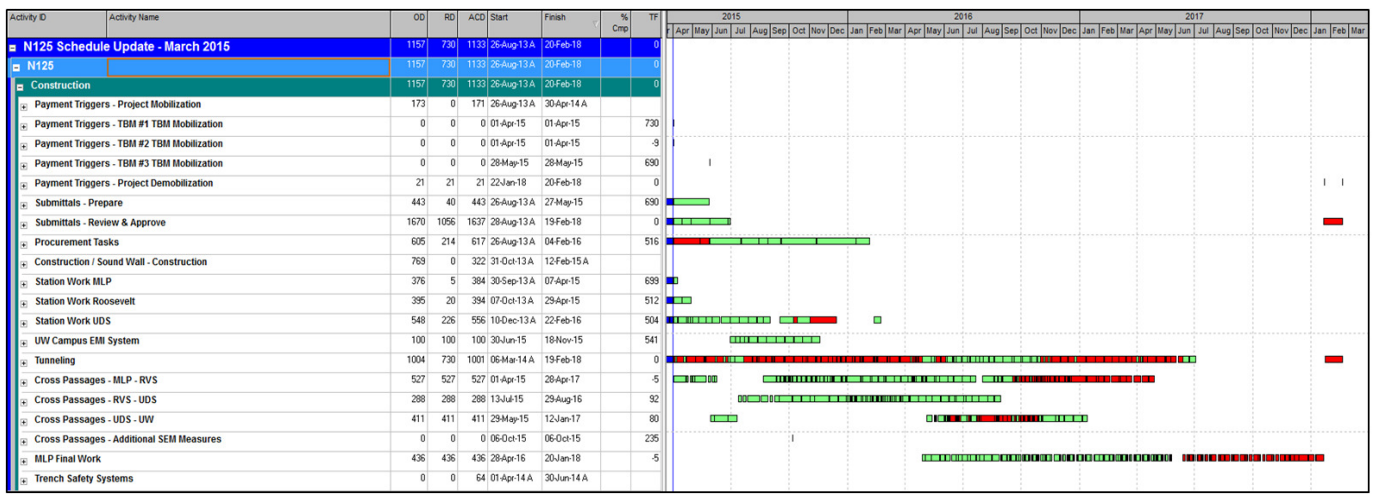
Current Progress

TBM No. 1 completed the drive from Maple Leaf Portal to Roosevelt Station with hole-through on March 17, 2015. A total of 1,617 rings were placed in 8,065 feet of tunnel. Overall the Northbound tunnel is now 43.6% complete. The TBM has been pushed through the station and is now undergoing refurbishment. JCM is conducting dewatering pump tests at Cross Passage 36. TBM No. 2 has completed 587 rings in 2,820 feet, 34.9%, of the southbound tunnel utilizing 3 shifts. Average production for the month was 282.5 feet/week. The highest production was achieved on the week ending March 14 with 435 feet mined, an average of 87 feet/3-shift cycle. *At the Roosevelt Station*, the temporary slab has been completed. JCM is setting up the grout plant and has completed the 5th phase of the NE 65th St. & 12th Ave. NE restoration. Street restorations are also continuing at NE 67th Street and 12th Ave. NE. *At the U District Station*, excavation of the station box is 63% complete with installation of lagging & tie-backs continuing. Installation of the Vault grounding grid is complete.

Schedule/Critical Path

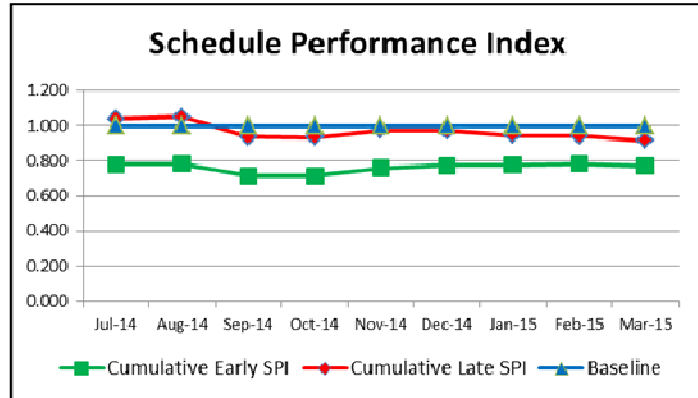


The critical path as illustrated above is unchanged and continues to be driven by TBM No. 2 followed completion of the Maple Leaf Portal. JCM continues to re-sequence Cross Passages in order to minimize negative float resulting from tunneling. The average production rate for TBM No. 2 increased to 282.5 ft./week in March from the 101 ft./week achieved in February. The March schedule update, as submitted calculates negative nine days of float in achieving Milestones No. 5 - Substantial Completion U District Station & Tunnels and No. 6 – Substantial Completion. Milestone 2 – Demobilization from U District Station now is reported as having 11 days of positive float. It should be noted that the schedule update contains a logic error in the critical path. CP28 – Dewatering Well Drawdown activity is open-ended, having no successor activity. Correction of the this error results in a -23 day critical path driving Milestone No. 5. Schedule Summary is below.



Schedule Performance Index

The SPI for March is 0.77, down from the 0.78 reported in February. This is as expected with TBM No.1 undergoing refurbishment in Roosevelt Station. Production for TBM No. 2 continues to fall short of forecast and overall performance continues below the late curve. The Contractor's current schedule update forecasts a late completion and is currently in review. The Contractor's plans for recovery are to re-sequence the Cross Passages and add a second shift to Southbound tunneling.



Key Activities

Current Period

- Continued casting of segment rings by CSI. As of end of March: 36,000 out of 44,160 segments (81.5%) have been produced (6,000 rings).

Tunnels & Cross Passages (CP)

- Completed installation of dewatering well at CP 34.
- TBM No. 1 holed thru at RVS station (1,617 complete rings); undergoing refurbishment.
- Continued TBM No. 2 mining in SB tunnel. Total progress as of end of March: 587 rings.

Roosevelt Site (RVS)

- Completed setting up grout plant and began testing.
- Completed phase 6 restoration at intersection of NE 65th St and 12th Ave NE.
- Completed removing remaining spoil from RVS excavation.

U District Site (UDS)

- Continued excavation, lagging and tie-back installation. (approx. 86,800 out of 126,432 cubic yards of soil have been excavated)

- Completed installation of main grounding grid, conduits and concrete slab.

Next Period

- Continue casting production segment rings.
- Continue refurbishment of TBM No. 1 and mining with TBM No. 2.
- Begin installation of CP 33 dewatering well.
- At RVS, complete installation of launching seals; continue external dewatering pumps on south end of shaft and internal dewatering pumping on as needed basis; and begin installation and testing of working elevator.
- At UDS, continue excavation and installation of shaft lagging and tie-backs; continue installation of soil nails at both north and south saddlebag.

Closely Monitored Issues

- TBM No. 2 productivity is still a concern as it continues to lag behind the planned production rate. TBM No. 2 productivity and cross passage sequencing are critical items that need to be addressed.

Cost Summary

Present Financial Status	Amount
NI25Contractor - JCM Northlink	
Original Contract Value	\$440,321,000
Change Order Value	\$ 2,410,393
Current Contract Value	\$442,731,393
Total Actual Cost (Incurred to date)	\$226,923,738
Financial Percent Complete:	51.3%
Physical Percent Complete:	51.7%
Authorized Contingency	\$22,016,050
Contingency Drawdown	\$ 2,410,393
Contingency Index	4.72



TBM No. 1 breaking through the north wall of RVS station box.

Link Light Rail Lynnwood Link Extension

Scope

The Lynnwood Link Extension Project entails the identification and evaluation of transit alternatives between Northgate in the City of Seattle to Lynnwood in Snohomish County with service in the cities of Shoreline and Mountlake Terrace. Consistent with FTA New Starts requirements, the project has undergone an Alternative Analysis, completed in the 3rd QTR 2011 and Environmental Scoping, completed in the 4th QTR 2011. Development of the Conceptual Engineering and Draft EIS concluded in 2013. In November 2013, the Sound Transit Board identified the preferred route and station alternatives for the Final EIS.

Key Project Activities

- Phase 3 (Final EIS and Preliminary Engineering) began in December 2013.
- Preparing for Final EIS and PE completion in April 2015.
- Preparing for PE completion and application for FTA New Starts Engineering phase authority.



Map of Lynnwood Link Extension route and station alternatives.

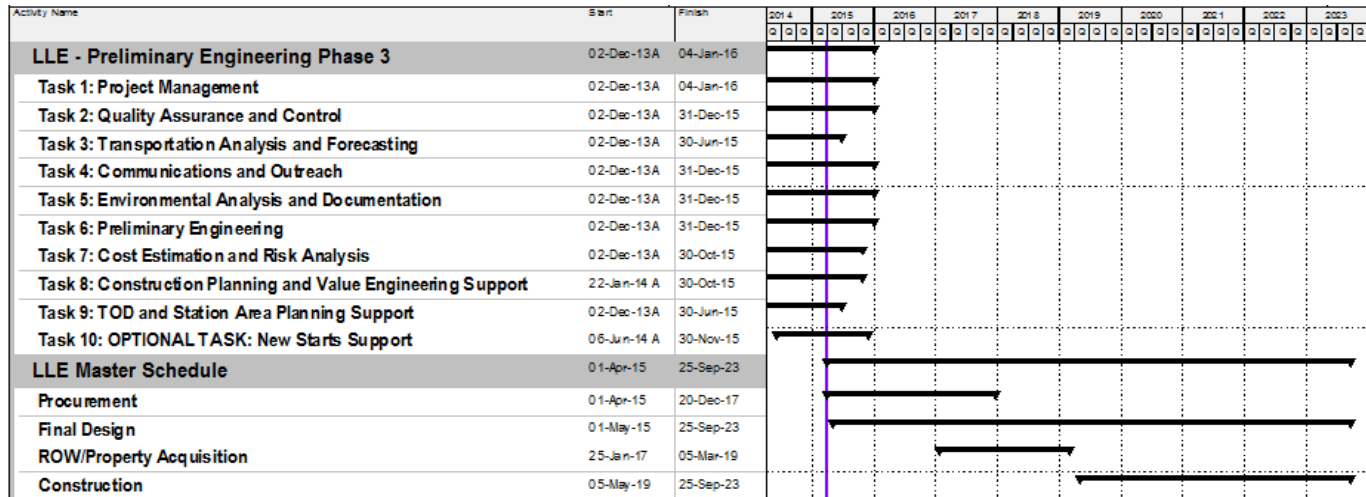
Project Cost Summary

The Lynnwood Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$11.7	\$5.3	\$5.4	\$6.5	\$11.7	\$0.0
Preliminary Engineering	\$44.3	\$37.8	\$34.4	\$6.5	\$44.3	\$0.0
3 rd Party Agreements	\$1.0	\$0.7	\$0.2	\$0.3	\$1.0	\$0.0
Right of Way	\$7.1	\$4.8	\$4.7	\$2.3	\$7.1	\$0.0
Total	\$64.1	\$48.6	\$44.7	\$15.5	\$64.1	\$0.0

Project Schedule

The Lynnwood Link Extension, environmental documentation and preliminary engineering is anticipated to be completed end of 2015. The project schedule is presented below.



Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Environmental

- Preparing Final EIS for publication in April 2015.

Community Outreach

- Met with representatives of the Latvian Lutheran Church and provided a project update.
- Prepared posters regarding the release of the FEIS which will be distributed to 74 locations throughout the planning corridor.
- Updated information kiosks for the publication of the FEIS. These kiosks will be moved to other high traffic and target locations in the community.
- Submitted to WSDOT for review the Monitoring Well Agreement and Exhibits.
- Preparing the FEIS Property Owner Notification letters.

Phase 3 Preliminary Engineering and Final EIS

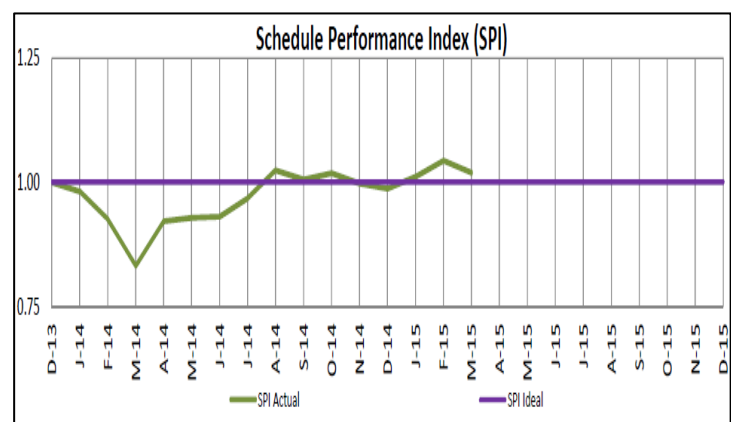
Sound Transit executed a contract amendment for Phase 3, Preliminary Engineering and Final EIS for Lynnwood Link, in December 2013.

Phase 3 Key Activities

- Continued to advance the engineering of the preferred alternative and final PE submittal.
- Completing Final EIS and preparing for publication in April.
- Continued development of the work program to obtain FTA New Starts Engineering authority.
- Developing a change order for advanced PE work.

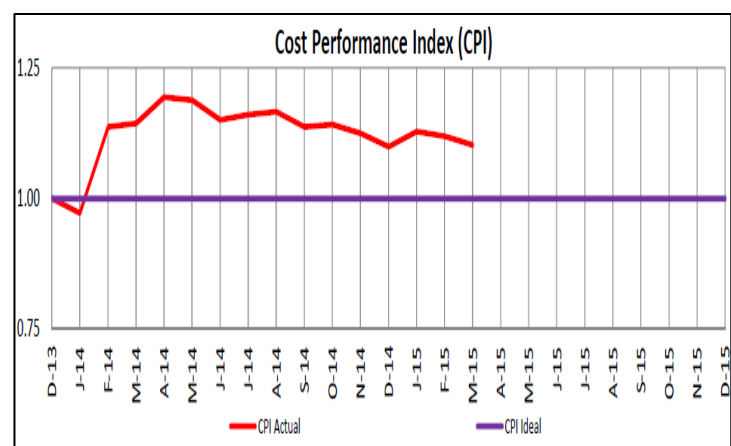
Phase 3 Schedule Performance

The cumulative Schedule Performance Index (SPI) for the Phase 3 contract is 1.02 through March, indicating work performed to date is close to the amount originally planned.



Phase 3 Cost Performance

\$33.3 M of the total contract amount, approximately 91%, has been spent through March. Phase 3 contract expenditures through March totaled \$16.9 M, approximately 84% of the Phase 3 contract total. The Phase 3 contract percent complete reported at the end of March is 92%, with an earned value of \$18.6 M. The cumulative Cost Performance Index (CPI) through March is 1.10; indicating costs are lower than the budget planned for work accomplished.



Phase 3 Performance	Previous Period	Current Period	Cumulative To-date
Amount Invoiced	\$16,369,637	\$492,459	\$16,862,096
% Spent	81%	3%	84%
Earned Value	\$18,316,615	\$262,995	\$18,579,610
% Complete	91%	1%	92%
SPI	1.04	0.39	1.02
CPI	1.12	0.53	1.10

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Link Light Rail

I-90 Two-Way Transit & HOV Operations (Stage 3)



The project, when completed, will enable 24/7 HOV access on I-90 between Seattle, Mercer Island and Bellevue.

Scope: The I-90 Two-Way Transit and HOV Operations (Stage 3) project will provide approximately four miles of the HOV lanes in each direction of the outer roadway between 80th Avenue South on Mercer Island and Rainier Avenue in Seattle. The project includes upgrades and retrofits to the fire, life, safety, and other systems in the Mount Baker and Mercer Island/First Hill tunnels. The project also includes remaining dowel bar retrofit work on the west side of Lake Washington, the installation of screening on the shared –use pathway on the I-90 floating bridge, and eastbound HOV access to Mercer Island. Following completion of this project, the center roadway will be closed to allow the construction of East Link Extension.

Budget: \$225.6 Million

Phase: Construction

Construction Start: January 2015

Construction Completes: June 2017

Major Contracts

	Scope	Agreement/Contract Amount
WSDOT	Final Design	\$ 20,942,000
WSDOT	CM Services	\$ 16,358,000
IMCO	Construction	\$122,021,000

Key Project Activities

- Weekend closure of Eastbound (EB) I-90 completed March 1; work included core drilling for emergency lighting, saw cutting for future utility work, as-building the flush hydrants, & demo/excavation for jet fan supports.
- Weekend closure of Westbound (WB) I-90 completed March 27; work included survey, layout, core drilling for emergency lighting, testing flush hydrants, and saw cutting for future drainage installation.
- Weekend closures scheduled for EB I-90: April 17; closure scheduled for weekend of May 15 could be for either WB or EB, depending upon work accomplished in previous closures.

Project Cost Summary

Total Project cost expended for February was \$1.492M. The following table summarizes the cost information for the I-90 Two-way Transit and HOV Operations (Stage 3) project.

Cost Summary by Phase

Project Elements by WBS	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
Administration	\$3,648	\$3,648	\$1,392	\$1,397	\$3,648	\$0
Preliminary Engineering	\$1,549	\$1,549	\$1,549	\$1,549	\$1,549	\$0
Final Design	\$22,121	\$22,121	\$18,572	\$17,608	\$22,121	\$0
Construction	\$198,330	\$198,330	\$166,324	\$2,307	\$198,330	\$0
Total	\$225,648	\$225,648	\$187,834	\$22,860	\$225,648	\$0

Cost Summary by SCC

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
40 Sitework & Special Conditions	\$180,600	\$180,600	\$166,324	\$2,307	\$180,600	\$0
80 Professional Services	\$27,122	\$27,122	\$21,512	\$20,554	\$27,122	\$0
90 Unallocated Contingency	\$17,927	\$17,927	\$0	\$0	\$17,927	\$0
Project Total (SCC 10-90)	\$225,648	\$225,648	\$187,834	\$22,860	\$225,648	\$0

Project Schedule

The schedule is not available at this time.

Link Light Rail

East Link Extension



Map of East Link Extension. Alignment.

Scope

Limits:	Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.
Alignment:	East Link extends light rail 14 miles to East King County from Downtown Seattle serving Mercer Island via I-90, Bellevue and the Overlake area of Redmond, with ten new light rail stations. The alignment configuration includes at-grade, elevated, bridges, new and retrofitted tunnels.
Stations:	Rainier Ave/I-90, Mercer Island, South Bellevue, East Main, Bellevue Transit Center, Hospital, 120 th Avenue, 130 th Avenue, Overlake Village and the Overlake Transit Center (OTC).
Systems:	Signals, traction power, and communications (SCADA).
Budget:	\$798.3 Million Lifetime Budget through the Final Design Phase.
Phase:	Final Design
Construction Starts:	2015
Service:	2023

Key Project Activities

Project-wide

- Continued preparation for project baselining (scope, schedule, budget) and Phase Gate 5 & 6. Sound Transit Board consideration scheduled for April 2015.
- Held monthly project review and coordination meeting with the FTA and PMOC.

Seattle to South Bellevue

- *R8A Stage 3A:* HOV lane construction continues; current phase includes a 50-calendar day closure of the ramp from the I-90 Express Lanes to I-405. Stage 3B is scheduled to be by the end of April 2015.
- *Stations:* Completed the final preparations for the Rainier Station West Entrance Value Engineering session. Briefed WSDOT on the traffic model for the Mercer Island Station; received a formal letter from the City of Mercer Island recommending “Mercer Island Station” as the permanent station name.
- Advertised the Heavy Civil GC/CM RFQ and the Construction Management Consultant RFQ for Seattle To South Bellevue contracts (E130).
- Presented the East Link project to the Mercer Island Rotary.

Key Project Activities, continued

South Bellevue to Redmond

- Continued negotiations on the Sound Transit/City of Bellevue Memorandum of Understanding.
- Preparing MOT plan providing more flexibility of construction which will be presented to the City of Bellevue in April.
- Provided a briefing on the East Link project to WSDOT's 2015 Design Construction Conference at the Shoreline Conference Center.
- Obtained a track access permit and conducted a tour with the Bellevue Council Members to the Northgate portal, Mount Baker Station, and the O & M Facility in support of MOU negotiations.
- Other activities include: E360 Special Conditions Development is underway; E330 schedule analysis regarding access from NE 2nd Place being evaluated; and E335 Preconstruction meeting continued – VE and constructability items were identified.

Project Cost Summary

	Lifetime Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget vs. EFC
Administration	\$68.1	\$32.9	\$33.3	\$35.2	\$68.1	\$0.0
Preliminary Engineering	\$56.6	\$54.3	\$54.0	\$2.3	\$56.6	\$0.0
Final Design	\$232.6	\$155.3	\$128.4	\$77.3	\$232.6	\$0.0
Construction Services	\$12.3	\$6.9	\$1.3	\$5.4	\$12.3	\$0.0
3rd Party Agreements	\$39.3	\$6.1	\$4.1	\$33.2	\$39.3	\$0.0
Construction	\$24.0	\$12.7	\$9.05	\$11.3	\$24.0	\$0.0
Right-of-way	\$365.4	\$77.9	\$74.4	\$287.5	\$365.4	\$0.0
Total	\$798.3	\$346.2	\$305.0	\$452.2	\$798.3	\$0.0

Link Light Rail

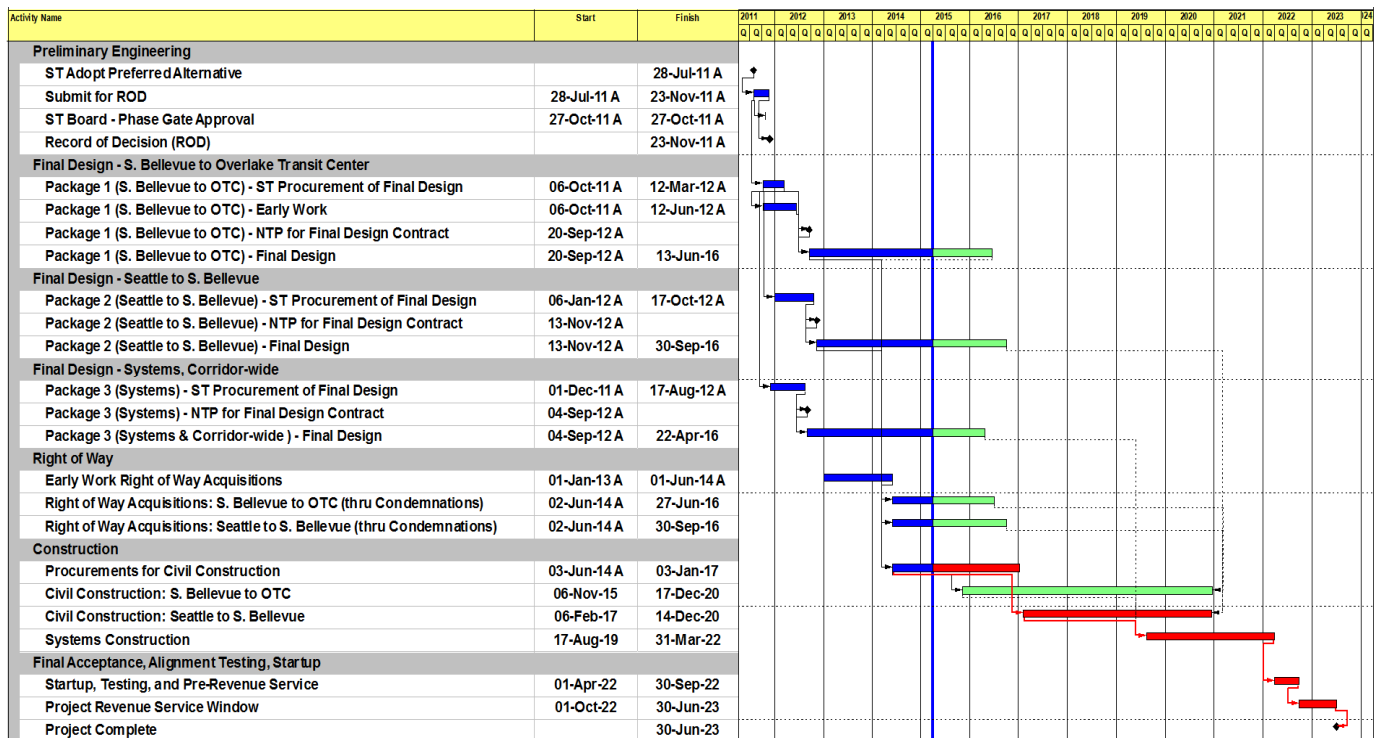
East Link Extension



Project Schedule

The East Link Extension is in Final Design. First early contract, early utilities for E340 (Bel Red) is scheduled to start 2nd QTR 2015. Contract packaging and sequencing of construction continues to be refined. Target date to Baseline East Link is 2nd QTR 2015.

East Link contract procurements have started: E335 GC/CM (Downtown Bellevue to Spring District) and Bellevue Segment CMC Contracts were awarded. E130 GC/CM (I-90 Heavy Civil), E750 GC/CM (East Link Systems) and I-90 Segment CMC procurements planned for advertisement 1st QTR 2015. E360 Design Build contractors have been shortlisted and final RFP release is planned for 2nd QTR 2015. Systems CMC procurement timeline to start 3rd QTR 2015.



*Note: Dates tracked are contractual baseline dates with the exception of the Package 2 - Final Design which is showing forecasted date that is currently being negotiated. Project baselining is scheduled to occur in the April 2015, at which time the dates shown will all be baseline dates.

Right of Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions will result in owner and tenant residential and commercial relocations. The East Link Extension included the advance acquisition of approximately one mile of an existing railroad parcel (“Bellevue Mile”) that the Sound Transit Board approved in June 2011. The right-of-way program status for this period is summarized in the following table. Market value trends in both residential and commercial properties are exhibiting strong upward pressure. Appraisals are being adjusted to reflect this increasing trend in the market. The overall impact on the Right-of-Way budget is being closely monitored.

East Link Extension Property Acquisition Status							
Line Section	Board Approved	Offers Made	Signed Agreements	Possession and Use	Closings to date	Baseline Relocations Required	Relocations Completed
Seattle to S. Bellevue	2	0	0	0	0	0	0
S. Bellevue to OTC	232	113	2	0	63	226	85
Bellevue Mile	1	1	1	0	1	0	0
Total	235	114	3	0	64	224	85

Seattle to S. Bellevue

E110 IDS Rail Connection Upgrades - No new activity.

S. Bellevue to OTC parcels

E130 I-90/E320 S. Bellevue– No new activity.

E320 - Two parcels closed and one signed.

E330 Downtown Bellevue – One parcel signed and two vacated.

E335– One offer made and two relocations identified.

E340 Bel-Red - Nine offers were made and one relocation identified. Seven parcels submitted for condemnation.

E360 SR 520 to OTC– One more displacement identified and two offers were rescinded.

Quality Assurance Activities

Activities

- OMSF Quality Plan Review
- *E320*: One “Minor” RFD was dispositioned as “Acceptable” without requiring MRB approval to deviate from the Link Design Criteria Manual requirements for parking garage lighting fixtures regarding lighting uniformity and fixture location.

Issues

- None to report.

Summary

Description	Mar 2015	Notes
No. of Audits Planned	1	E320 100% Design Submittal
No. of Audits Completed	2	E750 60% Design; E340 100% Design
Reports in Progress	0	None
No. of Audits Postponed	0	None

Environmental

- Developing environmental permit application packages. Environmental commitments are being incorporated into the design, program, and specifications of the project.
- Preparing for the Bellevue Shoreline permit appeal hearing scheduled for late April.

Sound Transit Board Actions

Board Action	Description	Date
M2015-14	Authorized the CEO to execute an agreement with Bellfield Office Park Realty LLC to reimburse Sound Transit in the amount of \$1,600,000 to add a traffic signal and other improvements at the intersection of 112th Avenue SE and SE 15th Street, as part of the East Link Extension.	Mar 12

Community Outreach

- Sent E-newsletter to listserve with information about I-90 westbound closures, utility work on Bel-Red, and transit integration in advance of U-Link opening in 2016.
- Sent notification to more than 280 businesses in Bel-Red of the Advanced Stormwater Utility Relocation Drop in Session in early April. Notification included a website update, an e-mail blast and a door-to-door outreach.
- Hosted a table in Mercer Island Half-marathon and engaged approximately 105 people.
- Presented project status to various groups which included the Bellevue Human Services Commission and Bellefield Office Park property management group.
- Attended the pre-construction meeting for the Kirkland Bus Shelter #4 with the Contractor and the City of Kirkland staff.
- Planning for plant and building salvage throughout the corridor.

Construction

I-90

- Continued I-90 (Stage 3A) HOV ramp construction. Continued work on Phase 3B. This phase includes a 50 calendar day closure of the ramp from the I-90 express lanes to I-405 to realign the ramp so it is accessible from the I-90 outer roadways.
- Drilled and placed sign bridge foundations to initiate the sign bridge installation process.
- Completed demolition of existing pavement, barriers, and walls.
- Completed construction of the new retaining wall for the realigned ramp.
- Began subgrade preparation for the new I-405 HOV ramp.

Bellevue-Redmond

- Bellevue Segment Construction Management Services (for preconstruction services), contract awarded, work underway.
- E335 GC/CM (Downtown Bellevue to Spring District) was awarded, work underway.



Construction crews setting the reinforcement cage for a sign bridge foundation on the R8A Stage 3A project.

Final Design Scope

Final Design for the East Link Extension includes three major design contracts: two for civil improvements and one for systems improvements. This contract is for civil and architectural design services from South Bellevue to the Overlake Transit Center (OTC). The contract was awarded to H-J-H Final Design Partners, a joint venture of HNTB Corporation, Jacobs Engineering Group, Inc., and Hatch Mott MacDonald.

The scope of H-J-H services includes detailed designs of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigations, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support, Preliminary Hazards Analysis, and community outreach.

The design is being grouped into five Contract Packages: (1) E320 South Bellevue; (2) E330 Downtown Bellevue Tunnel; (3) E335 Downtown Bellevue to Spring District; (4) E340 Bel-Red, and (5) E360 SR-520 to OTC.



Map of South Bellevue to the Overlake Transit Center in Redmond.

Final Design Key Activities

E320 So. Bellevue

- Resolved and incorporated all 90% Sound Transit and City of Bellevue comments.
- Completed 100% QC checklists including technical compliance, calculation compliance, and CAD compliance.
- Completed street tree revisions and Alternative Landscape Option design.

E330 Downtown Bellevue/E335 Downtown Bellevue to Spring District

- Advanced design to 100% level of structural, mechanical, electrical and plumbing modifications to accommodate structural strengthening of Skyline Tower basement wall.

E335 Downtown Bellevue to Spring District

- Began responses to, and resolution of, 60% Sound Transit and City of Bellevue comments.
- Started 90% submittal plan, profile, and detail drawings.
- Completed coordination with the GC/CM concerning process and format of 60% cost estimates.
- Continued coordination with Spring District Development.

E340 Bel-Red

- Shifted alignment of King County sanitary sewer.
- Prepared a rough order of magnitude estimate for design of Spring Blvd from 130th Ave NE to 132nd Ave NE.
- Reviewed retaining wall design due to sewer line change.

E360 SR 520 to OTC

- Supported input to Special Conditions, and coordinated with project requirements and specifications.
- Finalized acoustic model and updated design drawings and project requirements.
- Provided confirmation of final acoustic model inputs.

Link Light Rail East Link Extension Final Design - S. Bellevue to OTC



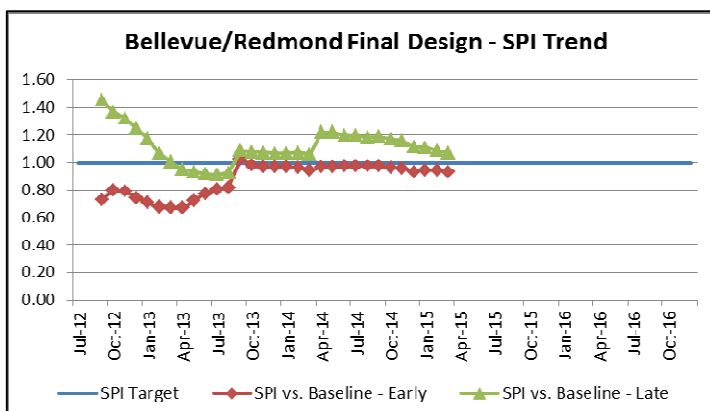
Final Design Schedule

The table below shows the design submittal dates for each of the contract.

Contract Packages	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline*	Forecast/Actual	Baseline*	Forecast/Actual	Baseline*	Forecast/Actual	Baseline*	Forecast/Actual
E320 So. Bellevue	12/6/2013	12/6/2013	9/19/2014	9/19/2014	4/3/2015	4/3/2015	8/14/2015	8/14/2015
E330 Downtown Bellevue Tunnel	11/18/2013	11/18/2013	6/2/2014	6/02/2014	10/20/2014	10/20/2014	5/11/2015	5/11/2015
E335 Downtown Bellevue to Spring District	12/20/2013	12/20/2013	10/19/2015	10/19/2015	3/8/2016	3/8/2016	6/13/2016	6/13/2016
E340 Bel-Red	7/15/2013	7/15/2013	4/04/2014	7/21/2014	12/8/2014	12/8/2014	5/23/2016	5/23/2016
	Draft RFP Submittal		Final RFP Submittal		*Baseline schedule dates revised to reflect final contract packaging and construction delivery methods.			
	Baseline*	Forecast/Actual	Baseline*	Forecast/Actual				
E360 SR-520 to OTC	2/18/2014	2/18/2014	1/19/2015	3/31/2015				

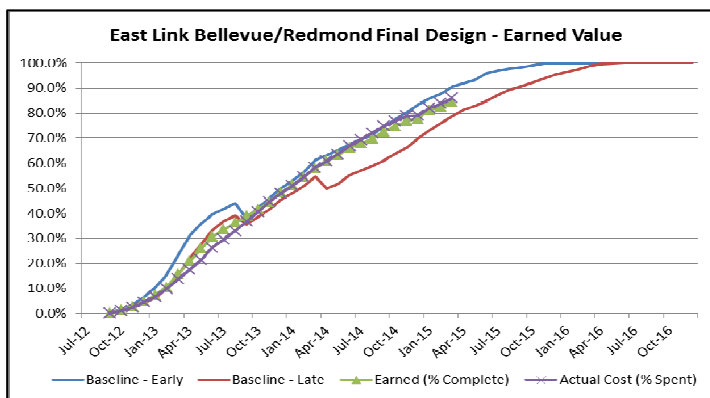
Final Design Schedule Performance

Excluding Other Direct Expenses (ODC's), Profits and DSDC, the Schedule Performance Index (SPI) reported this period is at 0.98 when measuring against the Early Schedule Baseline, and 1.19 when measuring against the Late Schedule Baseline. Execution of change orders impacted the SPIs.

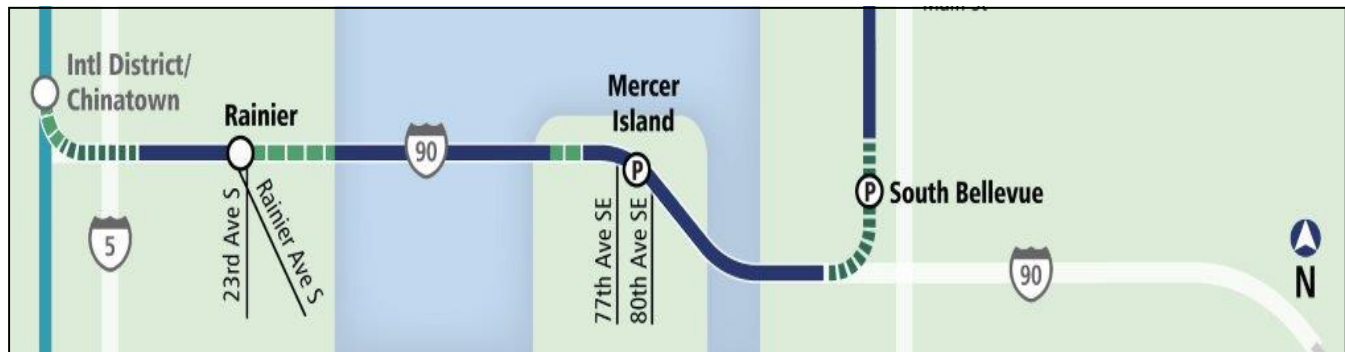


Final Design Cost Performance

Labor cost (for Phase 2 Final Design) to-date is \$67.6 million, or 82.2% of the budget. Progress earned through the same period is approximately 80.8% or \$63.5 million of earned value. This yields a cumulative Cost Performance Index (CPI) of 0.99, which indicates approximately on-budget cost efficiency of the current contract budget, including executed change orders. There are upward cost pressures in several areas due to refinements to the design and potential extension of the contract time. Estimate At Completion (EAC) based on EV data, which does not account for potential change orders, is approximately equal to current budget.



Performance	Previous Period	Current Period	Cumulative To Date
Labor Amt. Invoiced	\$63,042,206	\$1,576,402	\$64,618,608
% Spent	79.1%	1.6%	80.7%
Earned Value	\$62,148,933	\$1,368,162	\$63,517,095
% Complete	79.5%	1.3%	80.8%
CPI	0.99	0.87	0.98



Map of International District Station to South Bellevue.

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This Contract is for the civil and architectural design services from International District Station (IDS) to South Bellevue. The contract was awarded to Parsons Brinkerhoff, Inc. (PB).

The scope of the services includes detailed design of the corridor, preparation of comprehensive construction contract documents, permitting support, surveying, geotechnical investigation, right-of-way planning, third party coordination, systems coordination, cost estimating, scheduling, sustainability report, bid support and community outreach support.

The project in this segment has been aggregated into one Contract Package: E130 Rail Connection and Upgrades at IDS; seismic Retrofits of WSDOT Structures; and I-90 Civil/Architectural, which also includes the two at-grade stations, and Electrical/Mechanical Upgrades to existing Tunnels.

Final Design Key Activities

Design (Civil, Systems, Architecture, Art)

- The proposed level of effort to complete civil final design based on progress to date and known scope looking ahead has been received from consultant; proposal is under review.
- WSDOT: The IRT issues were addressed in two joint meetings with Sound Transit; floating bridge wind-wave and seismic analysis reports are being prepared for upcoming meetings.
- Working on the Plinth Testing Program at the University of Washington; related track attachment design continues.
- Final preparations complete for Rainier Station West entrance Value Engineering session.
- Sound Transit presented the East Link project to the Mercer Island Rotary.

Third Party, Agreements, & Permits

- Sound Transit and KCM briefed Mercer Island on the traffic microsimulation model of the Mercer Island Transit Center. All Mercer Island intersections perform at Level of Service C or better under both scenarios. WSDOT was briefed on the traffic model for the Mercer Island Station the week before.
- Mercer Island Planning Director met with Sound Transit staff to review non-motorized access GIS maps produced by Sound Transit
- The D2 Solutions group (WSDOT, KCM, CT, SDOT and ST) met to finalize recommendations.

Link Light Rail

East Link Extension Final Design - Seattle to S. Bellevue



Final Design Schedule

Contract Packages	60% Submittal		90% Submittal		100% Submittal		IFB Submittal	
	Baseline	Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
EI 30 – Rail connection & IDS upgrades; Seismic retrofits; and I-90 Civil/Arch./Elect. & Mech. Upgrades	4/4/2014	7/11/2014 A	12/17/2014	10/1/2015	3/25/2015	6/16/2016	4/30/2015	9/30/2016

Final Design Schedule Performance

Schedule information was not reported by the Consultant for the March 2015 reporting period, due to a moratorium on non-critical work requested by ST. A revised baseline design schedule will be submitted once current scope & budget realignment negotiations have been resolved by ST senior management and the Consultant; a proposal was submitted by PB on February 23, 2015. The proposal is currently under review; upon final ST acceptance, baseline milestones will be revised by an administrative change order.

Final Design Cost Performance

Cost Performance data was not submitted by the Consultant for the March 2015 reporting period, due to ST's moratorium on non-critical work. The current budget includes executed change orders; a change order for \$2.8 million is anticipated for April 2015. Including professional fee, total Labor and Other Direct Costs for Final Design through January 2015 is \$30.6 million, or 91.44% of the current authorized budget; no invoice has been received yet for work beyond January 31. A revised Final Design budget was submitted by PB on February 23, 2015 and is under review; upon ST acceptance, cost performance for all remaining work will again be submitted by the consultant and monitored to ensure project completion in a cost-effective and successful manner.

Final Design Scope

Final Design for the East Link Extension is delivered by three major design contracts: two for civil improvements and one for systems improvements. This contract is for the systems design services for the entire alignment. The contract was awarded to LTK Engineering Services, Inc. The scope of the services include detailed design of the corridor, preparations of comprehensive construction contract documents, 3rd party coordination, cost estimating, scheduling, and bid support.

Final Design Key Activities

- Completed the evaluation of the Value Engineering recommendations to the 60% design submittal.
- Presented to ST Operations and SQA the Diagnostic Team Review Sheets for the 130th and 132nd at grade crossings.
- Completed construction cost estimate update to reflect the heavy civil general conditions contracting method.
- Performed field surveys of the Homer Hadley and Lacey Morrow Bridge electrical systems in support of cathodic protection systems upgrades.
- Presented findings regarding traction electrification energy storage feasibility study to DECM Chief of Staff.

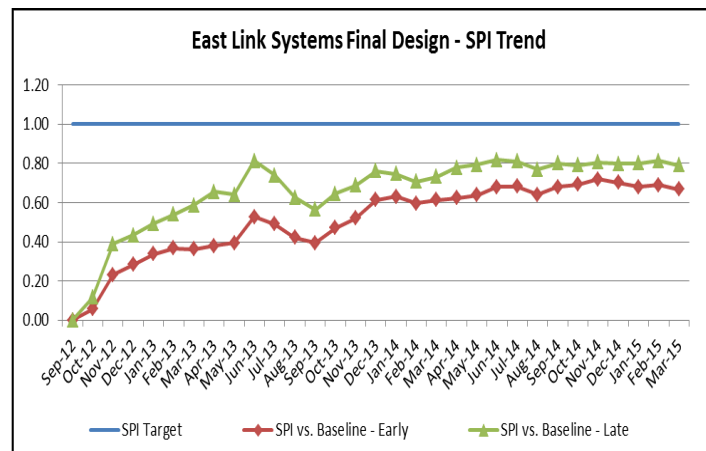
Final Design Schedule

IFB submittal for E750 is showing six months behind schedule, however, there is no impact to the overall schedule.

	<u>60% Submittal</u>		<u>90% Submittal</u>		<u>100% Submittal</u>		<u>IFB Submittal</u>	
	Baseline	Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual	Baseline	Forecast/ Actual
E750– LRT Systems	10/24/2014	10/24/2014	7/8/2015	7/8/2015	1/28/2016	1/28/2016	4/22/2016	4/22/2016

Final Design Schedule Performance

In March 2015, the Project is 53.2% complete resulting in an Earned Value of \$9.37M. The project has an early SPI of 0.73 and a late SPI of 0.97 which indicates that the contract is behind schedule. Revisions to the civil design schedules resulted in a delay to the systems deliverables.



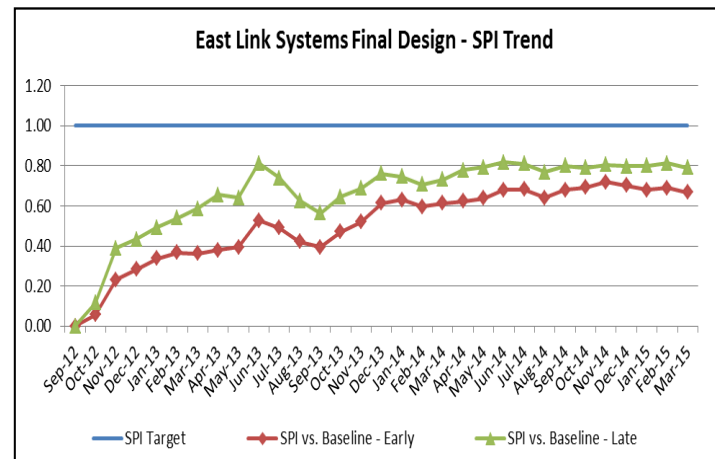
Link Light Rail

East Link Extension Final Design - Systems



Final Design Cost Performance

Through the end of March 2015, the Project has spent approximately 43.9% of the budget resulting in CPI of 1.21. The current Estimate at Completion (EAC) is expected to be less than the current budget of \$17.7M.



Performance	Previous Period	Current Period	Cumulative To Date
Labor Amt. Invoiced	\$7,394,190	\$347,185	\$7,741,375
% Spent	41.7%	2.2%	43.9%
Earned Value	\$9,161,267	\$206,719	\$9,367,986
% Complete	51.2%	1.3%	53.2%
CPI	1.2	0.6	1.2

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Link Light Rail

S. 200th Link Extension

Scope

Limits:	South 200th Link Extension consists of 1.6-mile extension of light rail from the SeaTac/Airport Station to South 200th Street.
Alignment:	The extension continues in an aerial configuration heading south of the existing SeaTac/Airport Station, east of Air Cargo Road across South 188th Street, and continuing south along the east side of 28th Avenue South to the elevated Angle Lake Station located at South 200th Street. A passenger pickup/drop-off area, bus transfer, plaza, and a minimum 700-space structured park and ride facility will be located at Angle Lake Station. Up to 400 additional spaces may be developed for interim parking while Angle Lake Station is the interim southern terminus of the Link system. Guideway/Station and Parking Garage/Plaza are being delivered under a Design Build contract.
Station:	Angle Lake Station is located at South 200 th Street.
Systems:	Signals, track electrification, and SCADA communications
Budget:	\$383.2 Million
Service:	September 2016
Phase:	Final Design and Construction



Map of S. 200th Link Extension.

Key Project Activities

- *Design Build Guideway and Station (S440):* Construction activities continues Station, segment hanging, and track installation. City of SeaTac (COS) has indicated King County Storm Water codes may require adding detention facilities to the previously approved S440 storm water IFC and permitted design. COS provided feedback to S440 designer's recent analysis and existing lines may be acceptable for storage. Artwork fabrication is about 4-months behind schedule and the artwork may be installed following station platform tile installation, requiring tile protection.
- *Design Build Parking Garage (S445):* IFC structural design package is pending permit issuance by City of SeaTac. Architectural design package review by stakeholders is imminent and construction continues as garage structure prepares to start elevated activities.

- *Roadway Improvements (S447):* NTP was issued to Contractor (JEL) on March 20, 2015 and addressed critical submittals. Working with utilities to finalize agreements and schedules to support S447 construction; City of SeaTac review/approval of S447 Permit Application is held due to issues involving parking lot layout of nearby property owner and agreeing to storm water facility fees. ST and City are working on a resolution. A few ROW acquiring takes and easements continue.
- *Military Road/South 200th (S446):* WSDOT still reviewing 90% design submittal.

Closely Monitored Issues

- None to report this period.

Project Cost Summary

The S. 200th Link Extension project cost is summarized in two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS), and in the second table, cost is summarized in accordance to the FTA's Standard Cost Categories (SCC) format. (Both tables' figures in millions).

WBS Phase Elements	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Est. Final Cost (EFC)	Adopted Budget vs. EFC
ADMINISTRATION	\$16.1	\$15.9	\$10.0	\$9.9	\$15.8	\$0.0
PRELIMINARY ENGINEERING	\$5.9	\$5.7	\$5.7	\$5.7	\$5.7	\$0.0
FINAL DESIGN	\$20.0	\$9.9	\$8.4	\$8.3	\$9.9	\$0.0
CONSTRUCTION SERVICES	\$15.1	\$17.3	\$15.0	\$7.3	\$17.1	\$0.2
3rd PARTY AGREEMENTS	\$6.9	\$7.1	\$5.6	\$2.8	\$7.1	\$0.0
CONSTRUCTION	\$275.7	\$283.8	\$223.9	\$137.6	\$263.5	\$20.3
VEHICLES	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$43.5	\$43.5	\$41.6	\$36.4	\$43.5	\$0.0
Capital Total	\$383.2	\$383.2	\$310.1	\$208.0	\$362.7	\$20.5
FINANCE COST	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Project Total	\$383.2	\$383.2	\$310.1	\$208.0	\$362.7	\$20.5

The overall project Estimated Final Cost (EFC) for this period continues to reflect \$362.7M. This period incurred cost increased approximately \$11.6M, of this \$11M was for construction activities. S440 Guideway & Station Design Build contract was \$10M and S445 Parking Garage Design Build contract was \$1M. Construction services were \$0.3M and the remaining expenditures for \$0.3M were related to third party and administrative charges.

The EFC grouped by SCC is consistent at \$362.7M and remains unchanged from last month, indicating the work remaining can be achieved under the adopted budget.

Project Elements by SCC	Baseline Budget	Current Adopted Budget	Commitment to Date*	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track Elements	\$144.8	\$133.0	\$98.5	\$67.0	\$118.1	\$14.9
20 Stations	\$46.4	\$51.3	\$38.8	\$15.0	\$37.8	\$13.5
30 Support Facilities: Yards, Shops	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$34.6	\$51.1	\$48.2	\$24.5	\$53.3	-\$2.2
50 Systems	\$30.8	\$19.9	\$19.2	\$12.7	\$20.1	-\$0.2
Construction Subtotal (SCC 10-50)	\$256.6	\$255.3	\$204.6	\$119.1	\$229.4	\$26.0
60 Row, Land, Existing Improvements	\$43.5	\$43.5	\$41.6	\$36.4	\$43.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$64.1	\$70.5	\$63.9	\$52.5	\$76.2	-\$5.7
90 Unallocated Contingency	\$19.0	\$13.8	\$0.0	\$0.0	\$13.6	\$0.3
Project Total (SCC 10-90)	\$383.2	\$383.2	\$310.1	\$208.0	\$362.7	\$20.5
100 Finance Cost	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Project Total (SCC 10-90)	\$383.2	\$383.2	\$310.1	\$208.0	\$362.7	\$20.5

Cost Contingency Management

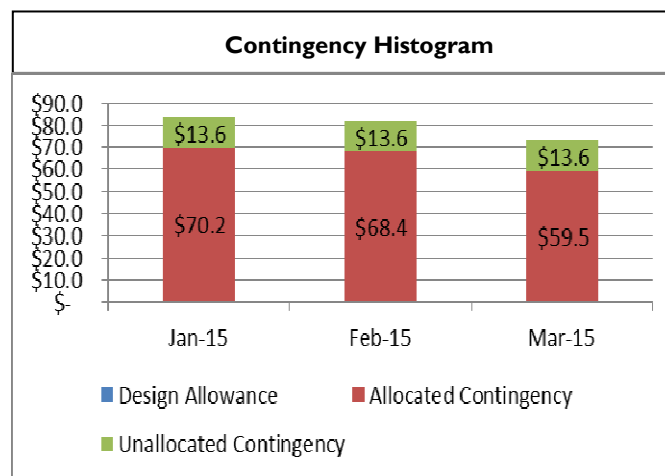
The overall project contingency balance as of March is \$73.1M.

Design Allowance (DA): After baselining the project the design allowance of \$26.7M was added to the base estimate for the design build work package. There will be no future reporting of DA.

Allocated Contingency (AC): This period the AC shows a current balance of \$59.5M, a decrease of \$8.9M from the previous period. The reduction was primarily due to the start of a new construction contract (S447) for \$8.4, change orders from S440 contract, and minor new commitments in the Admin and ROW phases.

Unallocated Contingency (UAC): This period the UAC continues to show a current balance of approximately \$13.6M.

Contingency Status	Baseline		Current	
	Amount	% of Total	Amount	% of Work Remaining
Design Allowance	\$26.7	7.0%	\$ -	0.0%
Allocated Contingency	\$29.8	8.0%	\$59.5	38.5%
Unallocated Contingency	\$19.0	5.0%	\$13.6	8.8%
Total	\$75.5	20.0%	\$73.1	47.3%



Risk Management

The South 200th Link Extension Risk Management Plan (RMP) established a risk management and oversight process for assessing and monitoring risks to determine how risks have been reduced or mitigated. RMP captures scope growth, schedule delay, and cost growth risks that could arise during any phase of the project and potentially affect parts of the project scope. On a quarterly basis, the South 200th Link Extension team reviews and updates risk to reflect conditions. Below is a list of the top five major risk review items identified through 4th QTR 2014:

- *Construction*: Delays due to City of SeaTac electrical inspections (S440).
- *Third Party*: City of SeaTac permit approval of crucial elements of work at times is a hindrance.
- *Construction*: Integrating the various System and Station components.
- *Third Party*: Port of Seattle changing rules of engagement on their property after DB contract awarded (S440).
- *Construction*: Delays due to L&I inspections and Certificate of Occupancy for elevators (S440 and S445).

Project Schedule

S440 contractor typical span erection by the overhead truss is at 82% complete. Full production rate of the truss has not been achieved. S445 DB Parking Garage Design/Builder has mobilized on site in August 2014. The S. 200th master schedule has been tied to the Rail Activation Schedule but commissioning activities in the S440 schedule need more detail and logic to be tied properly. The S. 200th Link Extension anticipated service launch is September 2016. (See Project Schedule Summary below).

Activity Name	Start	Finish												
			2015				2016				2017			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Sound Transit	28-Sep-12 A	24-Sep-16												
University Link (UL)	25-Sep-15	24-Sep-16												
Rail Activation Schedule	25-Sep-15	24-Sep-16												
Pre-Revenue Service	16-Apr-16	24-Sep-16												
Pre-Revenue Service - S. 200th Link	16-Apr-16	24-Sep-16												
Pre-Revenue Service - S. 200th	16-Apr-16	05-May-16												
Revenue Service Float - S. 200th	06-May-16	24-Sep-16												
Task Group 3.0 - System Testing and Commissioning	25-Sep-15	10-Apr-16												
3.2 - System Testing and Commissioning - Testing	25-Sep-15	10-Apr-16												
S200th - System Integration and Testing	25-Sep-15	10-Apr-16												
Task Group 4.0 - Rail Operations	16-Apr-16	06-May-16												
4.5 - Rail Operations - Simulate Revenue Service	16-Apr-16	06-May-16												
S200th	16-Apr-16	06-May-16												
S200th Simulate Revenue Service	16-Apr-16	05-May-16												
S200th Pre-Revenue Service Float	06-May-16	06-May-16												
LRT Extension - South	28-Sep-12 A	16-Jun-16												
S440 South 200th Link Extension - Update	28-Sep-12 A	06-May-16												
SL 442 - Fare Collection Equipment (TVM/ORCA)	24-Jan-14 A	23-Mar-16												
SL 443 - SCADA (U830)	19-Jan-16	15-Feb-16												
SL 446 - S. 200th WSDOT Roadway - Preliminary	01-Nov-12 A	16-Jun-16												
SL 447 - S. 200th Station Area Roadway	01-Mar-13 A	15-Dec-15												

Link Light Rail S. 200th Link Extension



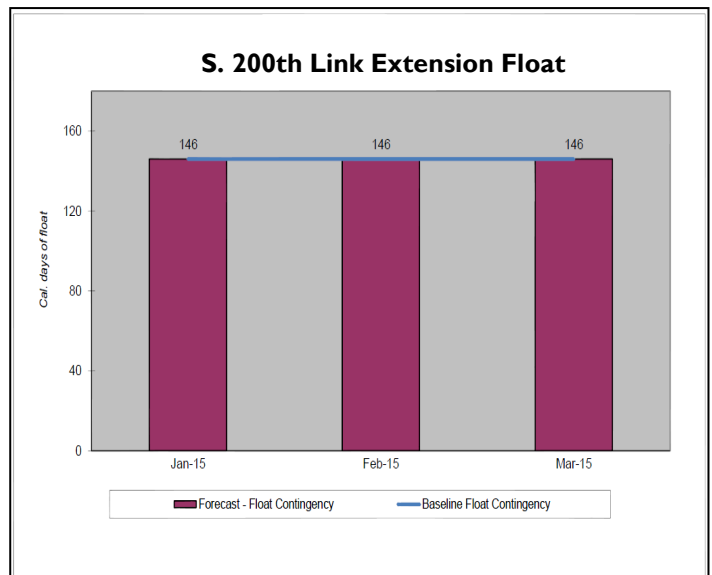
Critical Path Analysis

The critical path of S. 200th Link Extension runs through S440 which commences with the procurement of the guideway erection truss, guideway erection. The critical path this period runs through procurement of special track and the installation of plinths through systems installation and commissioning and system wide testing and integration and Pre-Revenue Service.

Activity Name	Start	Finish												
			2015				2016				2017			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Sound Transit	14-Oct-13 A	05-May-16												
University Link (UL)	25-Feb-16	05-May-16												
Rail Activation Schedule	25-Feb-16	05-May-16												
Pre-Revenue Service	16-Apr-16	05-May-16												
Pre-Revenue Service - S. 200th Link	16-Apr-16	05-May-16												
Pre-Revenue Service - S. 200th	16-Apr-16	05-May-16												
Pre-Revenue Service - Commencement - S. 200th (March 27, 2016)	16-Apr-16*													
Pre - Revenue Service - Complete and Readiness Certified - S. 200th - W/O Float		05-May-16*												
Task Group 3.0 - System Testing and Commissioning	25-Feb-16	10-Apr-16												
3.2 - System Testing and Commissioning - Testing	25-Feb-16	10-Apr-16												
S200th - System Integration and Testing	25-Feb-16	10-Apr-16												
Task Group 4.0 - Rail Operations	16-Apr-16	05-May-16												
4.5 - Rail Operations - Simulate Revenue Service	16-Apr-16	05-May-16												
S200th	16-Apr-16	05-May-16												
S200th Simulate Revenue Service	16-Apr-16	05-May-16												
LRT Extension - South	14-Oct-13 A	09-Mar-16												
S440 South 200th Link Extension - Update	14-Oct-13 A	09-Mar-16												
Milestone	08-Mar-16	08-Mar-16												
Sound Transit Milestones	08-Mar-16	08-Mar-16												
ST MS 07 - Systems Commissioning (60 calendar days prior to rev service)(2/25/16)		08-Mar-16*												
ST MS 07F - Systems Commissioning (60 calendar days prior to rev service)(2/25/16)		08-Mar-16*												
Design	14-Oct-13 A	09-Jan-14 A												
Systems Package (includes OCS, Traction Power, Communications, Signals and Station Systems)	14-Oct-13 A	09-Jan-14 A												
Construction	01-Apr-15	09-Mar-16												
Systems	01-Apr-15	09-Mar-16												
Signals/Train Control	17-Feb-16	08-Mar-16												
Communications	01-Apr-15	09-Mar-16												

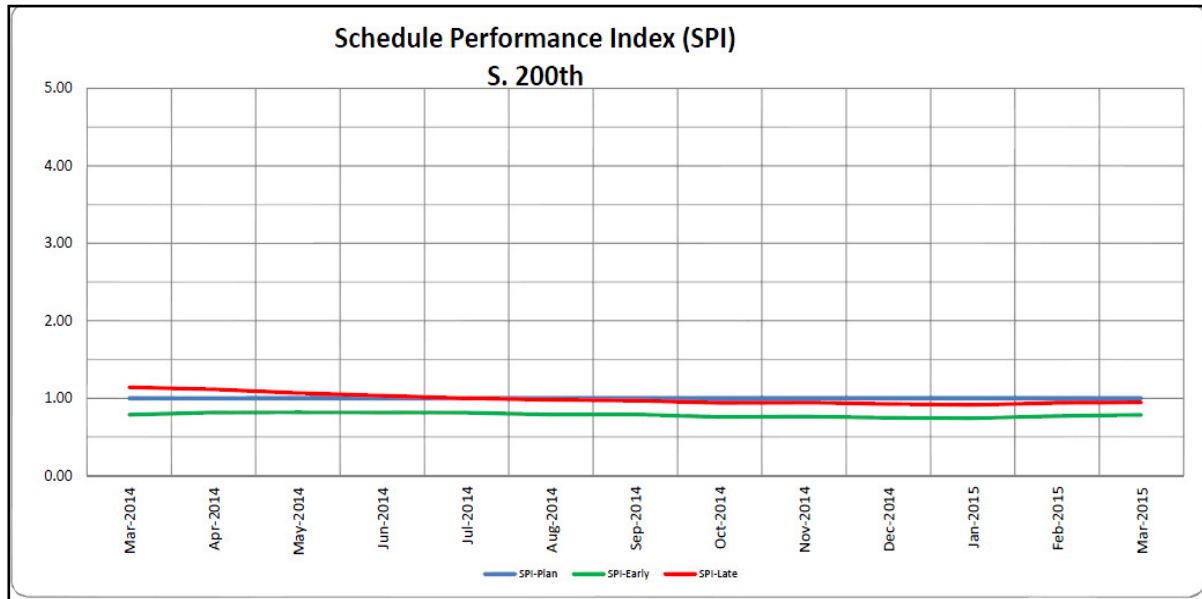
Critical Path Float

The float contingency for S. 200th Link Extension is at 146 days.



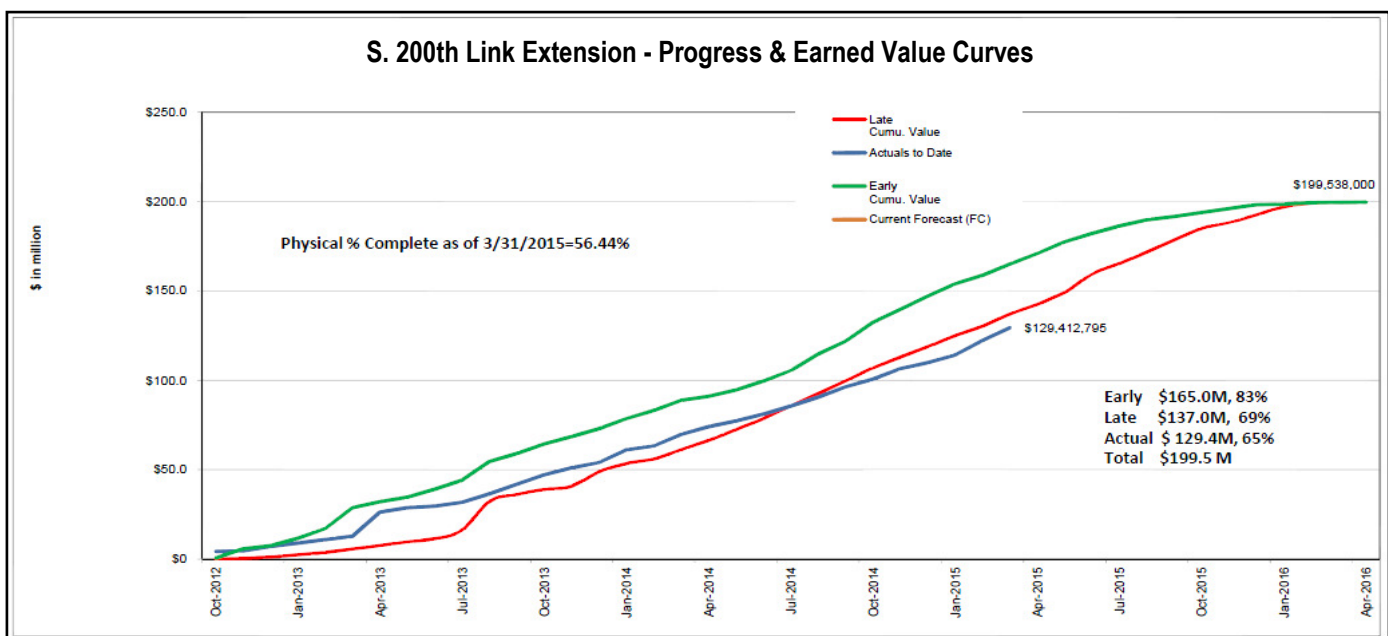
Schedule Performance Index

The Schedule Performance Index (SPI) for S.200th has improved slightly this period to 0.78 as production improves at S445 and station construction and rail installation commences at S440. (See details on individual contract sections.) Progress will continue to be monitored closely.



Cost Progress Analysis

Overall S. 200th physical % complete is at 56.4%. Graphic below is a representation of the progress of major construction contracts cost compared to the early/late projections. S440 will be the main driver for performance levels for S. 200th.



Right-of-Way

The S. 200th Link Extension involves the acquisition of a range of property interests, including owner and tenant residential and commercial relocations. Property interests include compensable (e.g., easements, fee acquisitions) and non-compensable rights (e.g., rights of entry). The S. 200th Link Extension project involved the advance acquisition of three parcels that the Board approved in 2006 and 2007; the final decree was entered in 2009. The acquisition of property rights from additional parcels along the route was authorized by the Board in July 2011 (52 parcels) and February 2012 (6 parcels). On November 21, 2013 the Sound Transit Board authorized the acquisition of 21 parcels for S447. Seven parcels previously certified for S440 also have acquisitions on S447. Three parcels that had previous acquisitions on S440 have new acquisitions on the same project.

The right-of-way program is summarized below.

Line Section	Total Parcels Certi- fied*	Of- fers Made	Signed Agree- ments	Admin. Settle- ments	Posses- sion and Use	Closings to date	Baseline Relocations Required	Relocations Completed
S440	61	56	0	0	0	56	8	8
S445	1	1	0	0	0	1	0	0
S447	30	16	2	0	0	9	0	0
Total	92	76	2	0	0	66	8	8

Note: *Seven of these parcels are in two different contracts and three parcels are in the S440 contract twice. These 10 parcels are counted twice as they have 2 different milestones.

S440 DB Guideway and Station - Three parcels received the Determination of Just Compensation and the conveyance documents are being prepared.

S445 Parking Garage and Plaza— Completed.

S447 Station Area Roadways - Negotiations continue regarding gate replacement in two parcels. Port agreement pending on 4 parcels while they wait to hear from FAA.

Construction Safety

Safety Statistics for the reporting period and year-to-date are summarized in the table below.

Data/Measure	March 2015	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	4
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
Restricted or Modified Work Cases	0	0	3
Total Days Restricted or Modified Work	0	0	195
First Aid Cases	0	1	29
Reported Near Mishaps	0	2	15
Average Number of Employees on Worksite	182	-	-
Total # of Hours (GC & Subs)	27,859	79,852	557,102
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	1.44
DART Rate	0.00	0.00	1.08
Recordable National Average	3.80	3.80	3.80
DART National Average	2.20	2.20	2.20
Recordable WA State Average	7.20	7.20	7.20
DART WA State Average	3.30	3.30	3.30

Quality Assurance Activities

Activities

- S440: MRB dispositioned as Acceptable eight "Repair" NCRs regarding unconsolidated concrete and exposed rebar, low concrete compressive strengths, unconsolidated concrete, precast segments impacted by weather, spalling and damaged pipe.
- S440: MRB dispositioned as Acceptable three "Use-As-Is" NCRs regarding improper dowel installation and low concrete compressive strengths.
- S440: Three NCRs were dispositioned as Acceptable using previously approved repair procedures.
- S445: Design-Build 100% Architecture Design Submittal Package #3 Quality & Audit Report postponed by Design Build Contractor.
- S445: MRB dispositioned as Acceptable one "Repair" NCR regarding a vertical bar and dowel misplacement.
- S445: MRB dispositioned as Acceptable two "Use-As-Is" NCRs regarding muck not being removed & vertical bar and dowel misplacement

Issues

- Recurring NCRs.

Summary

Description	Mar 2015	Notes
No. of Audits Planned	2	S440 Design-Build Station and Guideway RE Audit; S446 90% Design Submittal Quality Audit + Report
No. of Audits Completed	0	None
Reports in Progress	0	None
No. of Audits Postponed	1	S445 RE/Contractor Audit

Community Outreach

- Provided tour for the ST contracts group.

Sound Transit Board Actions

Board Actions	Description	Date
	None to report.	

Contract Packages

The South 200th Link Extension consists of two major contract packages, both by Design Build methods, and two minor contracts. Below is a brief scope description of each package.

- **S440 Design Build Guideway and Station** - This contract involves the design and construction of an elevated guideway (1.6 miles) and station, site work, civil /roadwork, and systems. See S440 contract page for detailed information on the following page.
- **S445 Design Build – Parking Garage and Plaza** – This contract involves the design and construction of a parking garage (700 space structure), passenger pick-up and drop-off lot, plaza area, retail space and surface parking. See S445 contract page for details.
- **S446 Military Road & South 200th Street Improvements** – This contract package consists of construction of roadway and traffic signals work.
- **S447 Station Area Roadways & Surface Parking**- This contract package consists of station area roadway, surface parking, and non-motorized Improvements (sidewalks, traffic signals, pedestrian/bicycle connection, roadwork).

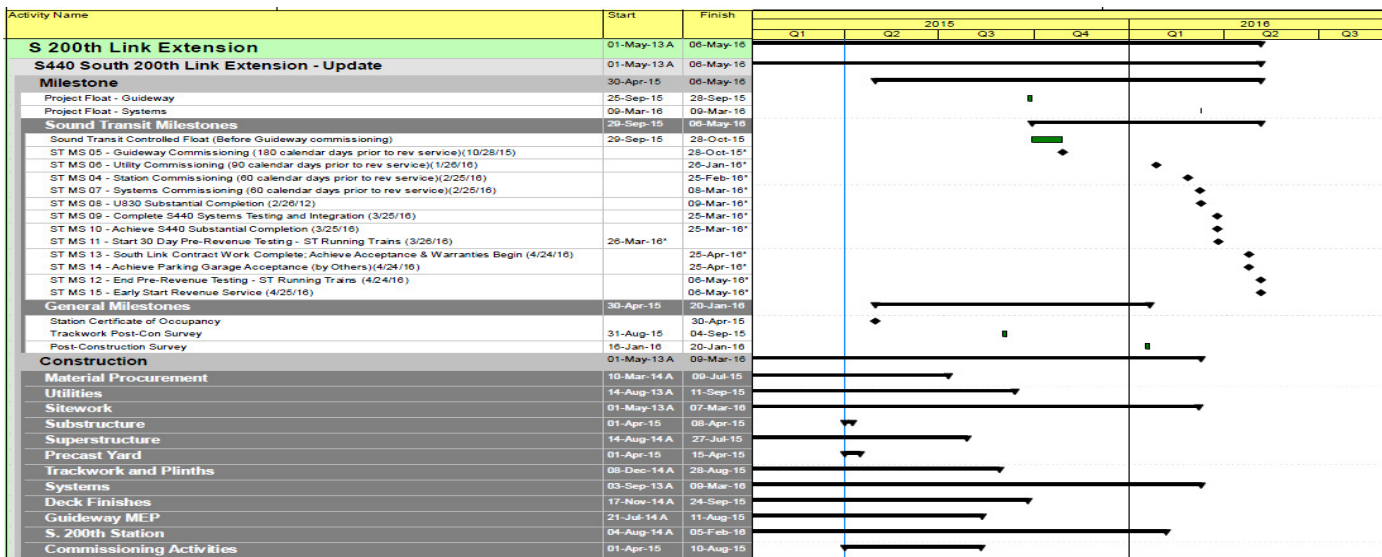
S440 Contract—Design -Build (Guideway and Station)

Current Progress

Drilled shaft construction is complete. Column erection is completed. Casting yard production is 100% complete. Gantry erection has not progressed into full production. Typical Span Erection by the gantry is well underway but is progressing slower than expected; approx. 82% complete. Plinth and Rail installation has commenced with plinth installation at 18.5%. Overall the progress of this contract represents 65.7% physical completion; the Design element is 100% complete and Construction is 64.3%.

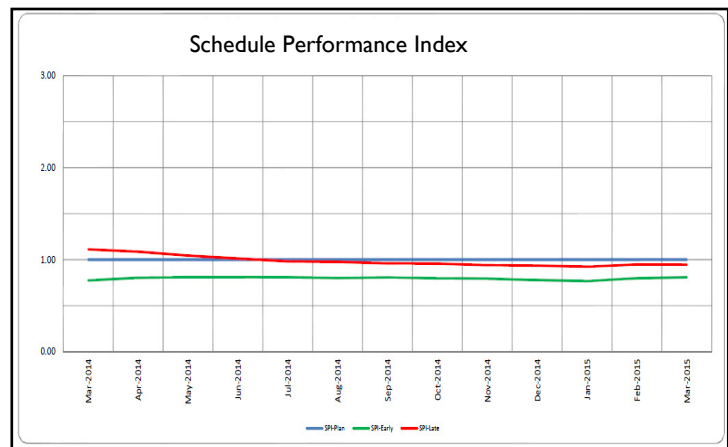
Schedule/Critical Path

The schedule update for March has been submitted and is under review. Milestone #5, Guideway Commissioning, is reporting 40 days of positive float, including owner controlled float. Milestone #7, Systems Commissioning reporting 11 days of negative float as the system's design is complete and the contractor is mobilizing. Milestone #10 (Substantial Completion) is reporting 17 days of positive float. The critical path this period runs through the Communications activities and system testing and integration but continued clean up of the schedule will be necessary to understand the true impacts at this time to commissioning activities. Guideway and Track systems will be tracked closely. Production rates will be monitored closely.



Schedule Performance Index

The SPI remains below 1.0 at 0.81 but has improved slightly this period. Delays to the commencement of station construction, span erection, and an aggressive baseline schedule continue to plague S440. The Contractor has been able to absorb these delays by shifting the various work sequences. Testing and Commissioning Activities for the station have been added to the schedule. Train Systems commissioning activities are expected in future updates.



Link Light Rail

S. 200th Link Extension – Design-Build

Key Activities

Current Period

- *Angle Lake Station/Plaza activities:* continued plaza retaining walls; erect structural steel and paint Canopy; continue electrical underground; construct walls and slab, and utility rough-in at the South Plaza Ancillary Building; continue elevator and stair structural steel framing at North Plaza.
- Continued Building Management System (BMS) design.
- Continued special trackwork and plinth installation on guideway.
- Continued temporary handrail installation; continued cable tray installation.
- Continued aligning permanent bearings, grouting and post tensioning spans.
- Continued Gantry segmental span by span erection on Port of Seattle ROW; 10 spans remain to be completed.
- Continued cantilever segment erection on Port of Seattle ROW; 1 remains.
- Final segment poured and stamped at casting yard.
- Continued truck delivery of segments from Casting Yard.

Next Period

- Continue launching gantry to erect spans.
- Continue Station work-elevators; painting structural steel; underground electrical for Ancillary foundation; escalator installation.
- Install roofing.
- Continue guideway work: special trackwork installation; typical plinths and track installation; temporary handrails.
- TPSS Duct bank excavation/installation.
- Prep site and install falsework at last column adjacent to Airport Light Rail Station.

Closely Monitored Issues

- Electrical issues at Angle Lake Station regarding code interpretation of several items, including sprinklers is close to being resolved.
- City of SeaTac (COS) has indicated that the King County Storm Water codes may require adding detention facilities to the previously approved S440 storm water IFC and permitted design. City provided a response to HDR's recent analysis. Existing lines may be acceptable for storage. S440 Contractor to video existing 60" SD to determine suitability for storage.

Cost Summary

Present Financial Status	Amount
S440 Contractor—PCL Civil Contractors, Inc.	
Original Contract Value	\$169,000,000
Change Order Value	\$3,778,348
Current Contract Value	\$172,778,348
Total Actual Cost (Amount Billed)	\$119,400,924
Financial Percent Complete:	69%
Physical Percent Complete:	66%
Authorized Contingency	\$13,520,000
Contingency Drawdown	\$3,778,348
Contingency Index*	2.4



Erecting segments on falsework.

S445 Contract—Design -Build Parking Garage

Current Progress

S445 DB Parking Garage Design/Builder was issued the Notice to Proceed in August 2014. Mass excavation and foundation installation are well underway. Milestone #1 and #2 have been revised due to weather delays and contaminated soil issues. 25 calendar days have now been added to the schedule in this update but delays continue for S445. It is expected that the production will improve as the elevated slab work commences. Production will be watched closely as the contractor comes out of the ground.

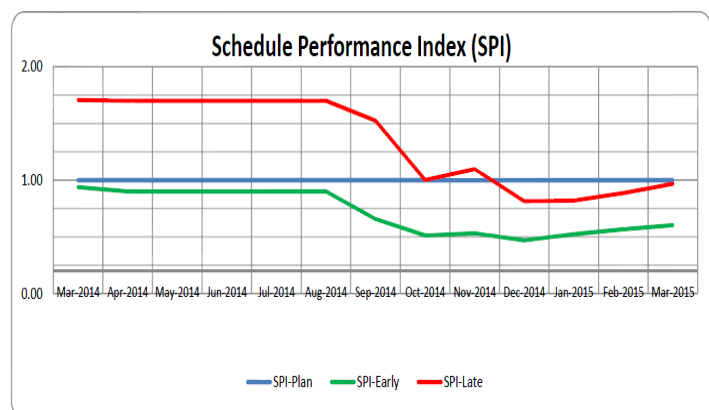
Schedule/Critical Path

The March schedule update has been submitted. The garage design is well under way at 87% complete. Construction work has commenced and is 24% complete. Foundation work and slab installation at the garage are now underway. The critical path this period follows footing concrete, through Levels 1 through 7 deck form and pours and then and then elevator installation. Milestone #2 Substantial Completion is reporting 11 days of negative float with 30 days of owner controlled float intact. A change order was issued to revise Milestone 1 due to weather and contaminated soil delays.

Activity Name	Start	Finish	2015						2016	
			Q1	Q2	Q3	Q4			Q1	Q2
S 200th Link Extension	04-Aug-14 A	22-Feb-16								
S445 S. 200th Link Extension Parking Garage Design-Build	04-Aug-14 A	22-Feb-16								
DESIGN	04-Aug-14 A	22-Feb-16								
DESIGN MILESTONES	04-Aug-14 A	22-Feb-16								
CONSTRUCTION DESIGN SUPPORT	04-Aug-14 A	22-Feb-16								
AS-BUILT DRAWINGS	24-Dec-15	02-Jan-16								
DESIGN PACKAGE 2 - STRUCTURAL	26-Jan-15 A	09-Apr-15								
DESIGN PACKAGE 3 - ARCHITECTURAL	29-Oct-14 A	13-Jul-15								
CONSTRUCTION	10-Nov-14 A	22-Feb-16								
CONSTRUCTION MILESTONES	10-Dec-15	22-Feb-16								
PUNCH LIST	10-Dec-15	23-Dec-15								
SOUND TRANSIT CONTROLLED FLOAT	24-Dec-15	22-Jan-16								
MS1 COMPLETE ALL SYSTEM AND UTILITY COMMISSIONING		22-Jan-16								
OBTAIN CERTIFICATE OF OCCUPANCY	23-Jan-16	22-Feb-16								
MS2 C OF O AND SUBSTANTIAL COMPLETION		22-Feb-16*								
SUBMITTALS/PRELIMINARY ACTIVITIES	10-Nov-14 A	26-Aug-15								
SITEWORK	23-Feb-15 A	17-Jul-15								
STRUCTURES	16-Mar-15 A	04-Nov-15								
ARCHITECTURAL FINISHES	14-May-15	09-Dec-15								
DEMOBE	25-Jan-16	29-Jan-16								
MOBILIZATION	01-Apr-15	01-Apr-15								
PERMITS AND APPROVALS	26-Jan-15 A	10-Jul-15								
ELECTRICAL	16-Mar-15 A	17-Dec-15								
MECHANICAL	01-Apr-15	17-Nov-15								
FIRE SUPPRESSION SYSTEM	18-Jun-15	02-Dec-15								
TOWER CRANE	16-Jan-15 A	23-Nov-15								
CIVIL UTILITIES	01-Apr-15	27-May-15								
CIVIL FINISHES	13-Jul-15	20-Nov-15								

Schedule Performance Index

The SPI this period has risen slightly this period to .60 now that the tower crane is in operation better performance has taken place. A change order has been issued to revise the milestone dates for S445 due to weather and contaminated soil delays.



Link Light Rail

S. 200th Link Extension – Design-Build

Key Activities

Current Period

- Continued design package development and coordination meetings.
- Design packages await submittal for review: 100% and IFC Architectural. The City of SeaTac approved IFC Structural design package and issued the permit.
- Continued design and construction interface coordination meetings with S440 DB Contractor and began construction coordination with S447 Contractor.
- Continue BMS design.
- Continued excavation, formwork, rebar and pour garage footings.
- Began building elevated deck and beam formwork.
- Continued pouring slab on grades (Level 2).
- Continued underground installation of electrical and plumbing.
- Continued ongoing survey and control.

Next Period

- Continue design and coordination meetings.
- Anticipate review of: IFC Structures, IFC Architecture design package submittals.
- Continue BMS design.
- Continue with ongoing survey and control
- Continue form, rebar and pour garage footings.
- Continue form, rebar, pour, and backfill retaining walls.
- Continue installation of Mechanical, Electrical and Plumbing.
- Continue building elevated deck and beam formwork.

Closely Monitored Issues

- Contractor has indicated current design is significantly over its budget and they are considering potential Value Engineering proposals.
- The 100% Architectural design package has been delayed by the Contractor to evaluate a number of cost saving options. There's a possibility that all Systems / BMS items will not be included in this package. ST and RE Team continue to track the issues and progress closely.

Cost Summary

Present Financial Status	Amount
S445 Contractor—Harbor Pacific/Graham	
Original Contract Value	\$29,978,000
Change Order Value	\$165,716
Current Contract Value	\$30,143,716
Total Actual Cost (Amount Billed)	\$9,864,232
Financial Percent Complete:	33%
Physical Percent Complete:	31%
Authorized Contingency	\$2,398,240
Contingency Drawdown	\$165,716
Contingency Index*	4.0



Rebar installation in progress for retaining wall between Level 2 & 3.

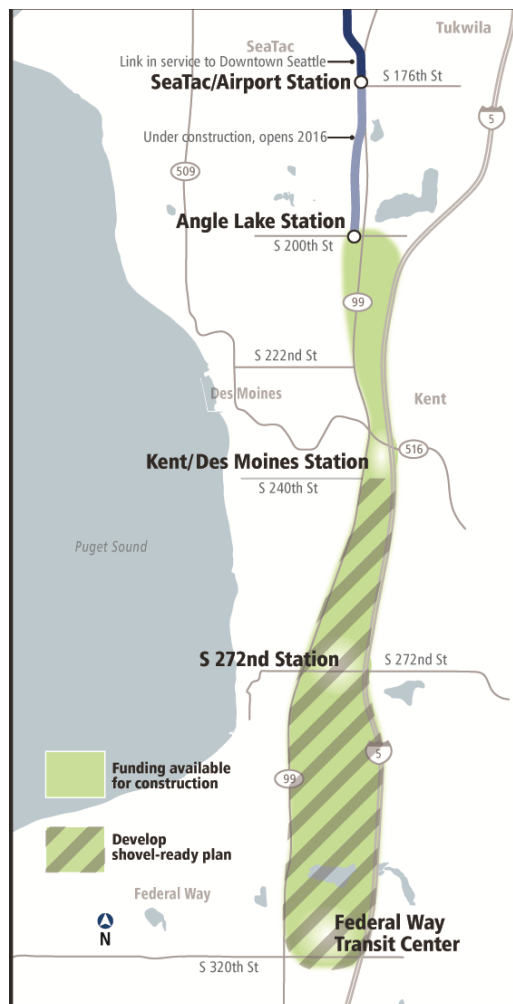
Link Light Rail Federal Way Link Extension

Scope

The Federal Way Link Extension includes alternatives analysis, environmental work and conceptual engineering for an extension of Link Light Rail from S. 200th St. in SeaTac to the Federal Way Transit Center. Preliminary engineering will be performed only for the segment from S. 200th St. to Kent/Des Moines (in the vicinity of High-line College).

Key Project Activities/Issues

- Completed Phase 1 work (Alternatives Analysis) in Sept. 2013.
- DEIS alternatives identified by the Board in Sept. 2013.
- Executed Phase 2 contract amendment with HDR for Conceptual Engineering and Draft EIS work in October 2013.
- Conceptual design, cost estimates and risk assessment activities are complete.
- Cooperating agency review of the Draft EIS is complete; document has been revised to address comments.
- Three month schedule extension to address cooperating agency comments and accommodate FTA reviews.
- Project Schedule updated to reflect ST Board identification of a Preferred Alternative in June 2015.
- Revised Draft EIS to reflect comments from final FTA review; received FTA signature on March 23 for April 10 publication of Draft EIS.



Map of Federal Way Link Extension.

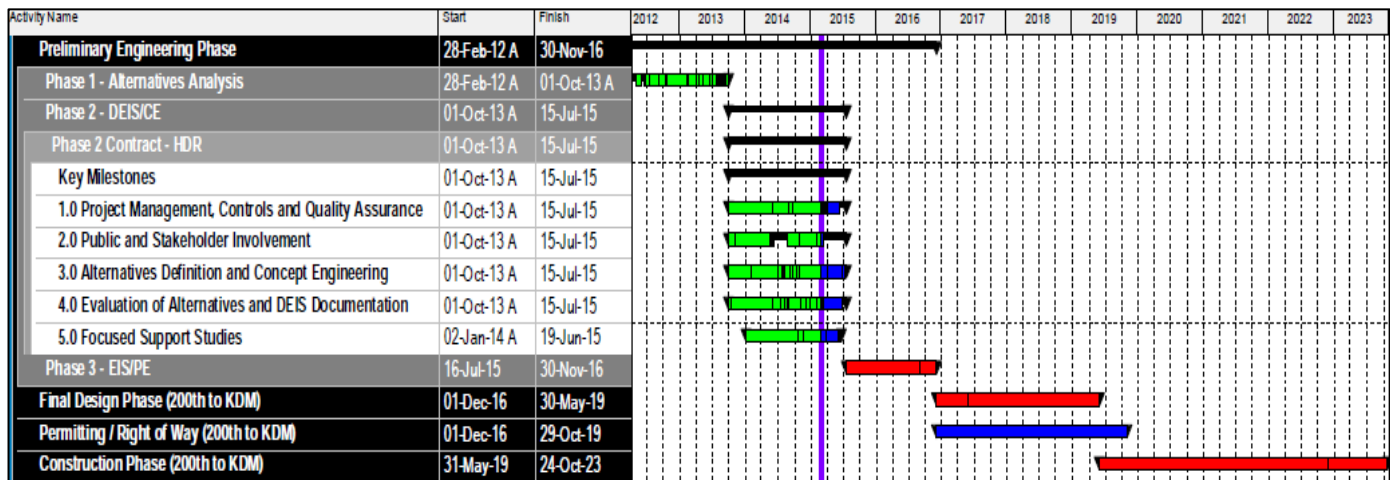
Project Cost Summary

The Federal Way Link Extension is currently funded through the completion of preliminary engineering (PE) and environmental documentation, with the exception of the segment from Kent/Des Moines to Federal Way, which is only funded through environmental documentation. Board approval for additional funding for final design and construction of the segment from S. 200th St. to Kent/Des Moines will be sought upon completion of funded work. The proposed 2014 budget includes an increase to the project lifetime budget to fund Right of Way activities needed to advance the design work. Table (below) figures in millions.

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$9.4	\$2.2	\$2.3	\$7.1	\$9.4	\$0.0
Preliminary Engineering	\$30.9	\$12.3	\$11.2	\$18.6	\$30.9	\$0.0
Third Parties	\$1.6	\$0.2	\$0.1	\$1.4	\$1.6	\$0.0
Right of Way	\$1.0	\$0.2	\$0.2	\$0.8	\$1.0	\$0.0
Total	\$42.9	\$15.0	\$13.8	\$27.9	\$42.9	\$0.0

Project Schedule

The DEIS and Conceptual Engineering Phase will run through the 2nd QTR 2015. The Final EIS and Preliminary Engineering will run through 4th QTR 2016. It is anticipated that the Board will adopt the project and the FTA will issue the ROD in late 2016.



Sound Transit Board Actions

Board motions and resolutions directly related to Federal Way Link Extension is summarized in the table below.

Motion Number	Description	Date
	None to report.	

Community Outreach

- Participated in various property owner meetings to discuss real estate needs/process and project update.
- Met with Salt Air Neighborhood Council to provide project update.
- Staffed an information table at the Federal Way Council meeting.
- Briefed a local Social Service provider about the project.

Environmental

- Preparing Draft EIS for publication early 2015.

Phase 2 Conceptual Engineering

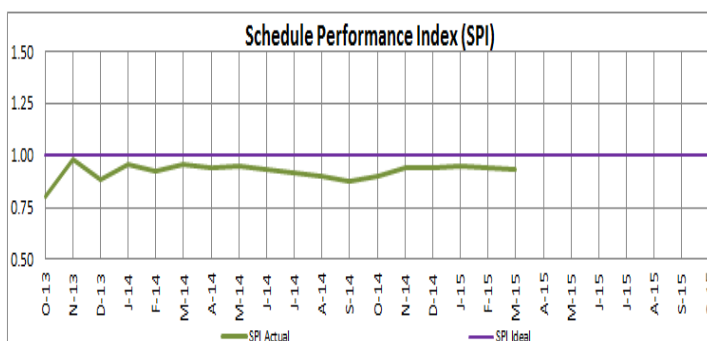
In October 2013, Sound Transit executed an amendment to the professional services agreement with HDR Engineering, Inc. for Phase 2 professional services, including Conceptual Engineering and a Draft Environmental Impact Statement.

Phase 2 Key Activities

- Continued preparations for public outreach efforts for Draft EIS publication.
- Conducted one-on-one meetings with potentially affected property owners.
- Began final revisions to Draft EIS to address final comments from FTA legal counsel and Regional Administrator.
- Continued assessment of Transit-Oriented Development (TOD) potential of the Draft EIS alternatives.
- Continued coordination activities with key stakeholders in advance of Draft EIS publication.
- Continued advancement of permitting activities for Phase 3 field investigations.
- Continued development of Phase 3 (PE and Final EIS) scope of work.

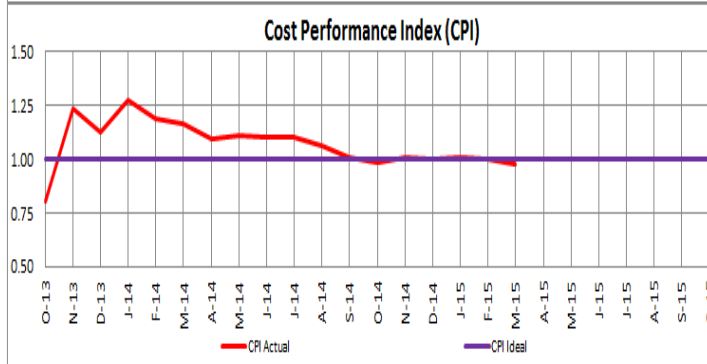
Phase 2 Schedule Performance

The cumulative Schedule Performance Index (SPI) is 0.93 through March, indicating the overall amount of work accomplished is less than planned. Review of the critical path indicates that publication of the Draft EIS will be in April 2015, with Board identification of a preferred alternative (& Phase 3 contract approval) in June 2015. Although this represents a three month extension of the Phase 2 schedule, the project team still expects to complete Phase 3 PE work on schedule in late 2016.



Phase 2 Cost Performance

\$11.0M of the total contract amount, approximately 92%, has been spent through March 2015. Phase 2 expenditures through February totaled \$7.8M, approximately 88% of the Phase 2 contract total. The Phase 2 percent complete reported at the end of March is 86%, with an earned value of \$7.6M. The cumulative Cost Performance Index (CPI) through February is 0.97, indicating costs are slightly more than work accomplished. Based on the current trend, the Phase 2 cost is expected to be on budget. Currently there is no indication that a three month schedule extension will result in increased costs to Phase 2.



Phase 2 Performance	Previous Period	Current Period*	Cumulative To Date
Amount Invoiced	\$7,453,560	\$364,859	\$7,818,420
% Spent	84%	4%	88%
Earned Value	\$7,431,140	\$180,626	\$7,611,767
% Complete	84%	2%	86%
SPI	0.94	0.73	0.93
CPI	1.00	0.50	0.97

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Scope

In cooperation with the City of Tacoma and Pierce Transit, Sound Transit is studying the potential of expanding the Tacoma Link light rail system in the context of the City and Pierce Transit service and capital plans. A technical advisory committee comprised of the City, Pierce Transit and Sound Transit staff convened to provide technical feedback and guidance throughout the Alternative Analysis (AA) process. Sound Transit, the City of Tacoma and Pierce Transit signed a cooperative agreement term sheet. In February 2014, the Tacoma City Council unanimously recommended and the Sound Transit Board unanimously identified one alignment to undergo environmental review.



Tacoma Link

Key Project Activities

- During 1st QTR 2014 Sound Transit executed an amendment to the professional services contract with CH2M Hill in March to perform conceptual engineering and environmental review and to assist in the preparation of the Small Starts Grant application.
- Conceptual Engineering (CE): Final CE Plans are almost complete. Value Engineering and Risk Assessment studies were conducted in October 2014.
- Environmental: The FTA made a preliminary decision to proceed with DCE. The environmental review process is scheduled to be completed in 1st QTR 2015.
- The initial Small Starts Rating submittal was submitted in September 2014.

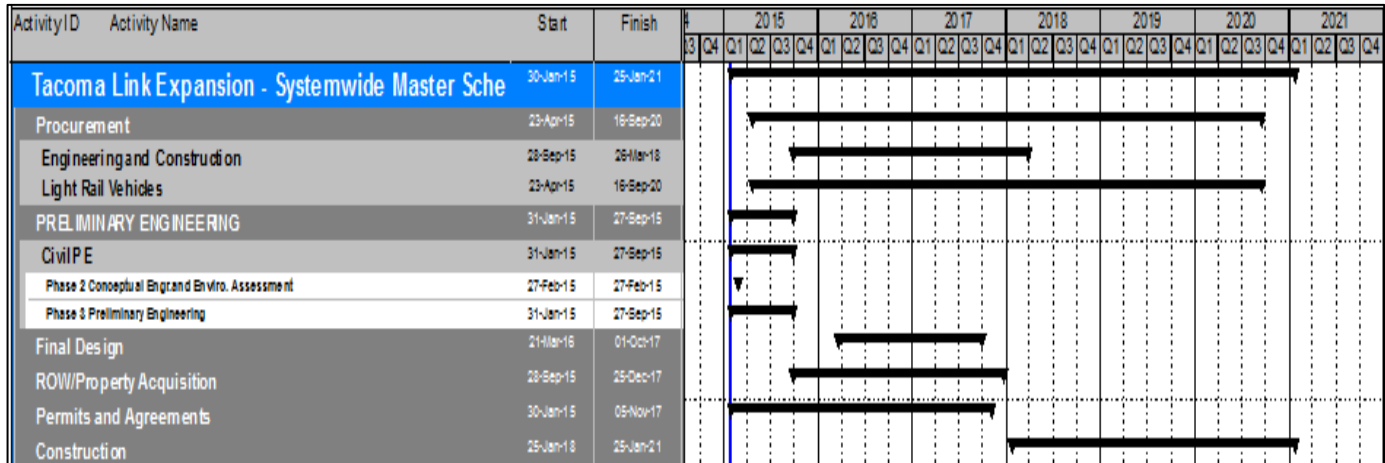
Project Cost Summary

The Tacoma Link Alternatives Analysis is currently funded through the completion of the alternatives analysis, PE and Environmental Documentation. Funding included in the ST2 financial plan represents a maximum capital contribution by Sound Transit to the overall cost of expanding Tacoma Link if other public or private entities provide additional funding. Board approval for funding environmental documentation, preliminary engineering, final design and construction will be sought upon completion of the alternatives analysis. Board approval for funding preliminary engineering, final design and construction will be sought upon completion of the environmental documentation, a project funding strategy and agreements with funding partners. (Table in millions.)

Phase	Adopted Budget	Commitment to Date	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$1.8	\$1.2	\$1.3	\$0.6	\$1.8	\$0.0
Preliminary Engineering	\$5.9	\$5.3	\$3.1	\$0.6	\$5.9	\$0.0
Right of Way	\$0.1	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0
Total	\$7.8	\$6.5	\$4.4	\$1.2	\$7.8	\$0.0

Project Schedule

The Alternative Analysis was completed by the 1st QTR 2014. The project schedule is presented below.



Environmental

- Sound Transit identified a preferred alignment that will be evaluated as part of the environmental process.

Community Outreach

- Met with the Downtown Merchant's Group.
- Met with Franciscan to discuss traffic patterns near their building, upcoming construction, and station location options.
- Met with the Dome District businesses to discuss sponsorship for the food truck event.

Phase 2 Conceptual Engineering

In March 2014, Sound Transit executed an amendment to the professional services agreement with CH2M Hill, Inc. for Phase 2 professional services, including conceptual engineering and environmental work.

Phase 2 Key Activities

- Continued public outreach efforts.
- Prepared detailed Phase 2 work plan and schedule.
- Prepared design criteria and various conceptual engineering technical memos.
- Drafted methodology for the environmental analysis.
- Continued to refine the design of the E-1 alternative.

Phase 2 Schedule and Cost Performance

This project will begin reporting earned value data for the Phase 2 contract soon.

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Link Light Rail

Link Operations and Maintenance Satellite Facility



Scope

Sound Transit is reviewing and evaluating current and future light rail storage and maintenance requirements to support the development, design, and construction of a future light rail operations and maintenance facility for proposed system expansion. Sound Transit Board identified Draft Environmental Impact Statement (DEIS) alternatives in 2012.

Key Project Activities

- DEIS published in May 2014 and comment period closed June 23, 2014.
- Phase 1 work is now complete and Phase 2 NTP on September 08, 2014.
- Issues with obtaining ROE's for two parcels. To date, owners have denied Sound Transit ROE requests limiting the ability to completely survey the site and prepare basemap.
- Expediting Environmental activities for publication of FEIS.

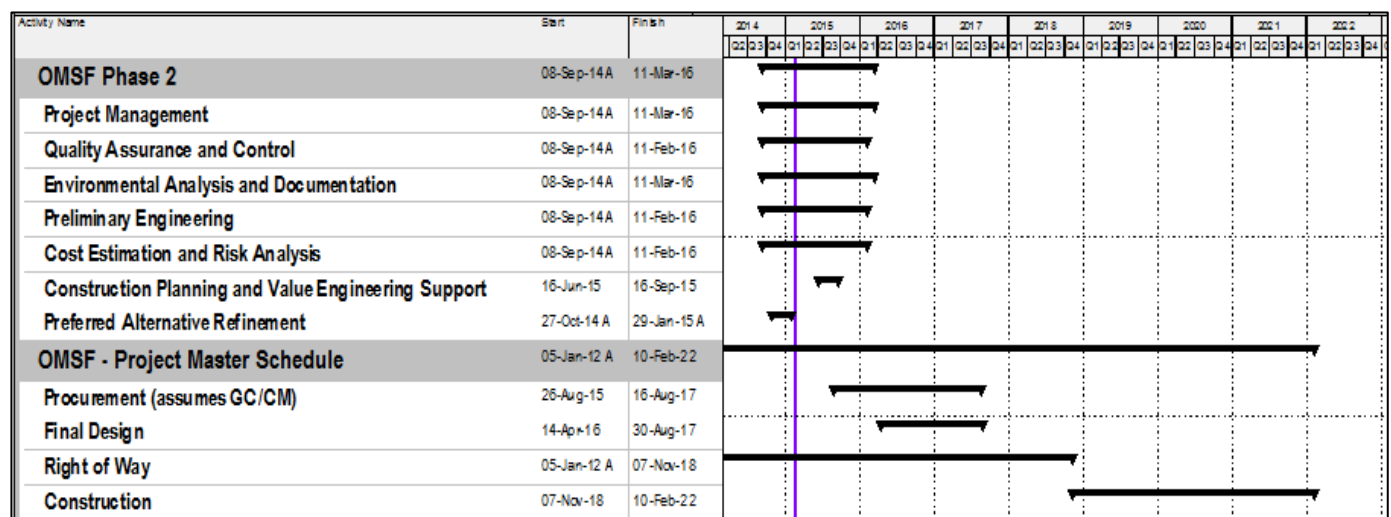
Program Cost

The Link Operations and Maintenance Satellite Facility (OMSF) project is currently funded through the completion of preliminary engineering (PE) and environmental documentation. Board approval for additional funding for final design and construction will be sought upon completion of PE. Table (below) figures in millions.

Phase	Adopted Budget	Commitment	Incurred to Date	Forecasts and Trends	Estimated Final Cost (EFC)	Budget Versus EFC
Administration	\$3.2	\$0.8	\$0.9	\$2.4	\$3.2	\$0.0
Preliminary Engineering	\$10.0	\$8.6	\$4.2	\$1.4	\$10.0	\$0.0
3 rd Party Agreements	\$0.4	\$0.0	\$0.0	\$0.4	\$0.4	\$0.0
Right of Way	\$23.2	\$23.2	\$23.2	\$0.0	\$23.2	\$0.0
Total	\$36.8	\$32.6	\$28.2	\$4.2	\$36.8	\$0.0

Program Schedule

The project schedule is presented below. The extension of Phase 1 completion to August 2014 requires that the remaining preliminary engineering and final design work be complete by September 2016 in order to maintain the current construction and startup schedule. Sound Transit is preparing a conceptual schedule to show the remaining preliminary engineering duration and investigating alternative delivery methods. Currently, Environmental Critical Path activities are on schedule while non-critical Preliminary Engineering activities are being delayed.



Phase 2 Preliminary Engineering and FEIS

Sound Transit executed a professional services agreement with Huitt-Zollars, Inc. for civil engineering and architectural design services and issued NTP for Phase 2, Preliminary Engineering and FEIS for the Link Operations and Maintenance Satellite Facility (OMSF) project in September 2014.

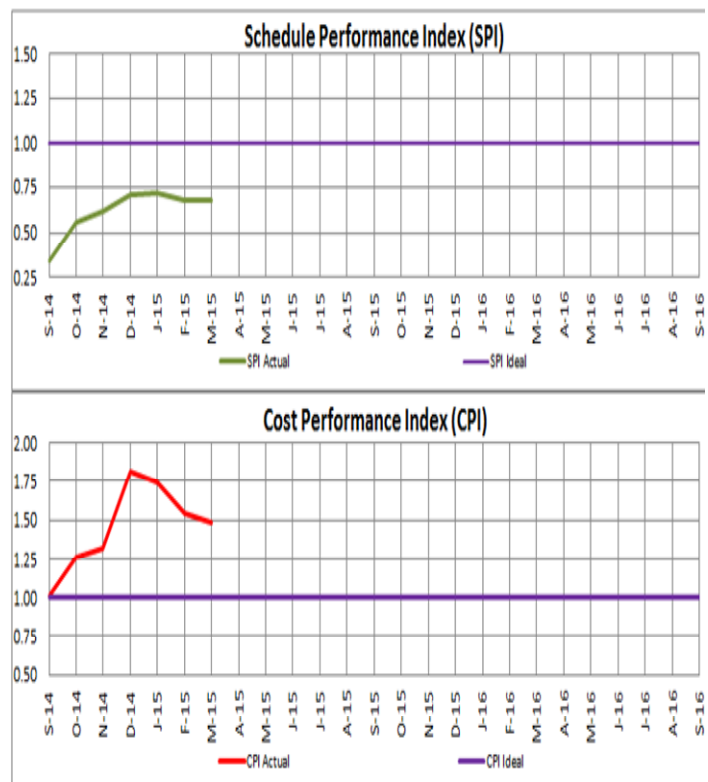
Phase 2 Key Activities

- Delivered Final Phase 2 Baseline Schedule December 2014.
- Expediting Cultural Resources and Biological Assessment Technical Reports.
- ROE and environmental coordination revisions to geotechnical site investigation plan.
- Completed field survey of OMSF site.
- Completed geotechnical borings and continued with sample analysis.

Phase 2 Schedule Performance

Change Order 004 incorporated Phase 2 of the project on September 2014.

The cumulative Schedule Performance Index (SPI) trends at 0.68 through March 2015, which means that cumulative work accomplished is less than the planned work. The Consultant effort was focused on tasks that were not in the baseline plan. The Consultant has been asked to provide a revised plan that is consistent with the current work requirements.



Phase 2 Cost Performance

\$1.1M of the total contract amount, approximately 20%, was spent through March 2015. The Phase 2 percent complete is 29%, with an earned value of \$1.6M. The cumulative Cost Performance Index (CPI) is 1.48, meaning that expenditures are less than the earned value. Based on these trends, the final cost is expected to be under the contract budget of \$5.3M.

Phase 2 Performance	Previous Period	Current Period	Cumulative To Date
Amount Invoiced	\$811,598	\$261,676	\$1,073,274
% Spent	15%	5%	20%
Earned Value	\$1,254,041	\$336,251	\$1,590,293
% Complete	23%	6%	29%
SPI	0.68	0.67	0.68
CPI	1.55	1.28	1.48

Staffing Variance Report

Recruiting Activity

During February 2015, the Director of Real Property and a Construction Manager were hired. The Construction Manager was assigned to fill a vacancy on the Northgate Link Extension. No other positions were filled in February.

Recruiting continued during the reporting period for the following design, engineering and construction management positions:

Position	Project Assignment	Planned Hire Date
Systems Engineer	Traction Power	2013 Attrition
Deputy Project Director	University Link Extension	2013 Attrition*
Construction Manager	East Link Extension	2013 Attrition*
Construction Claims Specialist	Construction Management	March 2014
Deputy Construction Manager	Northgate Link Extension	April 2014
Construction Manager	Systems	April 2014
Project Manager	Non-corridor projects	May 2014
Deputy Director	Construction Management	May 2014
Fire Protection Engineer	All capital projects	June 2014
Civil Engineering Supervisor	All capital Projects	2014 Reclassification
Sr. Project Manager	Tacoma Link Extension	2014 Attrition*
Sr. Architect	Northgate Link Extension	2014 Attrition*
Community Outreach Assistant	East Link Extension	2014 Attrition*
Cost Engineer	Systems	2014 Attrition*
Sr. Design Technology Specialist	All capital projects	2014 Attrition
Systems Engineer	Link	2014 Attrition
Architect	East Link Extension	2014 Attrition
Sr. Structural Engineer	Link	2014 Attrition
Configuration Coordinator	Project Controls	2015 Attrition
Construction Manager	East Link Extension	2015 Attrition
Deputy Director	Sys. Eng. & Integration	2015 Attrition*

**Attrition resulting from internal promotion*

Project Staffing-Link Light Rail Program– February 2015

Staffing variance for January is based on the 2015 Agency Staffing Plan.

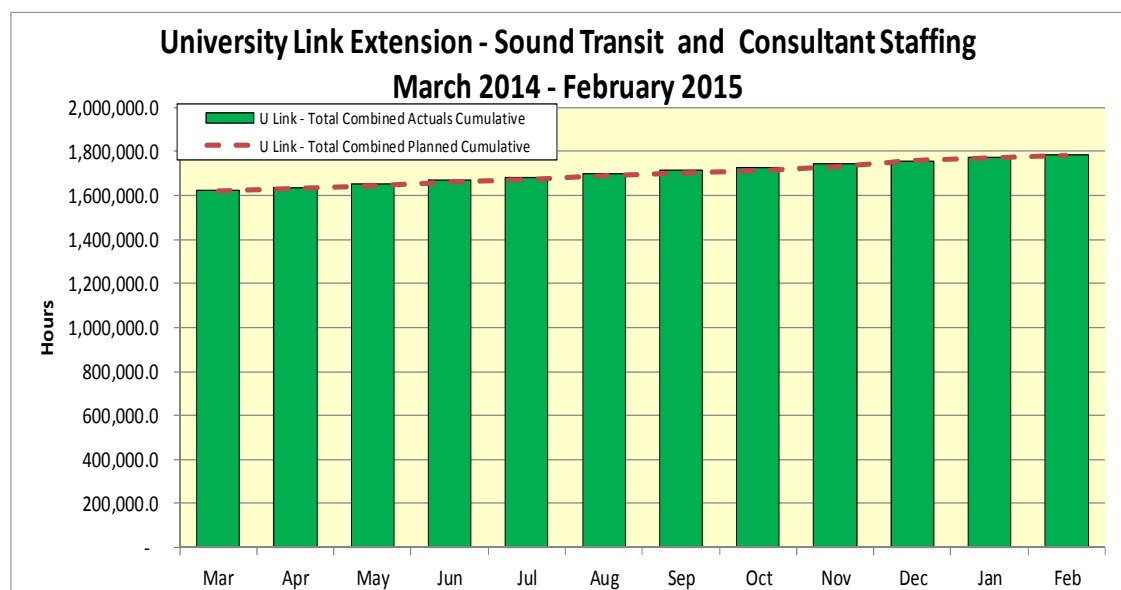
A total of 470 (99% of plan) consultant and internal staff full time equivalents (FTE) participated in the on-going planning, design and construction of Link light rail extensions in January 2015, a decrease of 10% (49.4 FTE) from December. Staffing exceeded plan for the University, Northgate and Lynnwood Link Extensions. Staffing for the S. 200th (40.1 FTE) and East Link (191.3 FTE) Extensions was 87% and 89% of plan respectively. Staffing variance to plan for the month by project follows.

February 2015 Staffing Plan Variance Summary												
Project	Consultant Staff				Sound Transit Staff				Total (YTD)			
	FTE		Variance		FTE		Variance		FTE		Variance	
	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan	Planned	Actual	FTE	% of Plan
University Link Extension	36.9	52.4	15.5	142%	39.5	41.4	1.9	105%	76.4	89.5	13.1	117%
Northgate Link Extension	73.6	105.1	31.5	143%	48.7	36.6	-12.1	75%	122.3	141.7	19.4	116%
South 200th Extension	20.1	24.9	4.8	124%	20.6	16.5	-4.1	80%	40.7	41.4	0.7	102%
East Link Eextension	109.2	95.0	-14.2	87%	73.2	60.8	-12.4	83%	182.4	155.8	-26.6	85%
Lynnwood Link Extension	27.0	30.2	3.2	112%	26.6	12.6	-14.0	47%	53.6	42.8	-10.8	80%
Total	266.8	307.6	40.8	115%	208.6	167.9	-40.7	80%	475.4	475.5	0.1	100%

University Link Extension Staffing

Total Internal and External Staffing – University Link Extension

There were 93.8 FTE assigned to the University Link Extension in February including 52.4 consultant and 41.4 internal FTE. Staffing for the month increased 10% (8.6 FTE) from January and above plan by 23% (14.4 FTE). Year to date staffing is trending 117% of plan. Cumulatively, since August 2006, average monthly project staffing is consistent with plan.

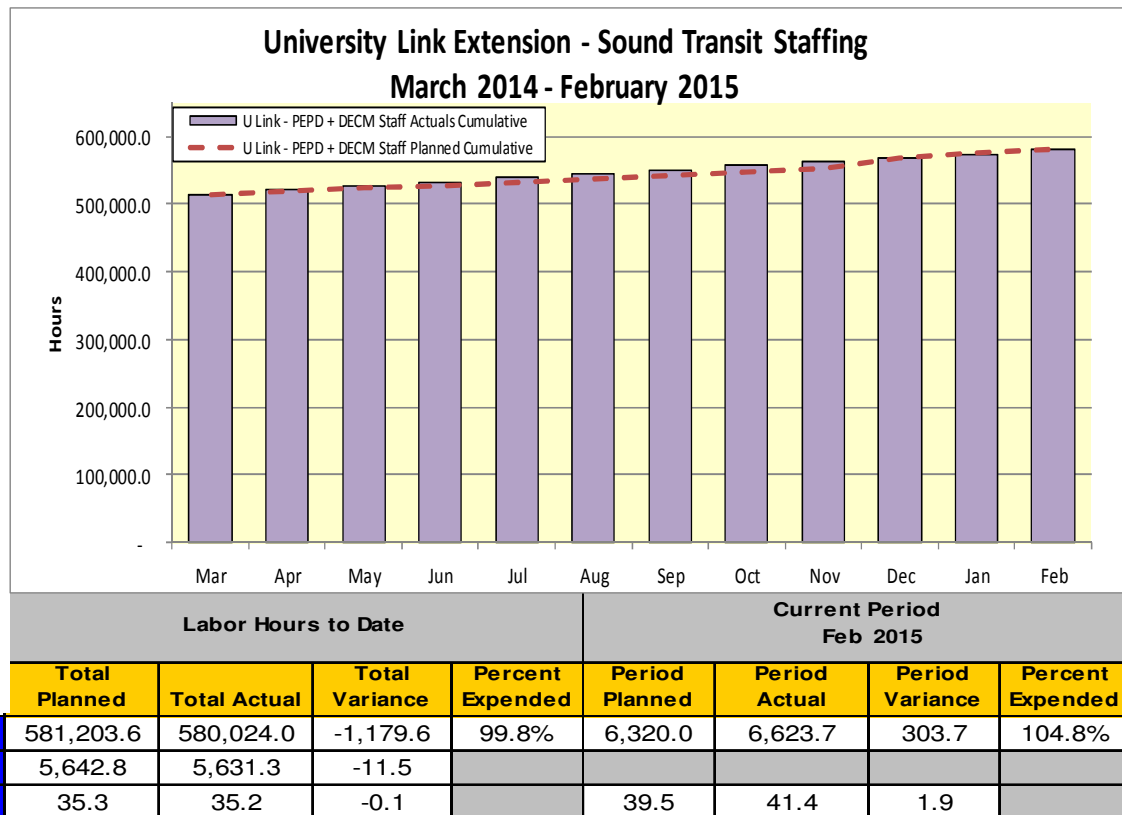


	Labor Hours to Date				Current Period Feb 2015			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	1,783,933.7	1,788,108.3	4,174.6	100.2%	12,224.0	15,003.2	2,779.2	122.7%
Monthly Average	17,319.7	17,360.3	40.5					
Monthly FTE	108.2	108.5	0.3		76.4	93.8	17.4	

University Link Extension Staffing

Internal Resource Commitments to University Link Extension

There were 41.4 internal FTE assigned to the University Link Extension in February. Internal staffing was 5% (1.9 FTE) above plan and 37% (11.2 FTE) above staffing for January. Cumulatively, since August 2006, average monthly internal staffing is trending with plan.



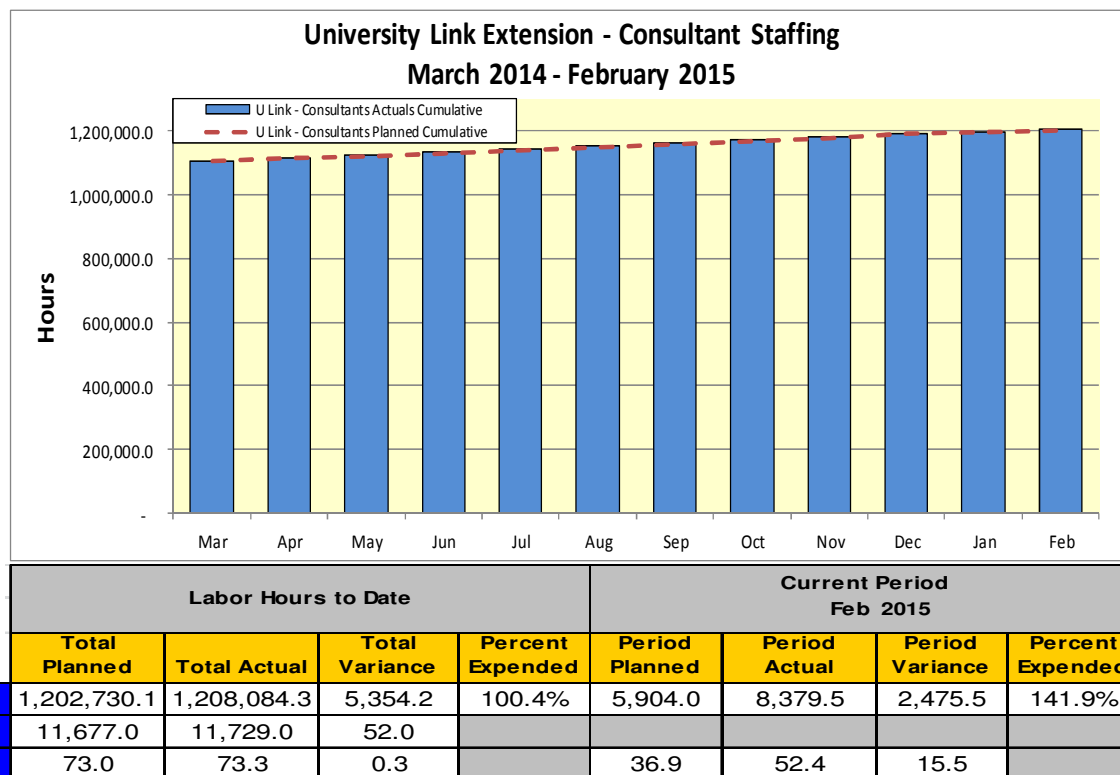
Link Light Rail Staffing Report



University Link Extension Staffing

Consultant Resource Commitments to University Link Extension

During February, 52.4 consultant FTE were assigned to the University Link Extension; consultant staffing was 42% (15.5 FTE) above plan but 5% (2.5 FTE) below January staffing. Cumulatively, since August 2006, average monthly consultant staffing is trending with plan.

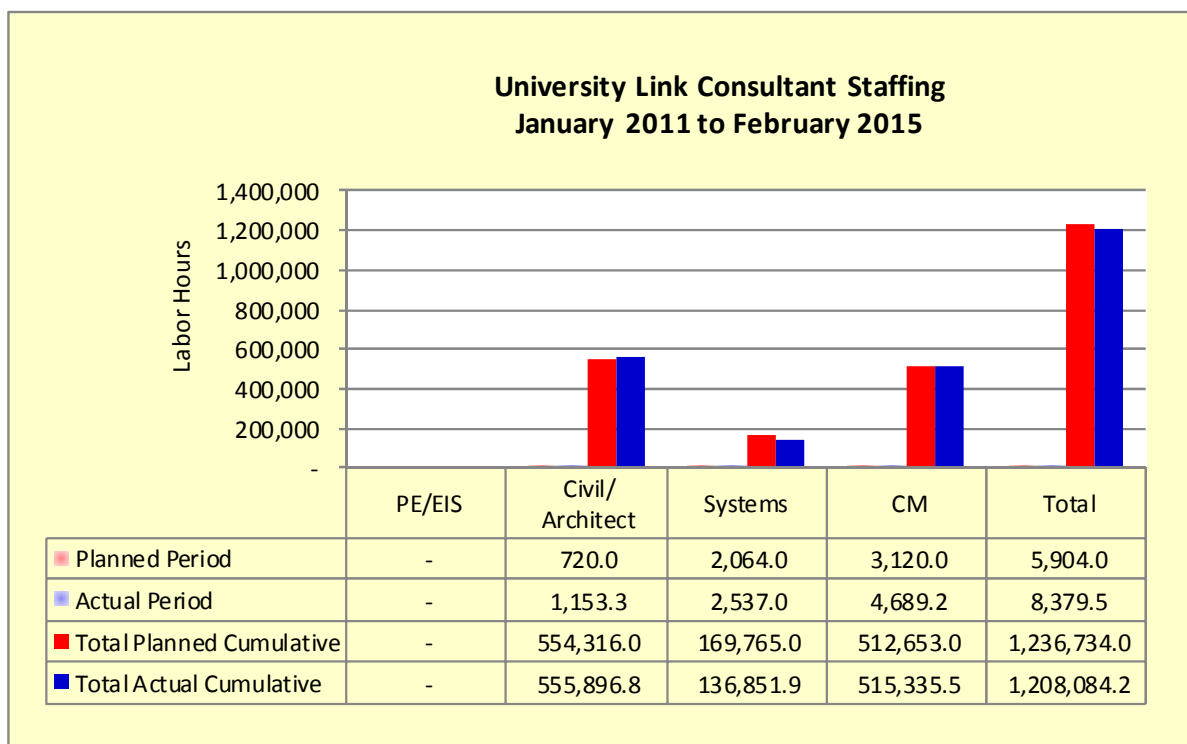


University Link Extension Staffing

Consultant Resource Commitments to University Link Extension, continued

Consultant utilization by discipline for the University Link Extension since January 2011 is illustrated below.

In February, civil engineering consultant staffing (7.2 FTE) was 60% above plan and 38% (4.5 FTE) below January staffing. Systems engineering staffing (15.9 FTE) was 23% (3 FTE) above plan but 5.4% (0.9 FTE) below Systems staffing in January. Construction management consultant staffing (29.3 FTE) increased 10.8% (2.9 FTE) from January and was above plan by 50% (9.8 FTE). Cumulative staffing levels are 33.7 FTE/mo, 8.3 FTE/mo and 31.3 FTE/mo. for civil, systems and construction management consultants respectively and are trending with plan.



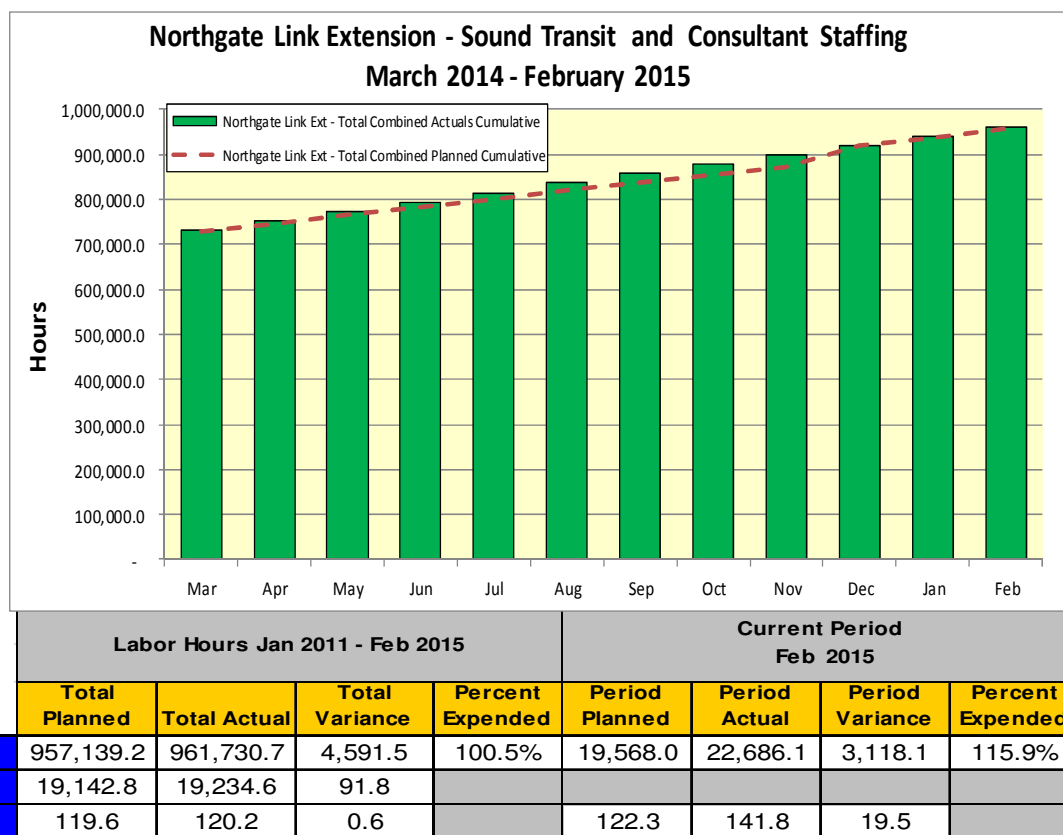
Link Light Rail Staffing Report



Northgate Link Extension Staffing

Total Internal and External Staffing – Northgate Link Extension

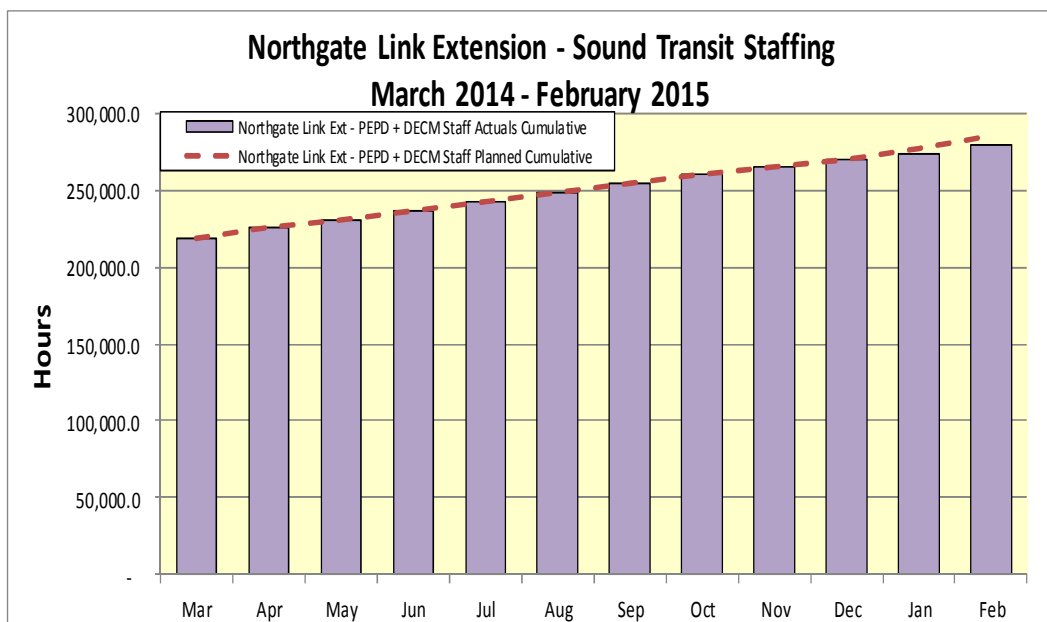
During February 36.6 internal and 105.1 consultant FTE were assigned to the Northgate Link Extension. This is an 8% (10.3 FTE) increase from January and is 16% (19.5 FTE) above plan. Average year to date staffing of 141.7 FTE/mo is also 16% (19.4 FTE/mo.) above plan; cumulatively since January 2011 average monthly staffing is consistent with plan.



Northgate Link Extension Staffing

Internal Resource Commitments to Northgate Link Extension

Internal staffing in February (36.6 FTE) increased 39% (10.2 FTE) from January and was 25% (12.1 FTE) below plan. Cumulatively, since January 2011, average monthly internal staffing is consistent with plan.



	Labor Hours Jan 2011 - Feb 2015				Current Period Feb 2015			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	284,837.4	279,349.3	-5,488.1	98.1%	7,792.0	5,863.2	-1,928.8	75.2%
Monthly Average	5,696.7	5,587.0	-109.8					
Monthly FTE	35.6	34.9	-0.7		48.7	36.6	-12.1	

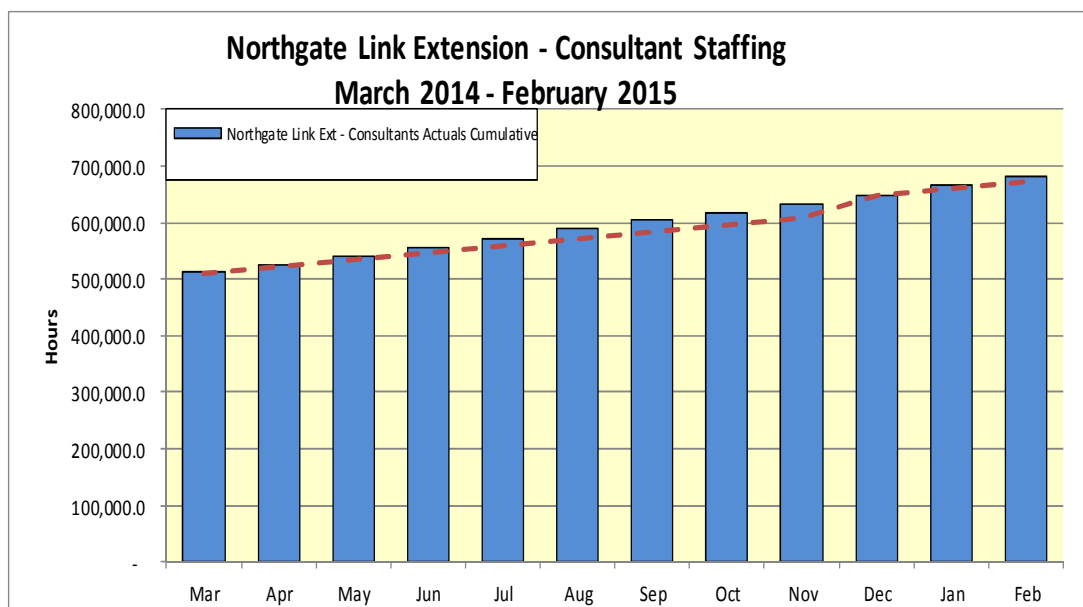
Link Light Rail Staffing Report



Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension

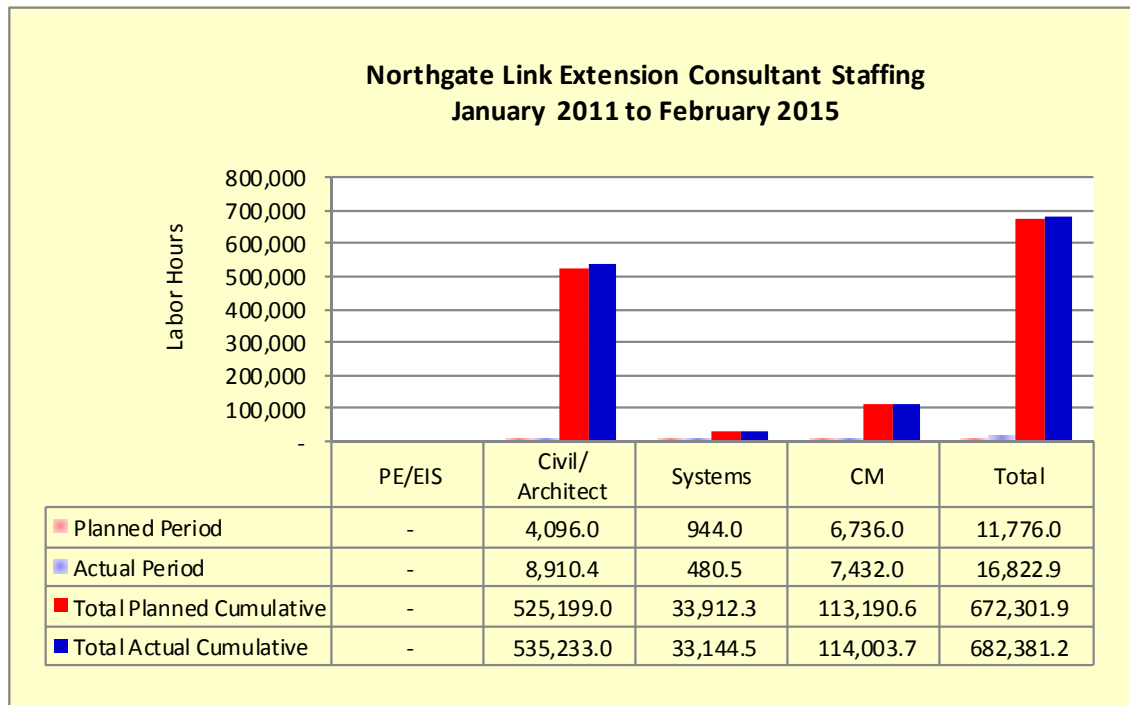
In February, 105.1 consultant FTE were assigned to the Northgate Link Extension; consultant staffing was above plan by 43% (31.5 FTE) and was consistent with January staffing. Cumulatively, since January 2011, average consultant utilization is trending 1.5% (1.3 FTE/mo.) above with plan.



	Labor Hours Jan 2011 - Feb 2015				Current Period Feb 2015			
	Total Planned	Total Actual	Total Variance	Percent Expended	Period Planned	Period Actual	Period Variance	Percent Expended
No. of Hours	672,301.8	682,381.4	10,079.6	101.5%	11,776.0	16,822.9	5,046.9	142.9%
Monthly Average	13,446.0	13,647.6	201.6					
Monthly FTE	84.0	85.3	1.3		73.6	105.1	31.5	

Northgate Link Extension Staffing

Consultant Resource Commitments to Northgate Link Extension



Consultant utilization by discipline follows:

- Civil/architecture consultant utilization in February (55.6 FTE) decreased 4.5% (2.6 FTE) from January but was 117% (30 FTE) above plan. Cumulatively since January 2011, civil engineering/architecture consultant staffing of 66.9 FTE/mo. is 2% (1.3 FTE/mo.) above plan.
- Systems consultant utilization (3 FTE) was 49% (2.9 FTE) below plan and 24.8% (1 FTE) below January staffing. Since January 2011, average monthly Systems consultant staffing is trending 2% (0.1 FTE/mo) below plan.
- CM consultant staffing in February (46.5 FTE) increased 8.5% (3.6 FTE) from January and was 10% (4.4 FTE) above plan. Cumulatively, since January 2011, average monthly CM consultant staffing (14.3 FTE/mo) is trending with plan.

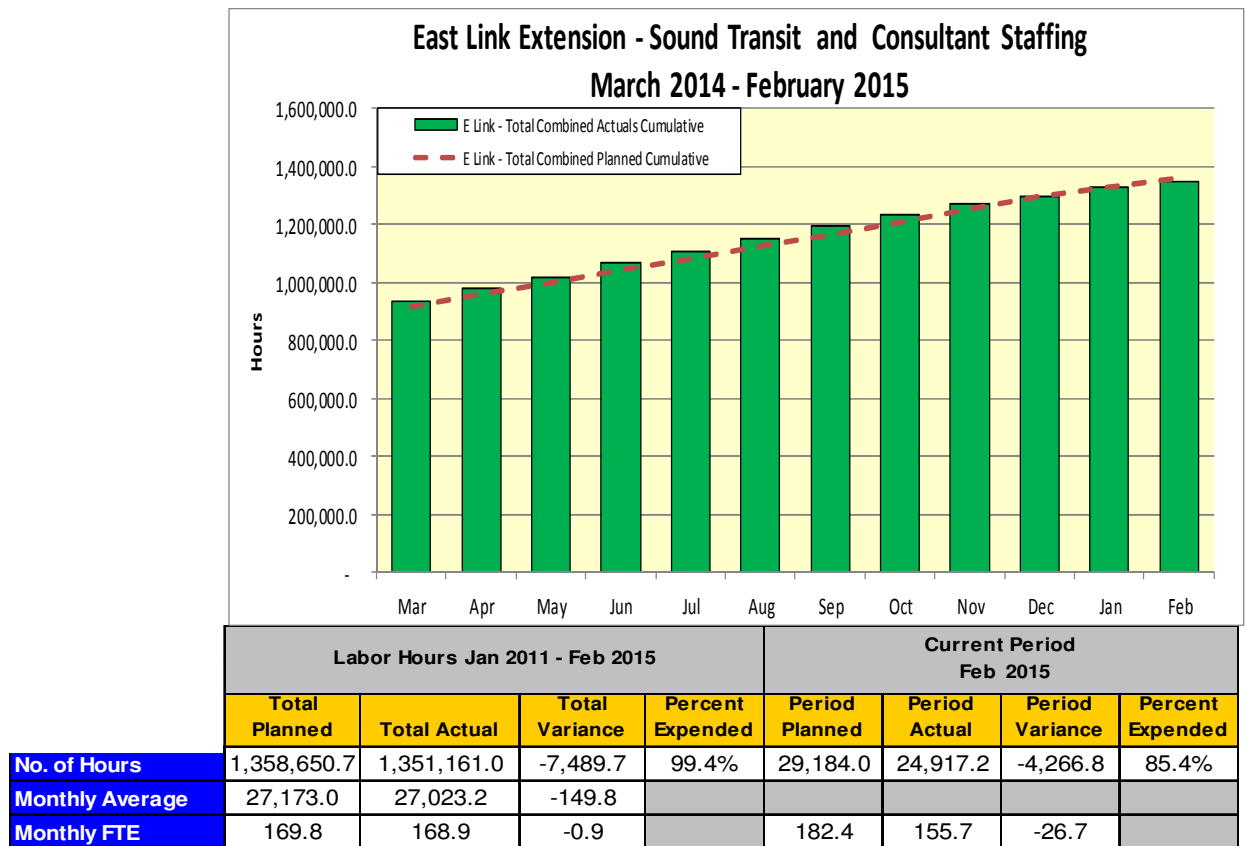
Link Light Rail Staffing Report



East Link Extension Staffing

Total Internal and External Staffing – East Link Extension

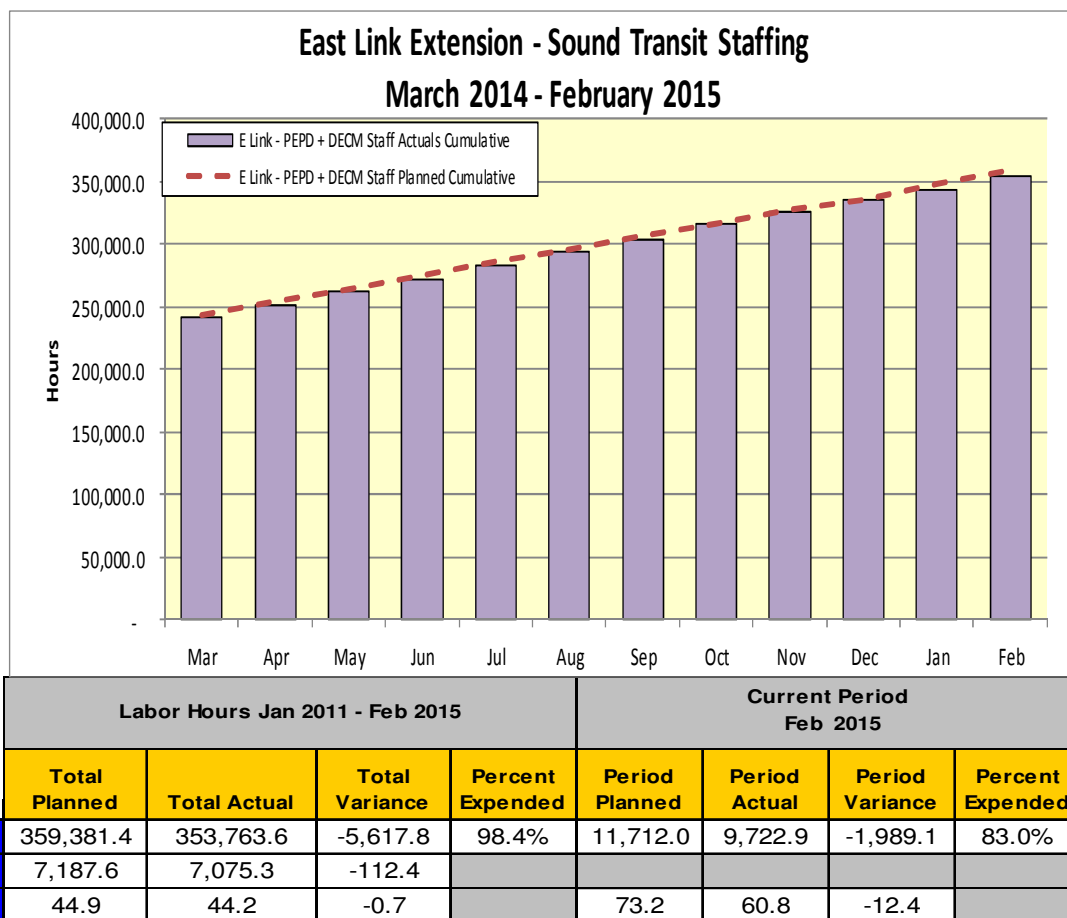
Staffing for the East Link Extension in February (155.7 FTE) decreased 4% (6.5 FTE) from January and was 15% (26.7 FTE) below plan. Year to date staffing of 155.8 FTE/mo is 15% (26.2 FTE/mo.) below plan; cumulatively since January 2011, average monthly staffing is trending with plan.



East Link Extension Staffing

Internal Resource Commitments to East Link Extension

During February internal staffing for the East Link Extension (60.8 FTE) increased 20% (10.3 FTE) from January and was 17% (12.4 FTE) below plan. Cumulatively, since January 2011, average monthly internal staffing is trending with plan.



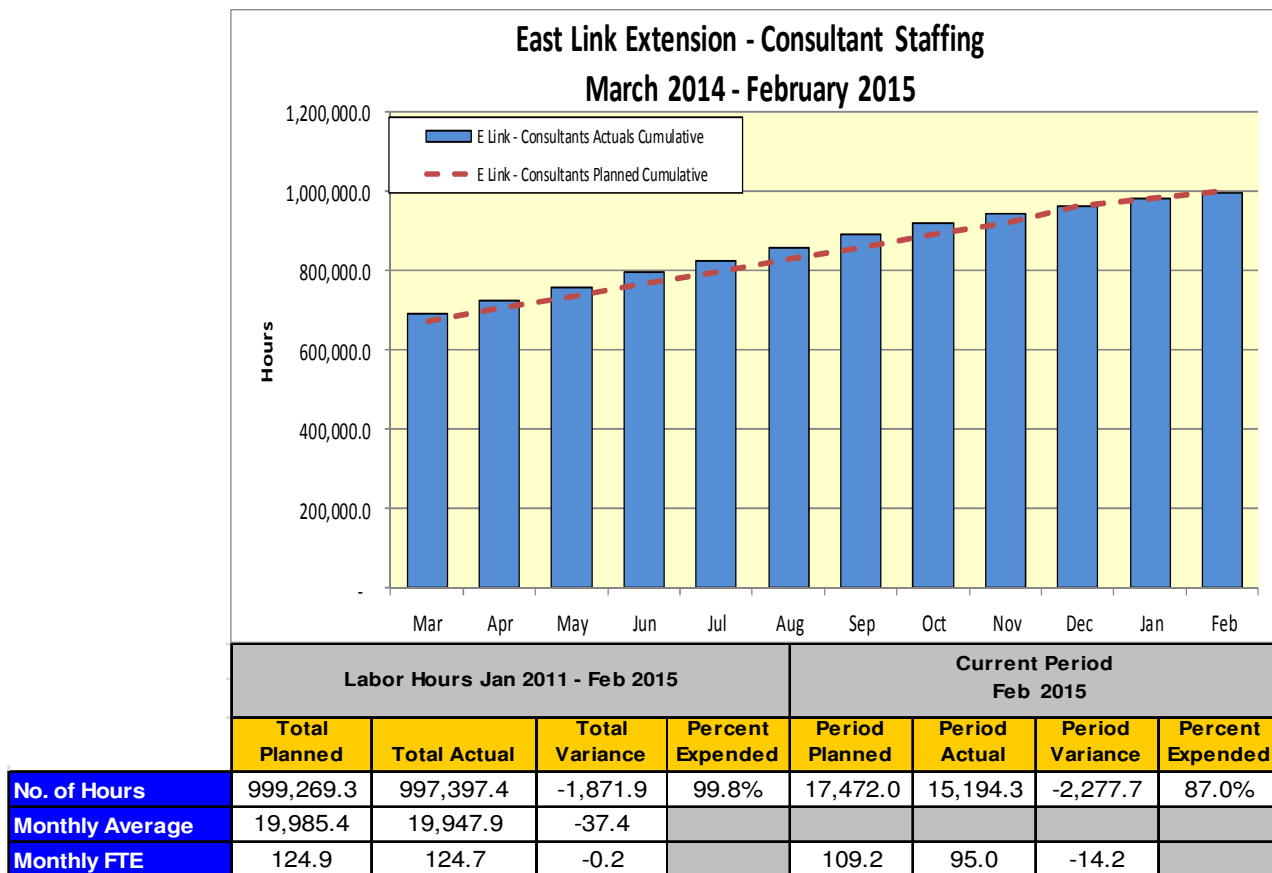
Link Light Rail Staffing Report



East Link Extension Staffing

Consultant Resource Commitments to East Link Extension

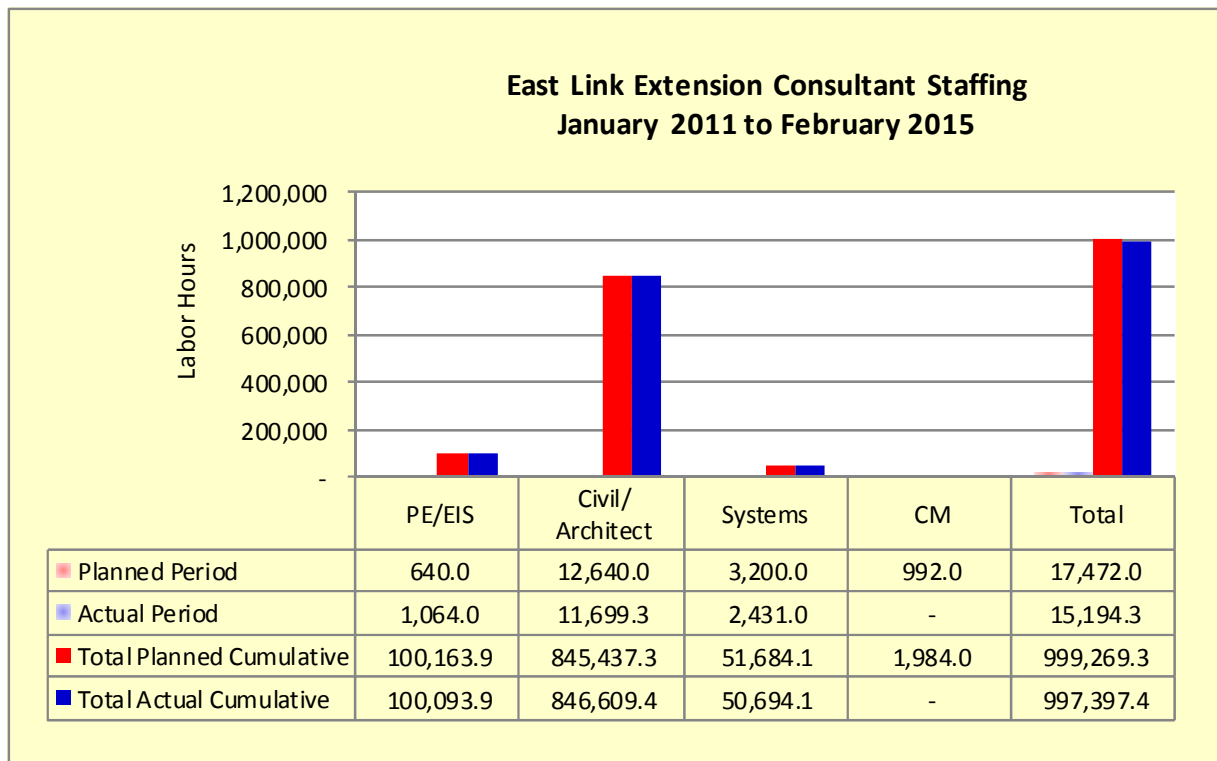
There were 95 consultant FTE assigned to the East Link Extension during February. Consultant staffing decreased 18% (16.8 FTE) from January and was 13% (14.2 FTE) below plan. Cumulatively since January 2011, average monthly consultant staffing is trending with plan.



East Link Staffing

Consultant Resource Commitments to East Link, continued

In February civil engineering consultant staffing (73.1 FTE) was 72% of consultant staffing for the month. Civil engineering consultant staffing was 7% (5.9 FTE) below plan. Systems consultant staffing (21.4 FTE) increased 15% (2.8 FTE) from January and was above plan by 7% (1.4 FTE). Preliminary Engineering (PE) consultant staffing for February (6.7 FTE) is 66% (2.7 FTE) above plan. Cumulatively since January 2011 consultant staffing is trending with plan.



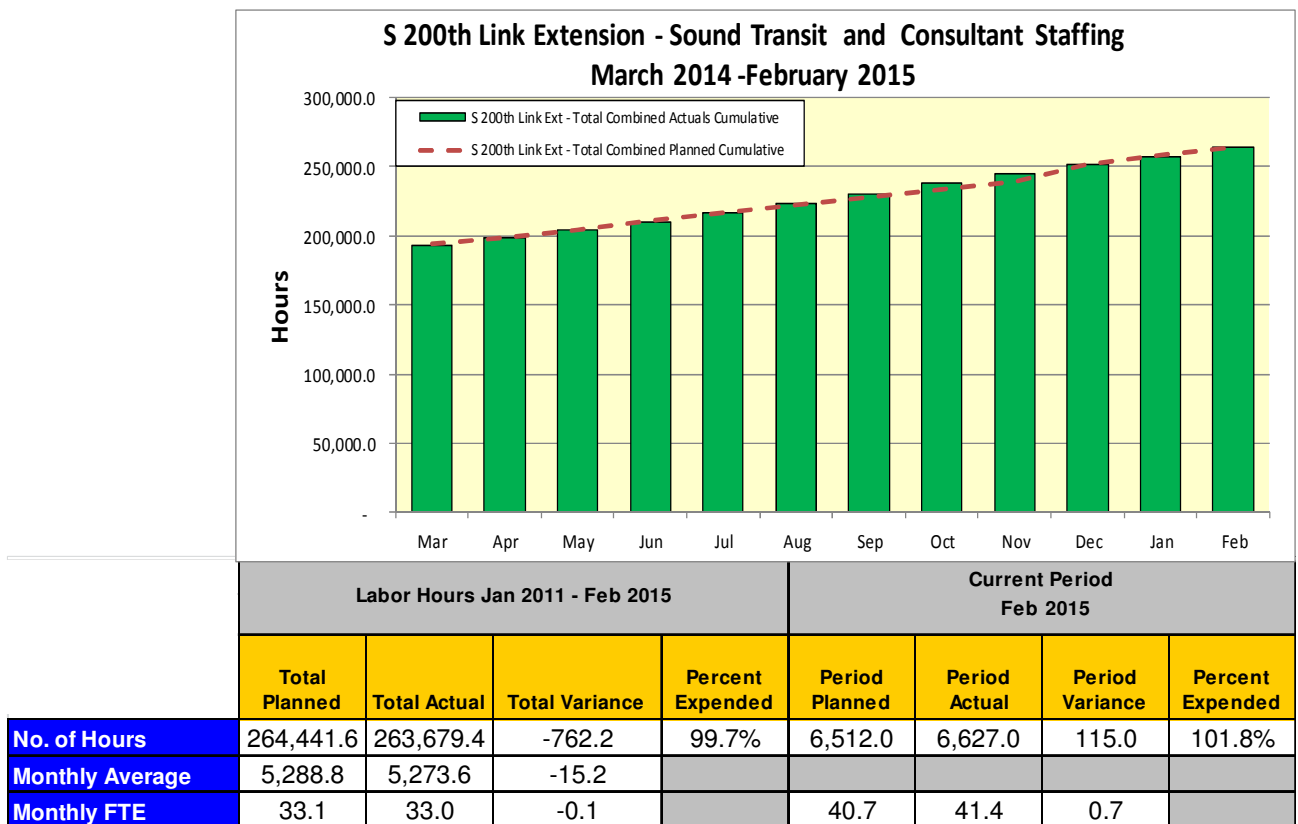
Link Light Rail Staffing Report



S. 200th Link Extension Staffing

Total Internal and External Staffing – S. 200th Link Extension

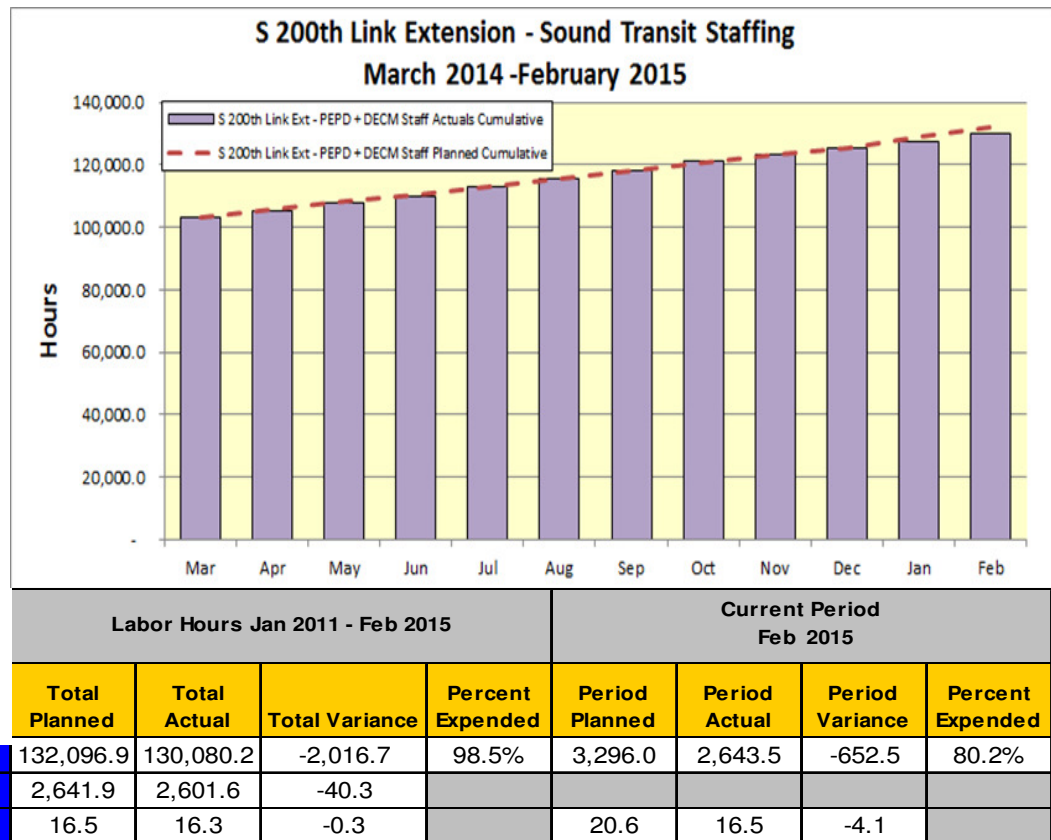
Staffing for the South 200th Link Extension in February (41.4 FTE) increased 17% (6.2 FTE) from January and was above plan by 2% (0.7 FTE); year to date staffing of 41.4 FTE/mo. is 2% (0.7 FTE/mo.) above plan. Since January 2011, average monthly internal and consultant staffing is trending with plan.



S. 200th Link Extension Staffing

Internal Resource Commitments South Link to S.200th Link Extension

Internal staffing in February (16.5 FTE) was 36% (4.4 FTE) above January staffing and 20% (4.1 FTE) below plan. Cumulatively, since January 2011, average monthly internal staffing is trending approximately 1.5% (0.3 FTE/mo.) below plan.



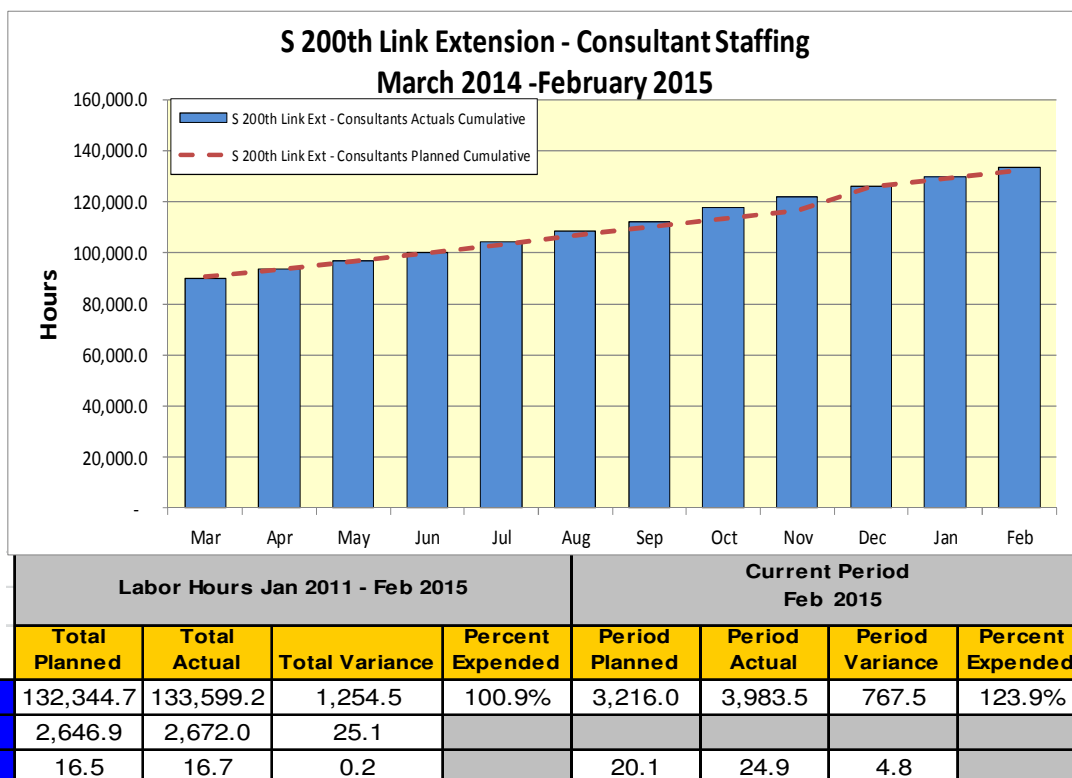
Link Light Rail Staffing Report



S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

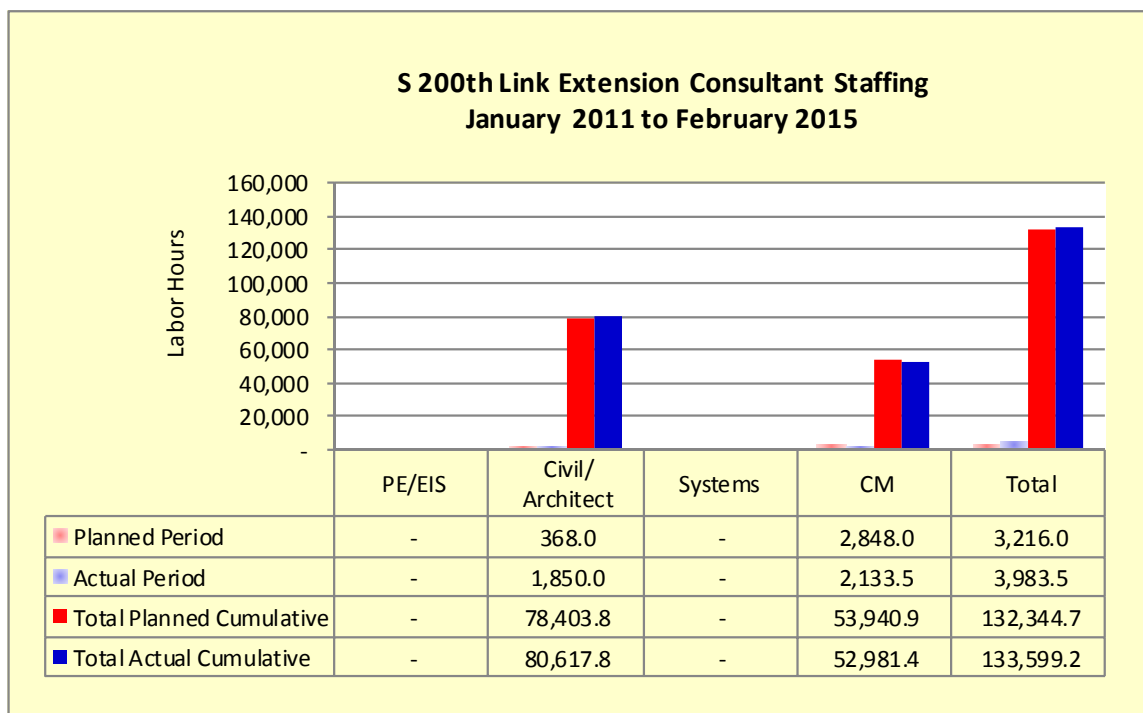
Consultant staffing on the S. 200th Link Extension in February (24.9 FTE) increased 7% (1.8 FTE) from January and was 24% (4.8 FTE) above plan. Cumulatively since January 2011, average consultant staffing is trending with plan.



S. 200th Link Extension Staffing

Consultant Resource Commitments to S. 200th Link Extension

Design/build project management consultants (13.3 FTE) accounted for 54% of consultant staffing in February, additional consultant staff (11.6 FTE) provided civil and architectural engineering support.



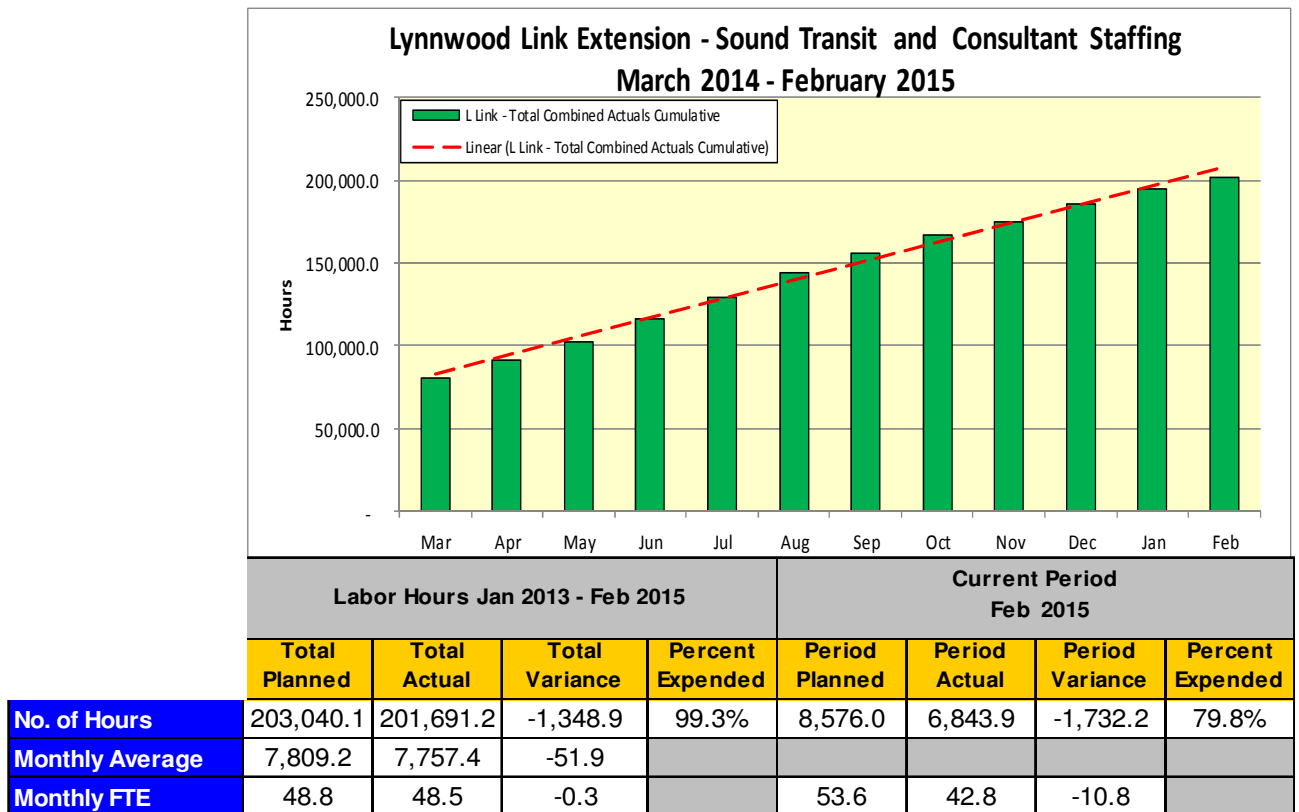
Link Light Rail Staffing Report



Lynnwood Link Extension Staffing

Total Internal and Consultant Staffing – Lynnwood Link Extension

During February there were 42.8 consultant and internal FTE (80% of plan) assigned to the Lynnwood Link Extension. Internal staffing for February (12.6 FTE) was 7% (0.8 FTE) above January staffing and 53% (14 FTE) below plan. Consultant staffing (30.2 FTE) decreased 46% (14 FTE) from January but remained above plan by 12% (3.2 FTE). All consultant staff assigned to the project are supporting preliminary engineering. Year to date project staffing (42.8 FTE/mo) is 20% (10.8 FTE/mo) below plan; cumulatively since January 2013, staffing for the Lynnwood Link Extension (48.7 FTE/mo) is trending with plan.



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ACRONYMS

AA	Alternative Analysis
APE	Area of Potential Impact
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
CCB	Change Control Board
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design -Build
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed

ACRONYMS, continued

LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MDA	Major Discharge Authorization
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOS	Minimum Operable Segment
MOU	Memorandum of Understanding
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MTP	Montlake Triangle Project
MUP	Master Use Permit
NB	Northbound
NCTP	North Corridor Transit Partners
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
OTC	Overlake Transit Center
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Development
PMOC	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
QA	Quality Assurance
QC	Quality Control
QTR	Quarter
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates

ACRONYMS, continued

RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right of Way
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy & Witbeck, Inc.
TBM	Tunnel Boring Machine
TCE	Temporary Construction Easement
TE	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UWS	University of Washington Station
VE	Value Engineering
VECP	Value Engineering Cost Proposal
WBS	Work Breakdown Structure
WSDOT	Washington Department of Transportation

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