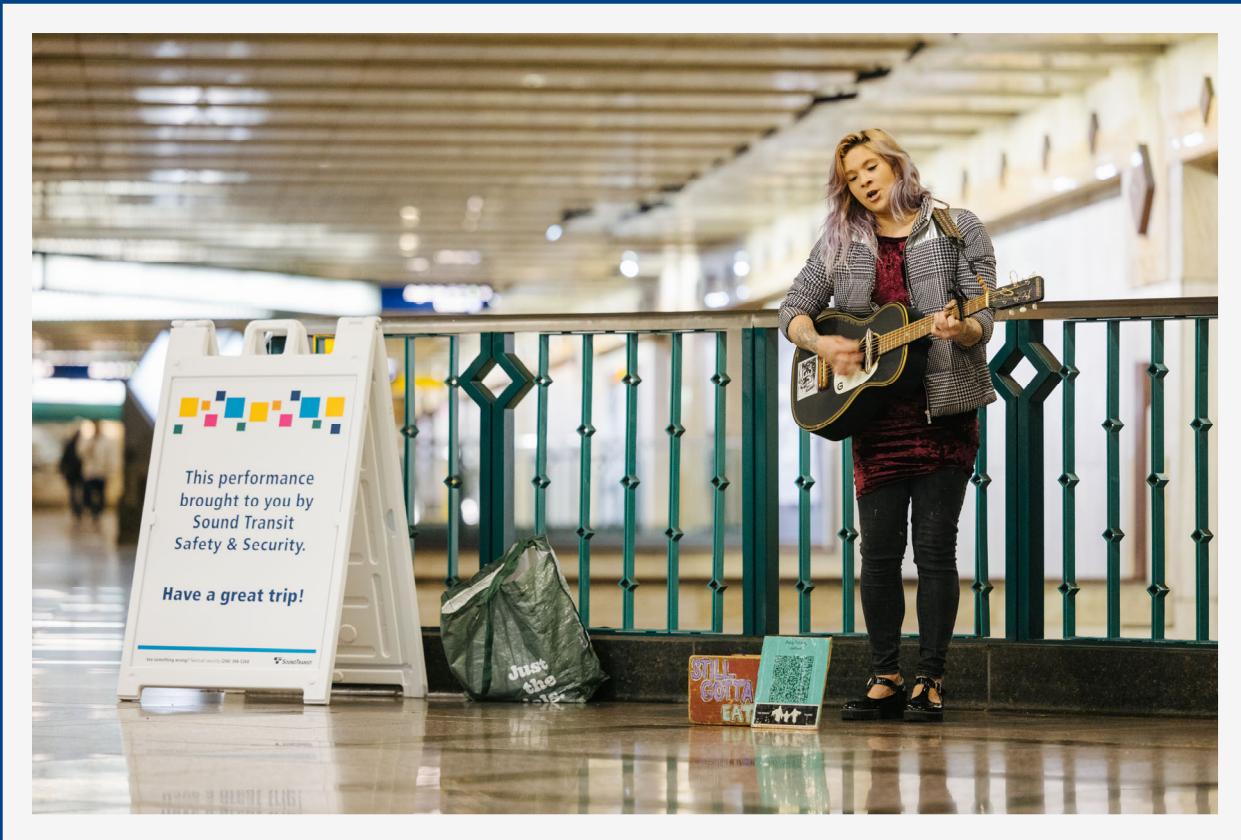


Agency Progress Report Capital Programs



Sound Transit launched a new busking pilot program at Westlake Station
in partnership with Seattle Parks and Recreation

November | 2023



Editor's Note

Sound Transit's Monthly Agency Progress Report summarizes projects and major contracts status, risk, and performance for capital projects.

Due to timing differences in the production of the APR and ST financial reports, actual cost data presented in the APR may not match quarterly budget reports or annual financial statements. However, the actual cost data is reconciled to the financial information on a regular basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Aniekan Usoro at (206) 398-5000.

The Agency Progress Report can also be found on the web at <http://www.soundtransit.org/get-to-know-us/documents-reports/agency-progress-reports>.

SOUND TRANSIT

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Regional Transit Authority
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Agency Progress Report

TABLE of CONTENTS

| | |
|---------------------------|-----|
| Executive Summary | 6 |
| Link Light Rail | 8 |
| Regional Express & Stride | 117 |
| Sounder Commuter Rail | 145 |
| Capital Program Support | 176 |
| Acronyms | 179 |

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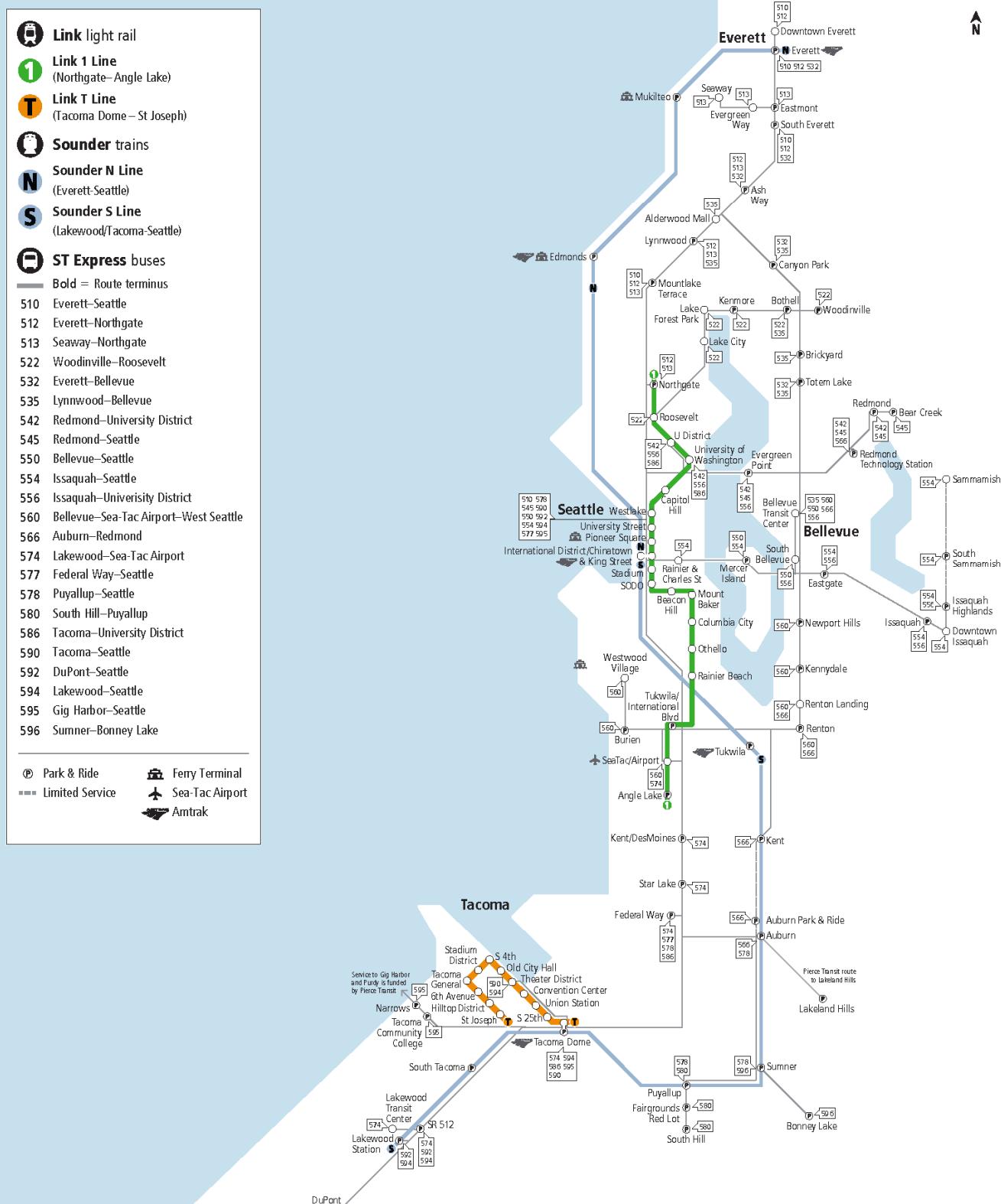
Dave Upthegrove
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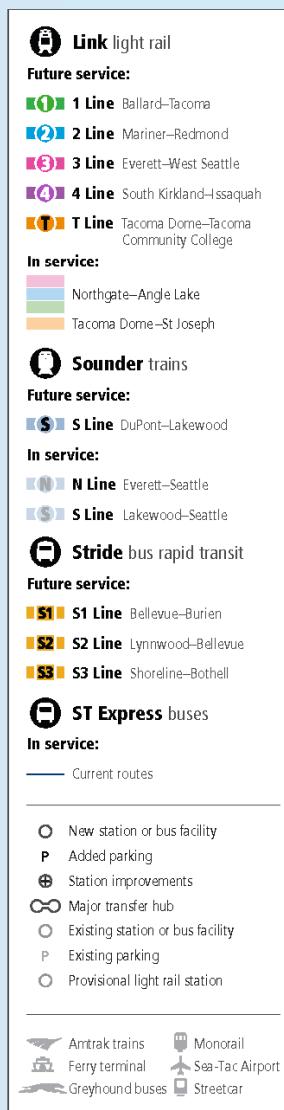
Kristina Walker
Tacoma Deputy Mayor

CHIEF EXECUTIVE OFFICER
Julie E. Timm

Sound Transit current service



Sound Transit future service



For more details, including information about project schedules, go to:

soundtransit.org/system



Our new fare compliance policy takes effect

Mid-month, on November 15, our Fare Ambassadors started issuing violations to passengers who we find ride repeatedly without proof of payment. Of course, we will continue to inform riders how to sign up for reduced fare programs and provide passenger service.

The Sound Transit Board approved an updated fare compliance policy last year. Under the new policy, passengers without proof of payment will receive two warnings in a 12-month period. Warnings issued to passengers before November 15 will be removed. All passengers will start with zero warnings.

On the third and fourth interactions without proof of payment, passengers will be issued violations that can be resolved with Sound Transit through non-monetary options such as an online class or engagement activity, or with a \$50 fine for the third violation, and a \$75 fine for the fourth.

Repeat non-payment, which is five or more instances of riding without proof of payment in a 12-month period, will result in a civil infraction, which may be referred to the district court.

Passengers found riding without proof of payment must provide some form of identification for tracking purposes. ID can include:

- Valid state-issued identification card or driver's license
- Valid military identification
- Valid passport or passport card
- Tribal enrollment card
- Current school or employment identification card that displays the full name
- Library card
- Utility bill, paystub, bank statement, government check, or government document displaying full name and current address
- Hunting or fishing license
- Medicare, Medicaid, or health insurance card.

Passengers who do not provide valid ID will be asked to exit the train at the next station. Refusal to do so will result in a referral to security. We are committed to seeking non-punitive solutions and will continue to refine our programs to prioritize assistance and education. Additional procedures are currently under development, including direct referrals to social service teams and photo-documentation for those without valid fare and ID. These procedures are not final and would be launched with more information at a future date.

Sound Transit's new approach to fare compliance was developed in partnership with communities disproportionately impacted by the effects of fare nonpayment. The agency will continue to track the performance of the program to ensure it meets equity goals and inspection targets.

In conjunction with the updated fare compliance policy, Sound Transit has implemented several programs to ensure everyone has access to fare. Sound Transit reduced ORCA LIFT fares for low-income passengers, continued its partnership with King County Metro to provide subsidized annual passes for qualified passengers, and made fares free for youth 18 and younger.



SOUNDTRANSIT

Executive Summary

Sound Transit Capital Program

Curated acts at Westlake's busking pilot program

We launched a new busking pilot program of vetted talent this month at our Westlake Station in partnership with Seattle Parks and Recreation. The pilot differs from our current first-come, first-served busking system, and is scheduled to run through the end of the year. It was established to expand busking opportunities throughout our entire light rail system.

Buskers can perform at the mezzanine landing by the Pine and 6th Avenue entrance of the Westlake station Monday to Friday from 4 p.m. to 6 p.m. A star has been placed on the wall to mark the performance location.

The buskers will come from a list of performers vetted by SPR and paid to perform in city parks.

Sound Transit has designated busking locations available at all 1 Line stations except SeaTac/Airport Station. Performers are still welcome to busk on a first-come, first served basis except during the reserved hours at Westlake.

Progress Report Link Light Rail Program



Link Light Rail leaving Mount Baker Station

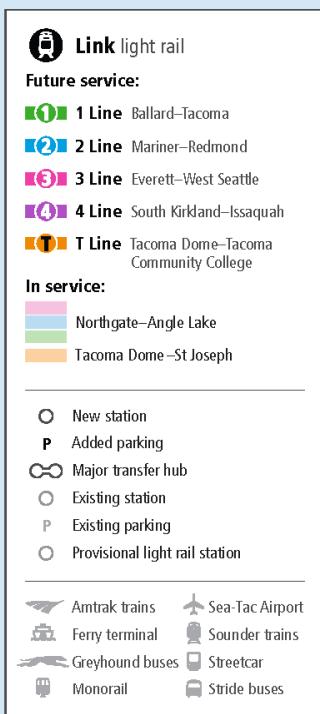
November | 2023



Prepared by Project Controls | Portfolio Services Office

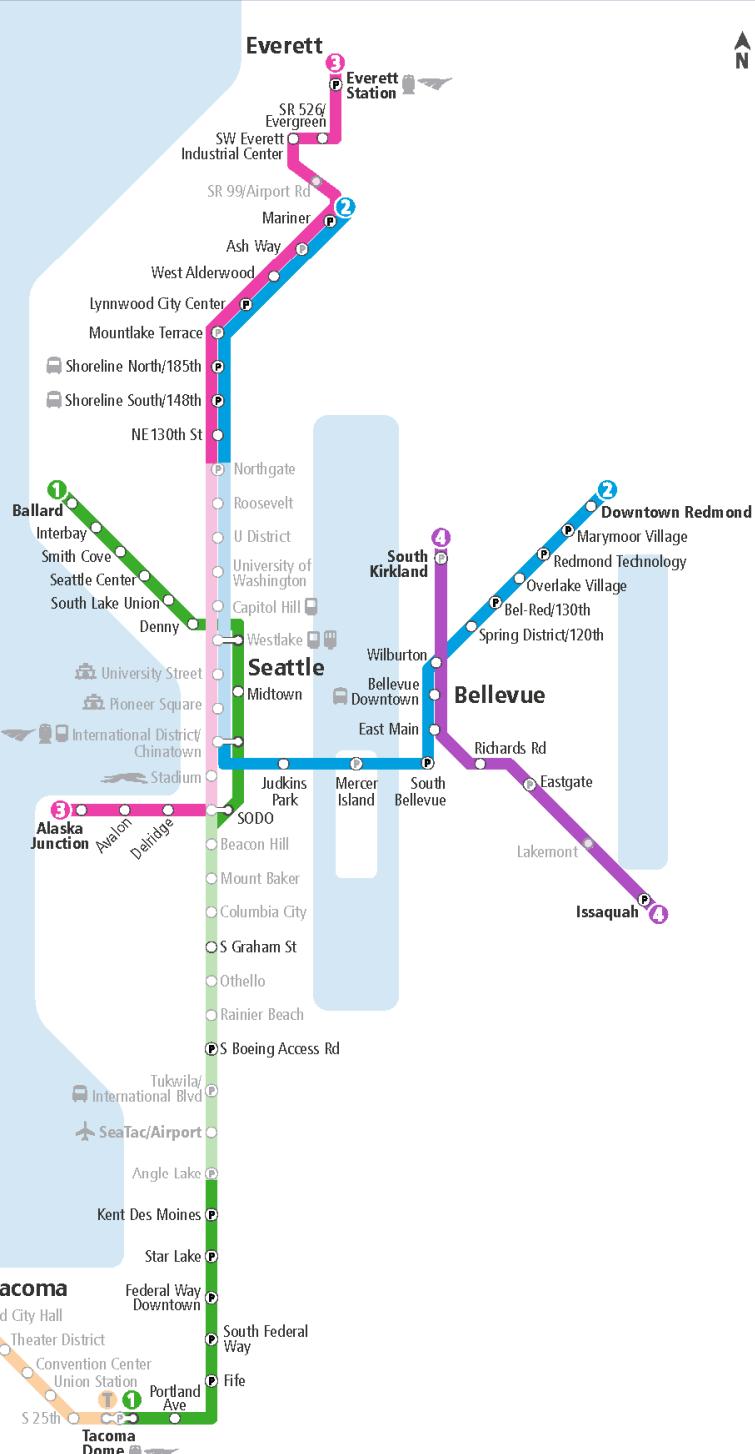
Sound Transit Link light rail

Current service and future extensions



For more details, including information about project schedules, go to:

soundtransit.org/system



Ballard Link Extension: The project includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Downtown Redmond Link Extension: The project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond.

East Link Extension: The project 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 Redmond Technology Center.

Everett Link Extension: The project adds six Snohomish County stations to the growing light rail network. The 16.3 mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett.

Federal Way Link Extension: The project extends approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center.

Graham Street Infill Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Hilltop Tacoma Link Extension: The project extends approximately 2.4 miles to the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way.

Lynnwood Link Extension: The project extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

North Corridor Maintenance of Way: The project will construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. A temporary facility will be established to support the timing of pre-revenue service on the Lynnwood Link Extension with plans underway for the permanent facility.

Series 2 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, Downtown Redmond, and Federal Way Link Extensions. The Sound Transit Board in April 2017 amended the project baseline to support all five projects. In November 2023 the Board authorized the project name be changed from "Light Rail Vehicle Fleet Expansion" to "Series 2 Light Rail Vehicle Fleet Expansion."

Series 3 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

Link Light Rail Program Overview



Tacoma Dome Link Extension: The project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome.

West Seattle Link Extension: The project includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River.

Link Light Rail Program Overview



Program Budget

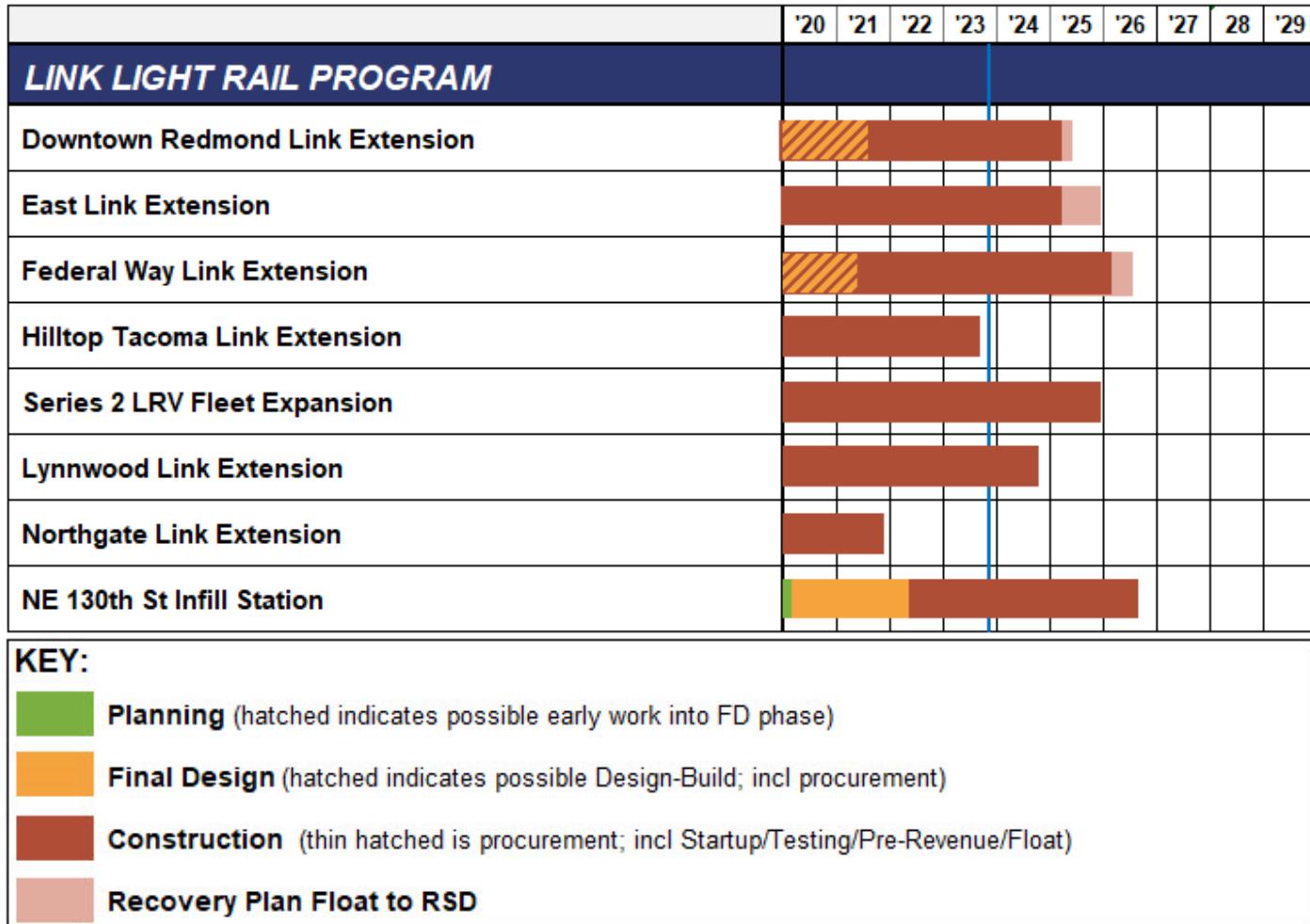
Project figures for active projects are represented in millions below.

| Project | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-----------------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Ballard Link Extension | \$663.4 | \$271.1 | \$136.8 | \$663.4 | \$0.0 |
| Boeing Access Rd Infill Station | \$8.6 | \$0.2 | \$0.2 | \$8.6 | \$0.0 |
| Downtown Redmond Link Extension | \$1,530.0 | \$1,029.9 | \$896.9 | \$1,530.0 | \$0.0 |
| East Link Extension | \$3,677.2 | \$3,442.7 | \$3,351.3 | \$3,677.2 | \$0.0 |
| Everett Link Extension | \$196.9 | \$98.6 | \$32.4 | \$196.9 | \$0.0 |
| Federal Way Link Extension | \$2,451.5 | \$2,060.1 | \$1,757.8 | \$2,383.5 | \$68.0 |
| Graham St Infill Station | \$2.9 | \$0.1 | \$0.1 | \$2.9 | \$0.0 |
| Hilltop Tacoma Link Extension | \$282.7 | \$277.5 | \$272.7 | \$97.2 | (\$14.5) |
| Lynnwood Link Extension | \$2,771.6 | \$2,596.6 | \$2,440.1 | \$2,739.8 | \$31.8 |
| NE 130th Street Infill Station | \$240.2 | \$174.2 | \$55.2 | \$240.2 | \$0.0 |
| North Corridor Maintenance of Way | \$32.0 | \$3.4 | \$3.1 | \$32.0 | \$0.0 |
| Series 2 LRV Fleet Expansion | \$836.9 | \$692.0 | \$560.4 | \$836.9 | \$0.0 |
| Series 3 LRV Fleet Expansion | \$33.0 | \$7.4 | \$0.3 | \$33.0 | \$0.0 |
| Tacoma Dome Link Extension | \$299.1 | \$142.3 | \$86.1 | \$299.1 | \$0.0 |
| West Seattle Link Extensions | \$225.0 | \$89.7 | \$41.7 | \$225.0 | \$0.0 |
| Total | \$13,251.2 | \$10,886.0 | \$9,634.9 | \$13,165.9 | \$85.3 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



Link Light Rail Program Overview



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

| Project | Original ST2 - ST3 Service Year | 2021 Realignment Initial Target (Affordable) * Service Year | Anticipated Service Year |
|--|---------------------------------|---|--------------------------|
| Central Corridor | | | |
| Ballard Link - Denny to Smith Cove | 2035 | 2037 | 2039 |
| Ballard Link - Smith Cove to Ballard | 2035 | 2037 (2039) | 2039 |
| Graham St. Infill Station | 2031 | 2031 | 2031 |
| West Seattle Link - SODO to Alaska Junction | 2030 | 2032 | 2033 |
| East Corridor | | | |
| Downtown Redmond Link Extension | 2024 | - | 2024 |
| East Link Extension | 2023 | - | 2025 |
| S Kirkland - Issaquah Link | 2041 | 2041 (2044) | 2041 |
| North Corridor | | | |
| Everett Link - Lynnwood to SW Everett (no parking) | 2036 | 2037 | 2037 |
| Everett Link - parking | 2036 | 2046 | 2046 |
| Everett Link - SW Everett to Everett | 2036 | 2037 (2041) | 2037 |
| Lynnwood Link Extension | 2024 | - | 2024 |
| NE 130th St. Infill Station | 2031 | 2025 | 2026 |
| North Corridor Maintenance of Way | - | - | 2027 |
| South Corridor | | | |
| Boeing Access Rd. Infill Station | 2031 | 2031 | 2031 |
| Federal Way Link Extension | 2024 | - | 2026 |
| Hilltop Tacoma Link Extension | 2022 | - | 2023 |
| Tacoma Community College Link Extension | 2039 | 2039 (2041) | 2039 |
| Tacoma Dome Link - parking | 2030 | 2038 | 2038 |
| Tacoma Dome Link (no parking) | 2030 | 2032 | 2035 |
| Systemwide | | | |
| Ballard Link: 2nd Downtown Tunnel | 2035 | 2037 | 2039 |
| OMF North | 2033 | 2034 | 2034 |
| OMF South | 2028 | 2029 | 2032 |
| Series 2 LRV Fleet Expansion | 2024 | - | 2025 ** |
| Series 3 LRV Fleet Expansion | 2032 | - | 2036 ** |

* The Affordable Schedule shown in parenthesis, if different from Initial Target Schedule. The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.

** Represents Conditional Acceptance.

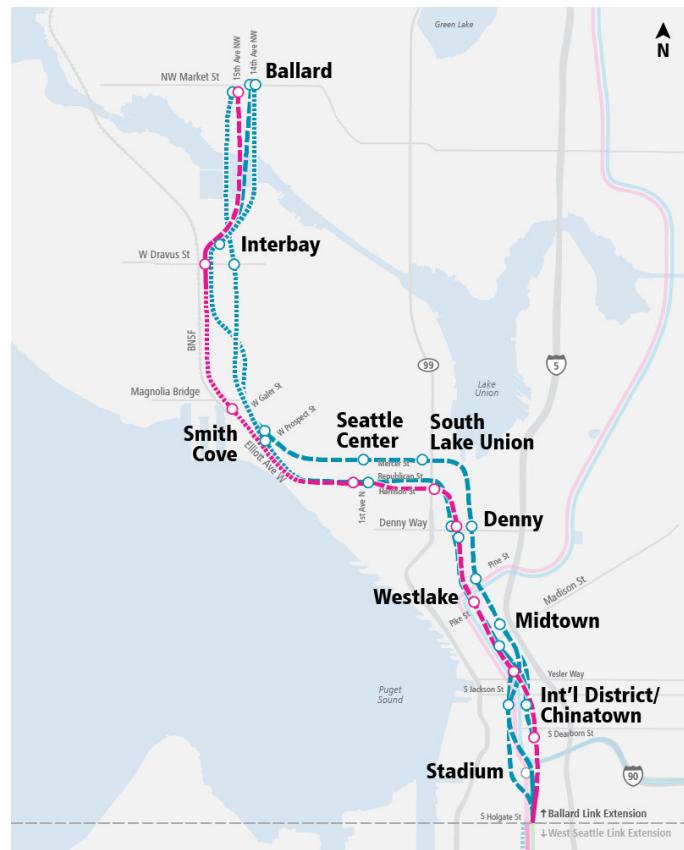
Link Light Rail Ballard Link Extension



Project Summary

| | |
|-----------------|---|
| Scope | The Ballard Link Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area and 9 new stations. |
| | Alignment and station alternatives in Downtown, Interbay, and Ballard; various station locations in Chinatown-International District and Downtown; and tunnel and bridge alternatives across Salmon Bay are under environmental review. |
| Phase | Planning |
| Budget | \$630.6 M through completion of Preliminary Engineering |
| Schedule | Target date: 2039 |

** This project is in development and project report will be updated quarterly effective June 2023.*



Key Project Activities

- Continued Phase 3 project development activities to further environmental review and conduct Preliminary Engineering for the preferred alternative identified by the Board.
- Continued engagement with partner and regulatory agencies, community and stakeholder groups and property owners regarding areas of further study, environmental process and next steps.

Link Light Rail

Ballard Link Extension



Project Cost Summary

The Ballard Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2026. In August 2023, the Board approved a budget amendment increasing the total Authorized Project Allocation from \$630.6M to \$663.4M to accommodate additional scope and activities required to complete environmental review and Preliminary Engineering (R2023-25).

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$67M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$40.6 | \$34.5 | \$34.2 | \$40.6 | \$0.0 |
| Preliminary Engineering | \$268.6 | \$230.0 | \$97.0 | \$268.6 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$4.4 | \$0.0 | \$0.0 | \$4.4 | \$0.0 |
| 3rd Party Agreements | \$7.7 | \$3.1 | \$2.4 | \$7.7 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$342.2 | \$3.5 | \$3.2 | \$342.2 | \$0.0 |
| Total | \$663.4 | \$271.1 | \$136.8 | \$663.4 | \$0.0 |

Cost Summary by SCC

| SCC Element | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| 10 Guideway & Track | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 20 Stations | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 30 Support Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 40 Sitework & Special Conditions | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 50 Systems | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Subtotal (10 - 50) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 60 Row, Land | \$341.4 | \$3.5 | \$3.2 | \$341.4 | \$0.0 |
| 80 Professional Services | \$320.3 | \$267.6 | \$133.6 | \$320.3 | \$0.0 |
| 90 Unallocated Contingency | \$1.7 | \$0.0 | \$0.0 | \$1.7 | \$0.0 |
| Total (10 - 90) | \$663.4 | \$271.1 | \$136.8 | \$663.4 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

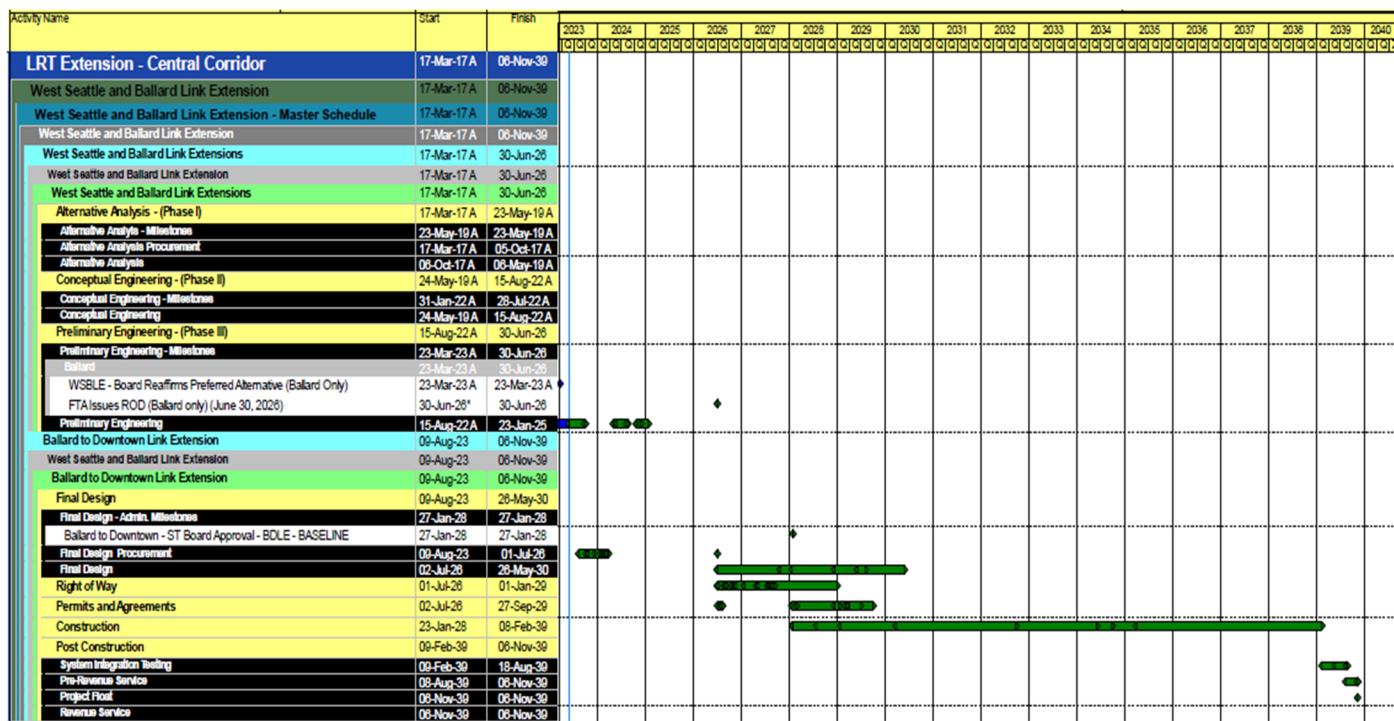
The following are the top project-wide risks:

- Potential additional environmental process delays may further impact the schedule for completion of environmental documentation and design.
- Complexity of alignments in a constrained environment with challenging topography.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay and cost to the project.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2037. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of consideration and an extended public comment period, the Board did not identify a Preferred Alternative for the Ballard Link Extension in July 2022, but instead directed further studies in a number of areas. In March 2023, the Board considered the results of the further studies and identified a Preferred Alternative for much of the project corridor but with direction to continue review of two station options in the Denny Station area and to return to the Board in mid-2023.

Subsequently, in July 2023, the Board modified the preferred station location for the Denny Station. The delay in identification of the Preferred Alternative and the associated Board requested further studies, as well as the need for additional environmental review associated with the Board's March 2023 action, will necessitate adjustments to the environmental process and schedule, which will affect the Select Project to be Built milestone as well as subsequent milestones including the revenue service date.



Community Engagement

- Conducted 24 community outreach briefings, meetings, tabling and tours; held 2 virtual webinars.
- Met with three property owners.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—September actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|-------------|
| ST Staff | 36.0 | 19.3 | 16.7 |
| Consultants | 108.3 | 77.2 | 31.1 |
| TOTAL | 144.3 | 96.5 | 47.8 |

**An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

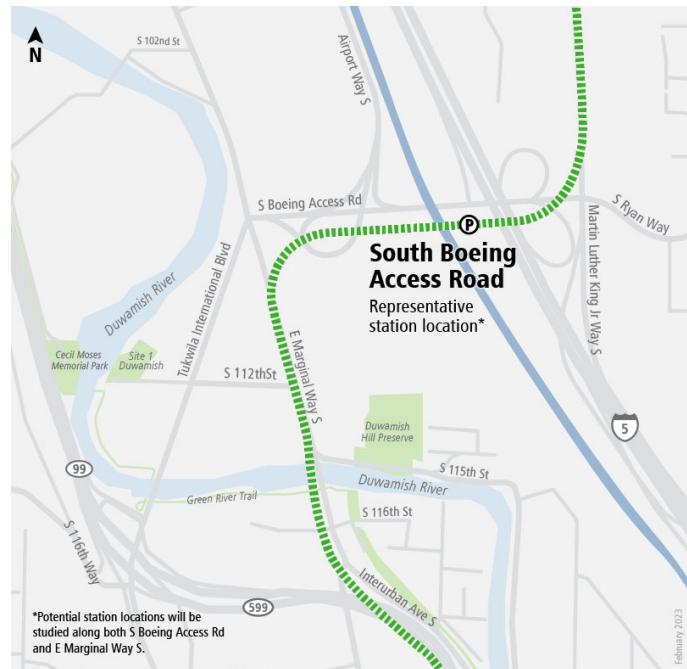
| Board Action | Description | Date |
|--------------|---|------------|
| M2023-101 | A motion authorizing the Task Order 4 agreement with City of Seattle under the Project Administration Agreement for certain staffing services related to project development for the West Seattle and Ballard Link Extensions Projects in the amount of \$4,531,855, with a 10 percent contingency of \$453,185, totaling \$4,985,040, for a total authorized agreement amount not to exceed \$8,652,692. | 11/09/2023 |

Link Light Rail Boeing Access Rd Infill Station



Project Summary

| | |
|-----------------|--|
| Scope | This project adds a new elevated level light rail station to the existing 1 Line in the vicinity of S Boeing Access Rd, E Marginal Way S, and I-5 in Tukwila. The project bridges the 5.5-mile gap between the existing Rainier Beach and Tukwila International Boulevard stations and increases access to the Tukwila and Duwamish manufacturing/industrial centers and neighborhoods in north Tukwila and south Seattle. |
| Budget | \$8.6M through completion of Preliminary Engineering |
| Schedule | Target date: 2031 |



Map of Project Alignment

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Contract negotiations with the top-ranked consultant were completed in September 2023 for Project Development Services contract (Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services).
- Received Sound Transit System Expansion Committee contract approval on November 9, 2023.
- Anticipating Notice to Proceed in December 2023.

Link Light Rail Boeing Access Rd Infill Station



Project Cost Summary

The Boeing Access Rd. Infill Station is a voter-approved project under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$4.1M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$1.2 | \$0.2 | \$0.2 | \$1.2 | \$0.0 |
| Preliminary Engineering | \$6.8 | \$0.0 | \$0.0 | \$6.8 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 3rd Party Agreements | \$0.4 | \$0.0 | \$0.0 | \$0.4 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$0.2 | \$0.0 | \$0.0 | \$0.2 | \$0.0 |
| Total | \$8.6 | \$0.2 | \$0.2 | \$8.6 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|--|------------|
| M2023-101 | A motion authorizing the contract with Kimley-Horn & Associates, Inc. to provide Project Development Services for the South Graham St. Infill Station and South Boeing Access Road Infill Station projects in the amount of \$6,129,133, with a 10 percent contingency of \$612,913, for a total authorized contract amount not to exceed \$6,742,046. | 11/09/2023 |

Link Light Rail Downtown Redmond Link Extension



Project Summary

Scope

Limits The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

| | |
|------------------|---|
| <i>Alignment</i> | The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond. |
|------------------|---|

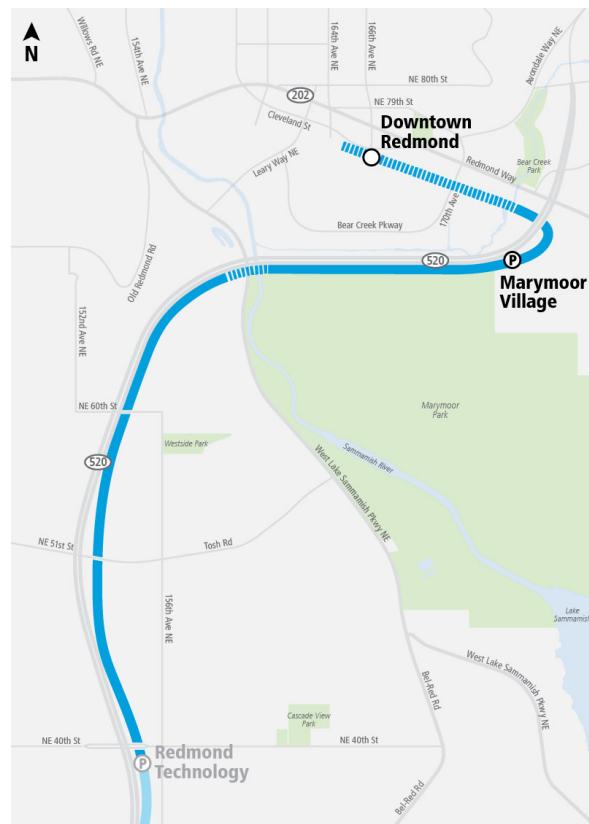
Stations Two Stations: Marymoor Village and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.53 Billion (Baseline October 2018)

Schedule Baseline Revenue Service: December 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Track complete and survey in review. One segment of track ready to submit as-builts.
- Downtown Redmond Station and garage finish work (interior and exterior) is underway and continues (DTS brick work and Garage skin system).
- All 7 prefabricated systems buildings (3xTPSS, 2xSignal, and 1xcommunication bungalow) have arrived and six have been placed.
- Installation of Overhead Catenary System (OCS) poles, cantilever installation and Wire pulling ongoing.
- Paving 70th St in front of the garage has started. Expect to shift traffic to new pavement soon to allow further road work to continue.
- Working with WSDOT towards agreement on outstanding drainage O&M items.

Closely Monitored Issues

- Garage concrete quality issues/repairs. Managing proper repairs that don't impact continued work. Repair work is underway.
- Moving System Integration Testing start date as an opportunity to improve confidence in the schedule.
- PSE is working through their delay to provide service connection at TPSS E28.
- Ductbank construction progress on elevated structures.

Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown Redmond Link Extension (DRLE) in 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. This project has now been baselined and the baseline budget has been incorporated into the tables below. The first table below summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS), while the second table is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date increased from \$889.2M to \$896.9M.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$77.00 | \$77.00 | \$29.60 | \$29.04 | \$77.00 | \$0.00 |
| Preliminary Engineering | \$23.00 | \$23.00 | \$19.53 | \$19.44 | \$23.00 | \$0.00 |
| Final Design | \$4.50 | \$4.50 | \$1.63 | \$1.51 | \$4.50 | \$0.00 |
| Construction Services | \$58.00 | \$63.60 | \$49.62 | \$40.31 | \$63.60 | \$0.00 |
| Third Party Agreements | \$17.00 | \$17.00 | \$10.72 | \$8.92 | \$17.00 | \$0.00 |
| Construction | \$1,151.50 | \$1,145.90 | \$807.40 | \$687.34 | \$1,145.90 | \$0.00 |
| ROW | \$199.00 | \$199.00 | \$111.42 | \$110.34 | \$199.00 | \$0.00 |
| Total | \$1,530.00 | \$1,530.00 | \$1,029.92 | \$896.90 | \$1,530.00 | \$0.00 |

Cost Summary by SCC

| SCC Element | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|-------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track | \$332.40 | \$332.40 | \$248.48 | \$220.77 | \$462.90 | \$130.50 |
| 20 Stations | \$261.90 | \$261.90 | \$197.35 | \$162.53 | \$196.90 | (\$65.00) |
| 30 Support Facilities | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| 40 Sitework & Special Conditions | \$287.00 | \$288.10 | \$208.52 | \$166.44 | \$239.80 | (\$48.30) |
| 50 Systems | \$108.60 | \$103.20 | \$73.38 | \$60.70 | \$82.20 | (\$21.00) |
| Construction Subtotal (10 - 50) | \$989.90 | \$985.60 | \$727.73 | \$610.44 | \$981.80 | (\$3.80) |
| 60 Row, Land | \$168.50 | \$168.50 | \$111.42 | \$110.35 | \$168.50 | \$0.00 |
| 70 Vehicles (Non-Revenue) | \$4.10 | \$4.10 | \$2.84 | \$0.40 | \$4.10 | \$0.00 |
| 80 Professional Services | \$289.30 | \$293.60 | \$187.93 | \$175.71 | \$297.40 | \$3.80 |
| 90 Unallocated Contingency | \$78.20 | \$78.20 | \$0.00 | \$0.00 | \$78.20 | \$0.00 |
| Total (10 - 90) | \$1,530.00 | \$1,530.00 | \$1,029.92 | \$896.90 | \$1,530.00 | \$0.00 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Link Light Rail

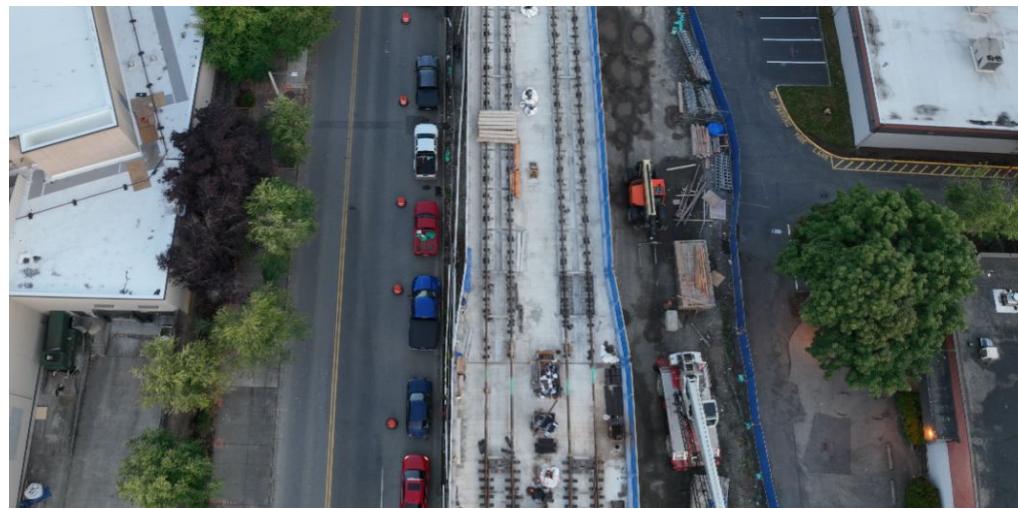
Downtown Redmond Link Extension



Risk Management

The following are the current top risk areas that may impact project cost and schedule:

- **Organizational Capacity:** Opening three other major light rail extensions in 2024 - 2025, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified operating labor.
- **Late Design Changes During Construction:** Owner directed changes including passenger experience, safety, security, and upgrading of electronics to latest and greatest.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities and power service, delay in Safety and Security certification.
- **External:** Material and services cost escalation.
- **Schedule:** Schedule revision is underway; future reports will show a new approved service and the schedule contingency will be measured against the new date.



Artist Rendering of Downtown Redmond (above) and Bird's-eye View Current Progress (below)

Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency balance changed to \$229.5 M, which decreased by around \$0.5M compared to previous period. The current contingency utilization is performing positively against the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. No Change on DA this period. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. AC balance decreased from \$148.6M to \$148.5M this period due executed construction change orders.

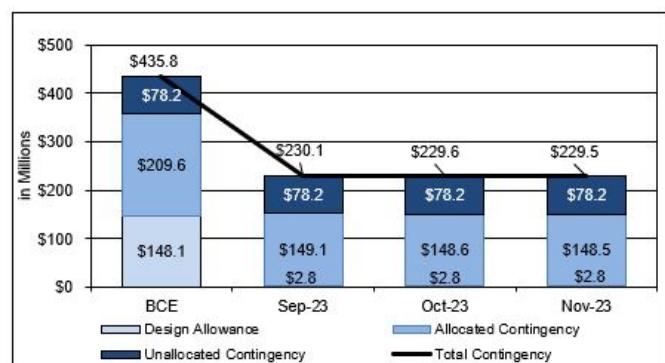
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and remains at \$78.2M.

Contingency Status

| Contingency Type | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Amount Remaining | % of Work Remaining |
| Design Allowance | \$148.1 | 9.7% | \$2.8 | 0.4% |
| Allocated Contingency | \$209.6 | 13.7% | \$148.5 | 23.5% |
| Unallocated Contingency | \$78.2 | 5.1% | \$78.2 | 12.4% |
| Total | \$435.8 | 28.5% | \$229.5 | 36.3% |

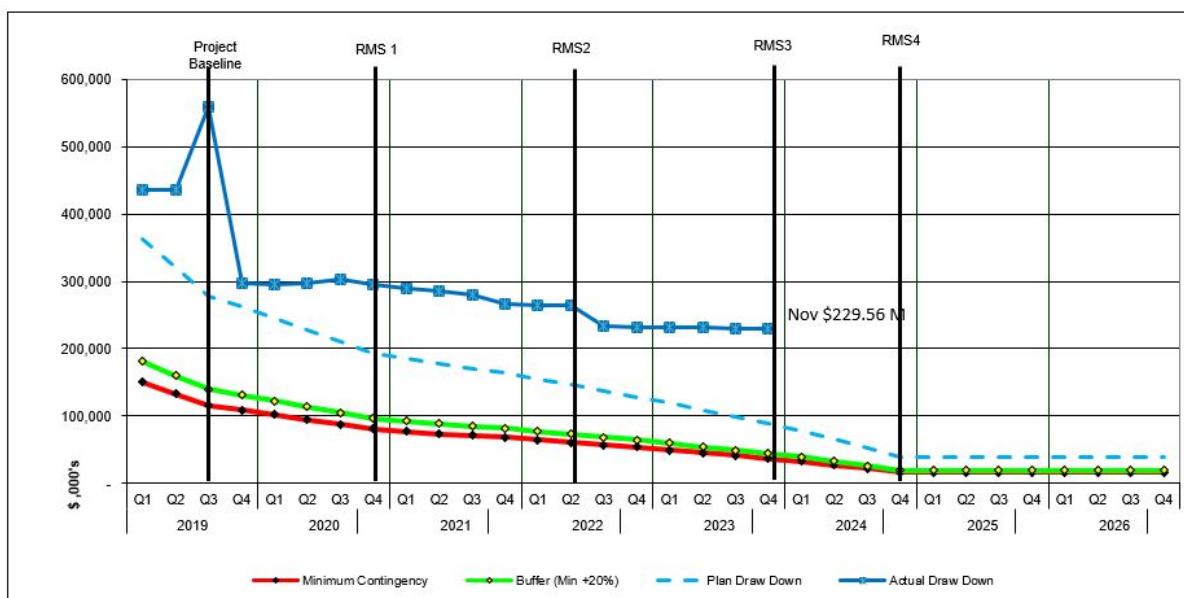
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project's total contingency drawdown trends better than planned and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



Contingency Drawdown as of November 30, 2023

Link Light Rail

Downtown Redmond Link Extension



Project Schedule

Weighted percent complete of the R200 contract is estimated at 82.3%.

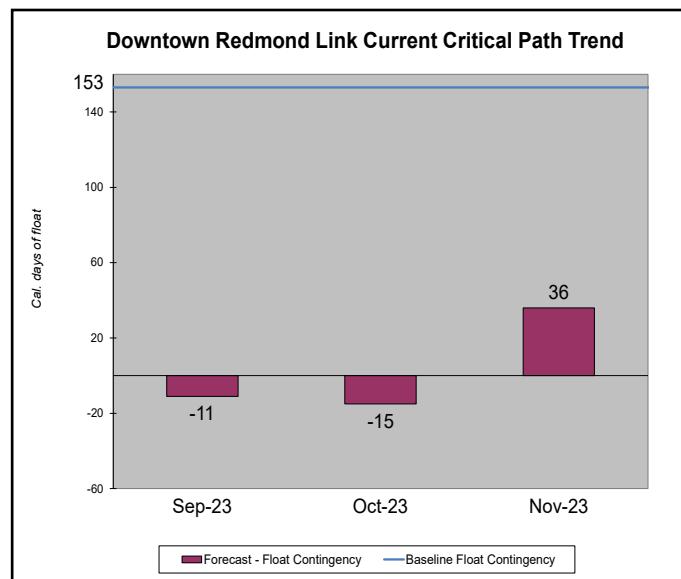
The November schedule update is shown below. The contractor continued roadway and ramp restoration work at the NE 51st cut & cover and roadway modifications at 70th St; OCS wire runs throughout the alignment; communications and electrical rooms buildout at Marymoor Village Garage and Downtown Redmond Station; and structure work at Downtown Redmond Station.

| Activity Name | Start | Finish | 2024 | | | |
|--|-------------|-------------|------|----|----|----|
| | | | 2024 | | | |
| | | | Q1 | Q2 | Q3 | Q4 |
| Downtown Redmond Link Extension - Construction | 09-Sep-19 A | 31-Dec-24 | | | | |
| R200 - Downtown Redmond Link Extension - Design-Build Contract | 09-Sep-19 A | 25-Nov-24 | | | | |
| CONTRACT MILESTONES & STARTUP | 09-Sep-19 A | 25-Nov-24 | | | | |
| NTP (9/9/19) | 09-Sep-19 A | | | | | |
| MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS | | 27-Aug-24* | | | | ◆ |
| MS-2 Acceptance of All Work - Ready to Revenue Service (8/19/24) PLUS 5 MONTHS | | 25-Nov-24* | | | | ◆ |
| OWNER FLOAT & PRE-REVENUE OPERATIONS | 04-Apr-24 | 25-Nov-24 | | | | |
| UNUSUALLY SEVERE WEATHER | 28-Jun-21 A | 29-Nov-22 A | | | | |
| GENERAL CONDITIONS | 09-Sep-19 A | 30-Aug-24 | | | | |
| RIGHT OF WAY and EARLY WORK/EXPLORATORY | 09-Sep-19 A | 12-Jul-22 A | | | | |
| PRE-CONSTRUCTION | 09-Sep-19 A | 02-Sep-21 A | | | | |
| ALL CONSTRUCTION ACTIVITIES | 01-Jul-20 A | 12-Aug-24 | | | | |
| OFF GUIDEWAY ROADWORK and RESTORATION | 01-Sep-20 A | 12-Aug-24 | | | | |
| GUIDEWAY - ESTABLISH CORRIDOR | 01-Jul-20 A | 24-Jun-24 | | | | |
| LINEAR GUIDEWAY WORK | 07-Jan-22 A | 25-Jun-24 | | | | |
| OCC | 03-Sep-21 A | 15-Apr-24 | | | | |
| PUNCHLIST | 26-Jun-24 | 24-Aug-24 | | | | |
| TESTING INTEGRATION / REVENUE SERVICES | 09-Dec-22 A | 31-May-24 | | | | |
| CLOSEOUT | 18-Jul-23 A | 27-Oct-24 | | | | |
| COMMISSIONING | 01-Feb-23 A | 03-Sep-24 | | | | |
| SAFETY & SECURITY CERTIFICATION | 03-Jul-20 A | 25-Nov-24 | | | | |
| Downtown Redmond Link Extension - Rail Activation | 28-Mar-22 A | 31-Dec-24 | | | | |
| SIT - System Integrated Testing | 04-Apr-24 | 14-Jul-24 | | | | |
| SSCRS - Safety and Security Certification | 28-Mar-22 A | 10-Nov-24 | | | | |
| Pre-Revenue Service | 27-Aug-24 | 25-Nov-24 | | | | |
| Operations Walk Thru - Entire Alignment | 27-Aug-24 | 26-Sep-24 | | | | |
| Operator Qualification - Certify Operators/Rail Supervisors on New Territory | 27-Aug-24 | 11-Oct-24 | | | | |
| Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures | 11-Oct-24 | 25-Nov-24 | | | | |
| Project Float Contingency | 25-Nov-24 | 31-Dec-24 | | | | |
| Revenue Service | 31-Dec-24 | 31-Dec-24 | | | | |
| Revenue Service Date (Baseline 31-Dec-24) | | 31-Dec-24* | | | | |

Project Float

DRLE was baselined with 153 days of project float. Current float projection is 36 days, due to a mitigation effort performed by the contractor to accelerate systems work in order to start System Integration Testing earlier and provide more time to address risks ahead of pre-revenue service.

As a result of 2022's program-wide risk assessment, a new target for opening of DRLE is under consideration. Project and programmatic QRAs were conducted in Q2/Q3 2023 that will further inform a revised Revenue Service Date.



Link Light Rail

Downtown Redmond Link Extension



Critical Path Analysis

The critical path for R200 currently runs through the structure at Downtown Redmond Station and commissioning of vertical transport systems, followed by System Integration Testing and closeout.

| Activity Name | Start | Finish | 2024 | | | | | |
|--|-------------|------------|------|----|----|----|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 |
| Downtown Redmond Link Extension - D-B Contract | 28-Jul-23 A | 27-Aug-24 | | | | | | |
| R200 - Downtown Redmond Link Extension - Design-Build Contract | 28-Jul-23 A | 27-Aug-24 | | | | | | |
| CONTRACT MILESTONES & STARTUP | 04-Apr-24 | 27-Aug-24 | | | | | | |
| ALL CONSTRUCTION ACTIVITIES | 28-Jul-23 A | 15-Apr-24 | | | | | | |
| GUIDEWAY - ESTABLISH CORRIDOR | 05-Oct-23 A | 15-Apr-24 | | | | | | |
| Downtown Redmond Station Construction (HP) | 05-Oct-23 A | 15-Apr-24 | | | | | | |
| LINEAR GUIDEWAY WORK | 28-Jul-23 A | 04-Apr-24 | | | | | | |
| TRACK | 28-Jul-23 A | 01-Dec-23 | | | | | | |
| MEC | 01-Dec-23 | 04-Apr-24 | | | | | | |
| COMMISSIONING | 02-Apr-24 | 13-Jul-24 | | | | | | |
| Downtown Redmond Link Extension - Rail Activation | 27-Aug-24 | 31-Dec-24 | | | | | | |
| Downtown Redmond Link Extension - Rail Activation | 27-Aug-24 | 31-Dec-24 | | | | | | |
| T20 - Transition To Operations | 27-Aug-24 | 27-Aug-24 | | | | | | |
| Project Delivery - Milestones/O&M/Spare Parts/Training/Warranties | 27-Aug-24 | 27-Aug-24 | | | | | | |
| Contract Milestones | 27-Aug-24 | 27-Aug-24 | | | | | | |
| Pre-Revenue Service | 27-Aug-24 | 25-Nov-24 | | | | | | |
| Operator Qualification - Certify Operators/Rail Supervisors on New Territory | 27-Aug-24 | 11-Oct-24 | | | | | | |
| Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures | 11-Oct-24 | 25-Nov-24 | | | | | | |
| Project Float Contingency | 25-Nov-24 | 31-Dec-24 | | | | | | |
| Revenue Service - Float | 25-Nov-24 | 31-Dec-24 | | | | | | |
| Revenue Service | 31-Dec-24 | 31-Dec-24 | | | | | | |
| Revenue Service Date (Baseline 31-Dec-24) | | 31-Dec-24* | | | | | | |

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent easements, and temporary construction easements) and non-compensable rights (e.g., rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

| Downtown Redmond Link Extension Property Acquisition Status* | | | | | |
|--|-----------------|---------------------|-------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date* | Relocations Required | Relocations Completed to date |
| 84 | 94 | 66 | 83 | 1579 | 1579 |

*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of DRLE this includes relocation of storage units by impacted individuals.

Community Engagement

- Ongoing coordination with homeowners in Segment 1B regarding backyard restorations. As of early September, all landscaping has been completed. Continued work with contractors for final restoration including monitoring plant health and installing fences between properties.
- Responded to multiple complaints about roadway striping on Redmond Way.
- Responded to complaints about nighttime work on NE 70th Street.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The variance in the utilization of consultants is due to the design-build project management team being prudently mobilized. The variance on ST Staff is due to lower than anticipated staff cross charges. Overtime, the variance should trend closer to plan.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|------------|
| ST Staff | 29.7 | 24.0 | 5.7 |
| Consultants | 26.7 | 24.6 | 2.2 |
| TOTAL | 56.4 | 48.6 | 7.8 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No Action this Period | |

Link Light Rail

Downtown Redmond Link Extension



Construction Safety

| Data/ Measure | November 2023 | Year to Date | Project to Date |
|---|---------------|--------------|-----------------|
| Recordable Injury/Illness Cases | 0 | 7 | 27 |
| Days Away From Work Cases | 0 | 1 | 3 |
| Total Days Away From Work | 0 | 12 | 89 |
| First Aid Cases | 1 | 35 | 114 |
| Reported Near Mishaps | 2 | 16 | 40 |
| Average Number of Employees on Worksite | 500 | - | - |
| Total # of Hours (GC & Subs) | 45,000 | 639,436 | 1,763,004 |
| OSHA Incident Rates | Month | Year to Date | Project to Date |
| Recordable Injury Rate | 0.00 | 2.19 | 3.06 |
| LTI Rate | 0.00 | 0.31 | 0.34 |
| Recordable National Average | 2.50 | | |
| LTI National Average | 1.10 | | |
| Recordable WA State Average | 4.40 | | |
| LTI WA State Average | 2.00 | | |

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract R200 - DRLE Design Build

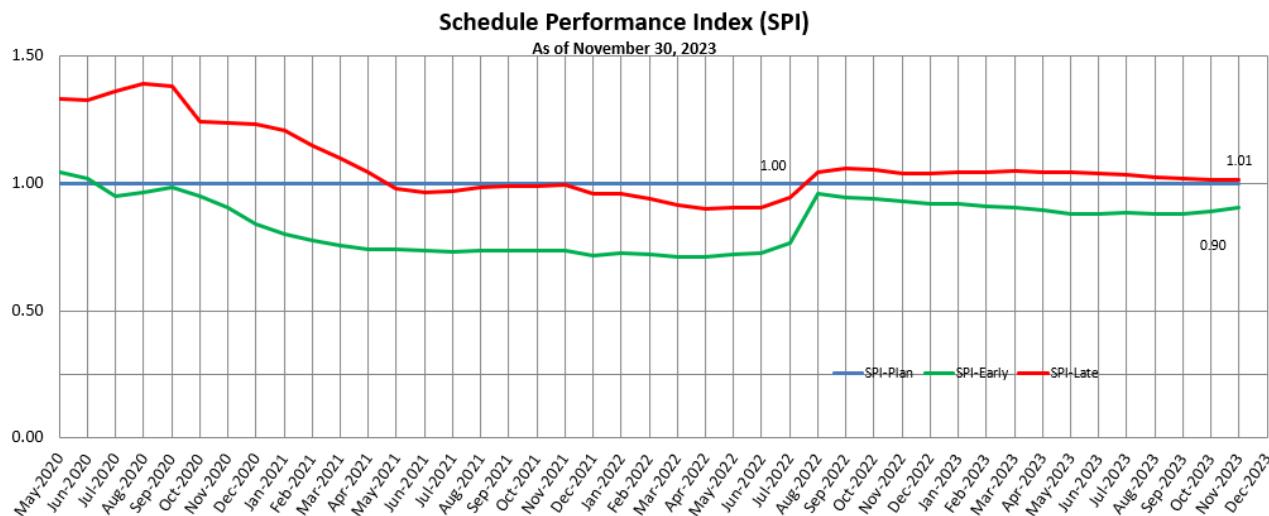
Current Progress

Construction:

- Cut and Cover Construction: Continue to grade undercrossing and plaza, preparation for forming seat walls and WSDOT concrete barrier construction is ongoing at 40th to 51st Street. Regulating OCS wiring and innerduct installation is ongoing at 51st to 60th Street. Guideway landscaping and assembly of cantilevers is ongoing at 60th C&C and UTB area.
- Sammamish River to Marymoor Station: Restoration of area underneath Structure A is ongoing.
- Marymoor Village Station and Garage: Metal panel installation at canopy soffit and platform end slab construction is ongoing. MEPF work in progress on garage levels 1-2. Painting and teal for skylight canopy are ongoing on garage level 1. Communications work on garage levels 2-5. Photovoltaic panel installation on garage level 6. Garage cable barriers work is ongoing. Exterior architectural metal panel installation is ongoing.
- SR-520/SR-202 Interchange: Emergency guard rail on the trackway and innerduct installation is ongoing.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B work ongoing.
- Downtown Redmond Station: Installation of infiltration gallery, underground drainage piping installation, and MEP installation at West Tail Track Buildings is ongoing. MEPF installation of overhead hanging supports and fire suppression rough-in at Plaza level is ongoing at East Station Entry. Overhead MEPF and MEP rough-in for KCM restroom facilities is ongoing at West Station Entry. Erection of canopy structural steel work and overhead MEPF rough-in work at canopies is ongoing at Station Platform Level.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.90 and the late SPI is at 1.01 for this period. The early SPI for November 2023 is lower than projected. The contractor's performance is lagging the baseline due to delays to garage build-out of Communications/electrical/UPS/mechanical rooms, and overhead mechanical electrical and piping rough-in. The early SPI is also impacted by delays to the Downtown Redmond Station structural steel erection and exterior enclosure as well as delay to roadway restoration throughout the project and labor resource availability. The delivery of traction power and train signal equipment to the site negatively impacted the early SPI. Overall, the late SPI continues to maintain on-time completion.



Next Period's Activities

- RTS to Marymoor: Continue to grade undercrossing and plaza, install compression seal in 51st bridge deck, landscape on the south side of guideway, install guideway fence, install innerduct, assemble cantilevers, restore area underneath Structure A and install fence fabric.
- Marymoor Garage: Continue glazing on SW Beacon, tension mesh installation, beacon drywall installation, MEPF rough in, painting, Comm room work, photovoltaic panel installation and stair fireproofing.
- Bear Creek to Downtown Redmond: Continue to dry finish superstructure and pig seal concrete throughout.
- Downtown Redmond Station: Continue infiltration gallery, underground drainage pipe and MEPF installation as well as structural steel work.

Closely Monitored Issues

- Station progress – ramping up activities, sustaining progress and coordination of several subcontractors work.
- System progress – civil readiness and system ramp up and production.
- Submittals: continue to work with the Design-Builder to improve the timing and turn-around of submittals.
- Ductbank construction progress on elevate structures.

Cost Summary

| Present Financial Status | Amount |
|---|----------------|
| R200 Contractor – Stacy Witbeck Kuney, a Joint Venture | |
| Original Contract Value | \$ 719,936,000 |
| *Change Order Value | \$ 57,989,545 |
| Current Contract Value | \$ 777,925,545 |
| Total Actual Cost (Incurred to Date) | \$ 677,633,526 |
| Percent Complete | 82.3% |
| Alternative Concept Allowance | \$ 29,810,592 |
| Authorized Contingency | \$ 93,116,008 |
| *Contingency Drawdown | \$ 57,989,545 |
| **Contingency Index | 1.59 |

*Excludes Betterments **Excludes Betterments & ACA



Duct Bank Installation at Downtown Redmond Station

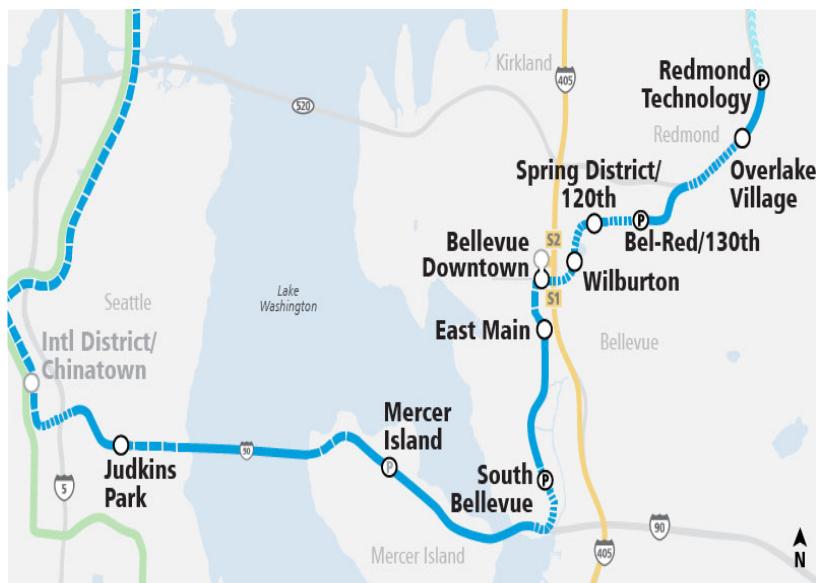
Link Light Rail East Link Extension



Project Summary

Scope

| | |
|------------------|--|
| Limits | Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond. |
| Alignment | East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond. |
| Stations | Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS). |
| Systems | Signals, traction electrification, and communications (SCADA). |
| Phase | Construction |
| Budget | \$3.68 Billion (Baseline April 2015) |
| Schedule | Baseline Revenue Service: June 2023 Revised Revenue Service: ELSL: RTS to South Bellevue Spring 2024 (Pending approval) ELE: South Bellevue to International District Station Fall 2025 (Pending approval) |



Map of East Link Extension Alignment

Key Project Activities

- Seattle to South Bellevue (E130):** Advanced non-conforming track plinth build-back and placement from IDS to East Channel Bridge, including completion of nylon insert replacement; ongoing survey verification of floating bridge deck elevations; continued punch list and commissioning activities at Mercer Island and Judkins Park Stations.
- Mercer Island Transit Integration (E135):** Ongoing punch list and landscape maintenance activities; continued close-out activities.
- South Bellevue (E320):** Ongoing landscape maintenance and landscape preparations for winter; completion of NCR trackwork geometry remediation; Independent follow-on contractor continues to progress tile rework.
- Downtown Bellevue to Spring District (E335):** Project acceptance and substantial completion issued on August 23, 2023. Final fire alarm inspections are scheduled for December 1, 2023 at Bellevue Downtown Station. Continued site wide change notice work, landscaping maintenance and site cleaning.
- Bel-Red (E340):** The project has reached Acceptance of all work (Milestone 4) and settlement agreement executed and paid. The project is officially in closeout and working on issuing Final Acceptance.
- SR520 to Redmond Technology Station (E360):** Substantial completion achieved on August 30, 2023. Certificate of Occupancy for RT Garage granted September 7, 2023, for RT Station on September 28, 2023, and for Overlake Village Station on October 23, 2023. RT Garage opened to public parking on October 30, 2023. ST management continues to work on closing out commercial items.
- Systems (E750):** Continued submittals and close out materials are being produced for safety certification for the East Link Starter Line (ELSL). Progressed communication installations on end-to end East Link; Performed level 2 testing, SIT testing for communication and signaling equipment. Integrated test reports are being submitted by the Contractor and being reviewed by the Construction Management Consultant (CMC) for final acceptance for ELSL portion of the project.

Link Light Rail

East Link Extension



Closely Monitored Issues

- Late discovery of contractor quality issues. E130 track plinths demolition/reconstruction, nylon inserts replacement, and previous rebar and post-tensioned cable strikes is currently the biggest schedule and cost impact.
- Sound Transit is proceeding with an option to open the Bellevue to Redmond section as the East Link Starter Line (ELSL) in Spring 2024. The ST board has decided to proceed with opening the Starter Line for revenue service.
- Design corrections, scope additions, contractor performance issues and passenger information management system (PIMS).
- Thefts of installed elements along the project alignment.
- Significant Contractor claims on E130 and E750 remain; Settlement agreements have been reached on E320, E335, E340, and tentatively on E360.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight “blind spots”.
- Operational readiness - operational capacity to support transition from construction and then to operate and maintain Link.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The Estimated Final Cost (EFC) remains the same at approximately \$3.68B. This period's estimated expenditure came in at about \$4.9M, bringing the total expenditure to date to around \$3.35B. Project commitment is now at approximately \$3.43B with all major construction contracts in place or near completion.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$186.2 | \$186.2 | \$144.4 | \$143.4 | \$186.2 | \$0.0 |
| Preliminary Engineering | \$55.9 | \$54.8 | \$54.8 | \$54.8 | \$54.8 | \$0.0 |
| Final Design | \$283.0 | \$268.9 | \$256.9 | \$253.7 | \$268.9 | \$0.0 |
| Construction Services | \$257.5 | \$277.2 | \$264.3 | \$253.1 | \$277.2 | \$0.0 |
| 3rd Party Agreements | \$52.2 | \$49.7 | \$41.4 | \$38.5 | \$49.6 | \$0.0 |
| Construction | \$2,544.3 | \$2,551.9 | \$2,399.8 | \$2,327.7 | \$2,551.9 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$298.2 | \$288.5 | \$281.2 | \$280.1 | \$288.5 | \$0.0 |
| Total | \$3,677.2 | \$3,677.2 | \$3,442.7 | \$3,351.3 | \$3,677.2 | \$0.0 |

Cost Summary by SCC

| SCC Element | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track | \$744.6 | \$941.5 | \$950.7 | \$943.4 | \$970.7 | (\$29.2) |
| 20 Stations | \$397.7 | \$467.1 | \$479.1 | \$467.7 | \$483.9 | (\$16.8) |
| 30 Support Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 40 Sitework & Special Conditions | \$808.5 | \$626.8 | \$542.5 | \$524.1 | \$573.5 | \$53.3 |
| 50 Systems | \$353.8 | \$421.0 | \$374.9 | \$345.4 | \$427.6 | (\$6.6) |
| Construction Subtotal (10 - 50) | \$2,304.6 | \$2,456.4 | \$2,347.3 | \$2,280.6 | \$2,455.7 | \$0.7 |
| 60 ROW, Land | \$288.5 | \$278.5 | \$281.2 | \$280.1 | \$278.5 | \$0.0 |
| 70 Vehicles (non-revenue) | \$2.8 | \$2.8 | \$1.0 | \$1.0 | \$2.8 | \$0.0 |
| 80 Professional Services | \$898.4 | \$889.5 | \$813.3 | \$789.6 | \$890.2 | (\$0.7) |
| 90 Unallocated Contingency | \$182.9 | \$50.0 | \$0.0 | \$0.0 | \$50.0 | (\$0.0) |
| Total (10 - 90) | \$3,677.2 | \$3,677.2 | \$3,442.7 | \$3,351.3 | \$3,677.2 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks areas that may impact project cost and schedules:

- Construction Claims: There are significant construction contractor claims on E130, and E750. Settlement agreements have been reached on E320, E335, and E340. A tentative settlement agreement with the E360 contractor is being finalized and progressing a partial settlement with E750 for at least the South Bellevue to Redmond Technology segment.
- Late Discovery of Contractor Quality Issues: Non-conforming DF plinth reconstruction, and nylon insert replacement on E130 is the most significant schedule and cost impact on the project schedule. The contractor has significantly increased production and is estimating completion of the nylon insert replacement before end of 2023. DF plinth build back continues to slip, and we are entering the winter work window, which could delay further. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- Operational Readiness: Availability of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. There will be enough resources to staff the ELSL. ST and KCM continue to monitor hiring closely.
- Design and Construction Changes: ST requested design changes related to operations, safety, and security; additional scope items required for new safety and/or operating requirements from both internal and third parties; Completing all remaining construction items prior to start of simulated service in January 2024.



Live wire testing of LRV in the Bellevue segment of East Link

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$178.1M (previously \$184.9). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA balance is \$0.4M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency show a net decrease of \$1.8M largely attributed transfer from UAC.

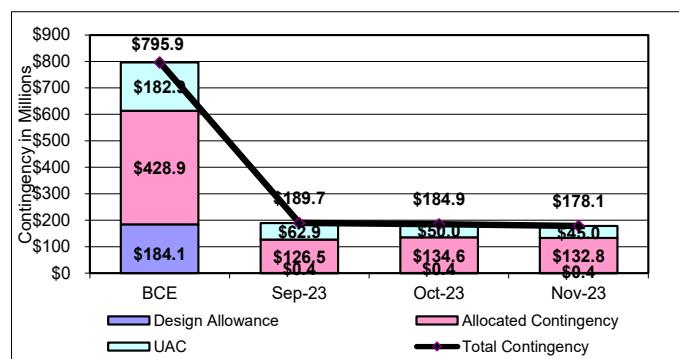
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased by \$5M; allocation to follow on contractor scope in preparation for unanticipated phase opening needs.

Contingency Status

| Contingency Type | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Amount Remaining | % of Work Remaining |
| Design Allowance | \$184.1 | 5.0% | \$0.4 | 0.1% |
| Allocated Contingency | \$428.9 | 11.7% | \$132.8 | 40.7% |
| Unallocated Contingency | \$182.9 | 5.0% | \$45.0 | 13.8% |
| Total | \$795.9 | 21.6% | \$178.1 | 54.6% |

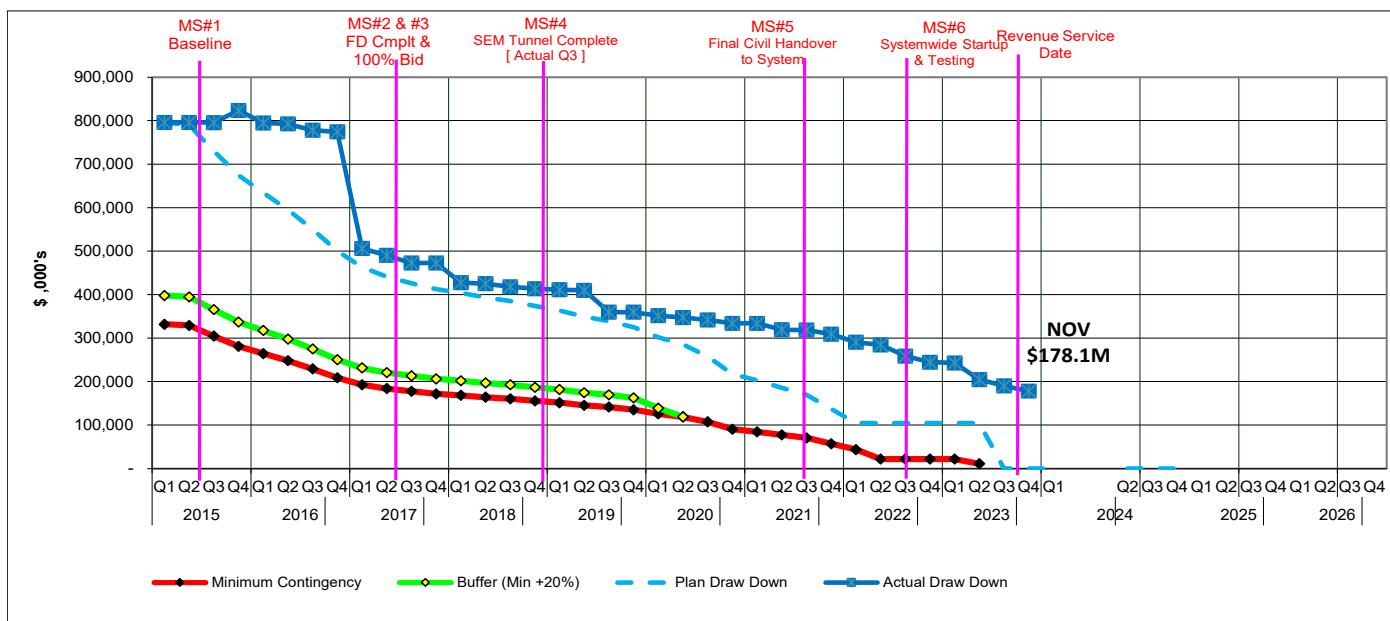
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$178.1M (previously \$184.9M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of November recorded a net decrease of \$6.8M.



Contingency Drawdown as of November 30, 2023

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.33%.

E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

E320 and E360 have achieved Substantial completion and are working toward Acceptance.

E330, E335, and E340 have achieved Acceptance or Final Acceptance.

E750 continued system integration testing between South Bellevue and Redmond Technology Stations.

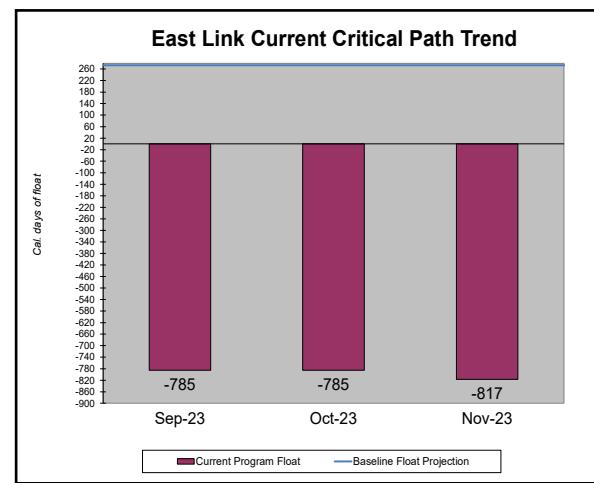
In August 2023, the Sound Transit Board voted to proceed with opening the portion of the alignment between South Bellevue Station and Redmond Technology Station early. This ELSL transitioned to the pre-revenue phase on November 1, and is planned to open for Revenue Service Spring 2024. There are some remaining construction items being completed under follow-on contracts that will extend through January.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | |
|--|-------------|-------------|------|----|----|----|------|----|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| Sound Transit | | | | | | | | | | |
| Sound Transit 2 | 10-Mar-17 A | 25-Sep-25 | | | | | | | | |
| East Corridor | 10-Mar-17 A | 25-Sep-25 | | | | | | | | |
| LRT Extension - East | 10-Mar-17 A | 25-Sep-25 | | | | | | | | |
| East Link | 10-Mar-17 A | 25-Sep-25 | | | | | | | | |
| East Link Construction | 10-Mar-17 A | 25-Sep-25 | | | | | | | | |
| EL 130 - Seattle to I-90 Overpass (GC/CM) | 10-Mar-17 A | 31-Aug-24 | | | | | | | | |
| EL 750 - Systems | 12-Jun-17 A | 29-Mar-25 | | | | | | | | |
| ELRACT - East Link Rail Activation/System Integration/Project Closeout | 09-Jan-24 | 25-Sep-25 | | | | | | | | |
| East Link Rail Activation | 09-Jan-24 | 25-Sep-25 | | | | | | | | |
| System Integration Testing | 09-Jan-24 | 28-Jan-25 | | | | | | | | |
| Pre-Revenue Service | 29-Mar-25 | 24-Sep-25 | | | | | | | | |
| ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures | 29-Mar-25 | 26-Jun-25 | | | | | | | | |
| ELE - Simulate Pre-Revenue Operating Schedule | 27-Jun-25 | 24-Sep-25 | | | | | | | | |
| Project Float Contingency | 25-Sep-25 | 25-Sep-25 | | | | | | | | |
| Revenue Service | 25-Sep-25 | 25-Sep-25 | | | | | | | | |
| ELE - Revenue Service (Baseline June 30, 2023) | | 25-Sep-25* | | | | | | | | |
| East Link Starter Line - Rail Activation | 01-Nov-23 A | 23-Mar-24 | | | | | | | | |
| East Link Starter Line Rail Activation | 01-Nov-23 A | 23-Mar-24 | | | | | | | | |
| Pre-Revenue Service | 01-Nov-23 A | 03-Mar-24 | | | | | | | | |
| ELSL - LCC/Trainer Familiarization | 01-Nov-23 A | 03-Nov-23 A | | | | | | | | |
| ELSL - Operator Qualification- Certify Operators/Rail Supervisors on New Territory | 01-Nov-23 A | 15-Dec-23 | | | | | | | | |
| ELSL - Simulate Pre-Revenue Operating Schedule | 22-Jan-24 | 03-Mar-24 | | | | | | | | |
| Pre-Revenue Detail | 01-Nov-23 A | 03-Mar-24 | | | | | | | | |
| Project Float Contingency | 19-Mar-24 | 23-Mar-24 | | | | | | | | |
| ELSL - Opening Day Readiness | | 19-Mar-24 | | | | | | | | |
| ELSL - Revenue Service Window | 20-Mar-24 | 23-Mar-24 | | | | | | | | |
| Revenue Service | 23-Mar-24 | 23-Mar-24 | | | | | | | | |
| ELSL - Forecasted In-Service Date | | 23-Mar-24* | | | | | | | | |

Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 817 days behind the target Revenue Service Date of June 30, 2023. Although the E130 contractor is generally meeting its anticipated production rates for plinth reconstruction, quality issues continue to impact the schedule; however, the forecast is still within the expected range for completion based on internal estimates.

As presented to the Sound Transit Board in December 2022, timing and sequencing for multiple project openings has been revised following the program-wide risk assessment, with a new target for East Link opening set for Fall 2025. As part of this assessment, it was determined that the pre-revenue period should be increased from 3 to 6 months.



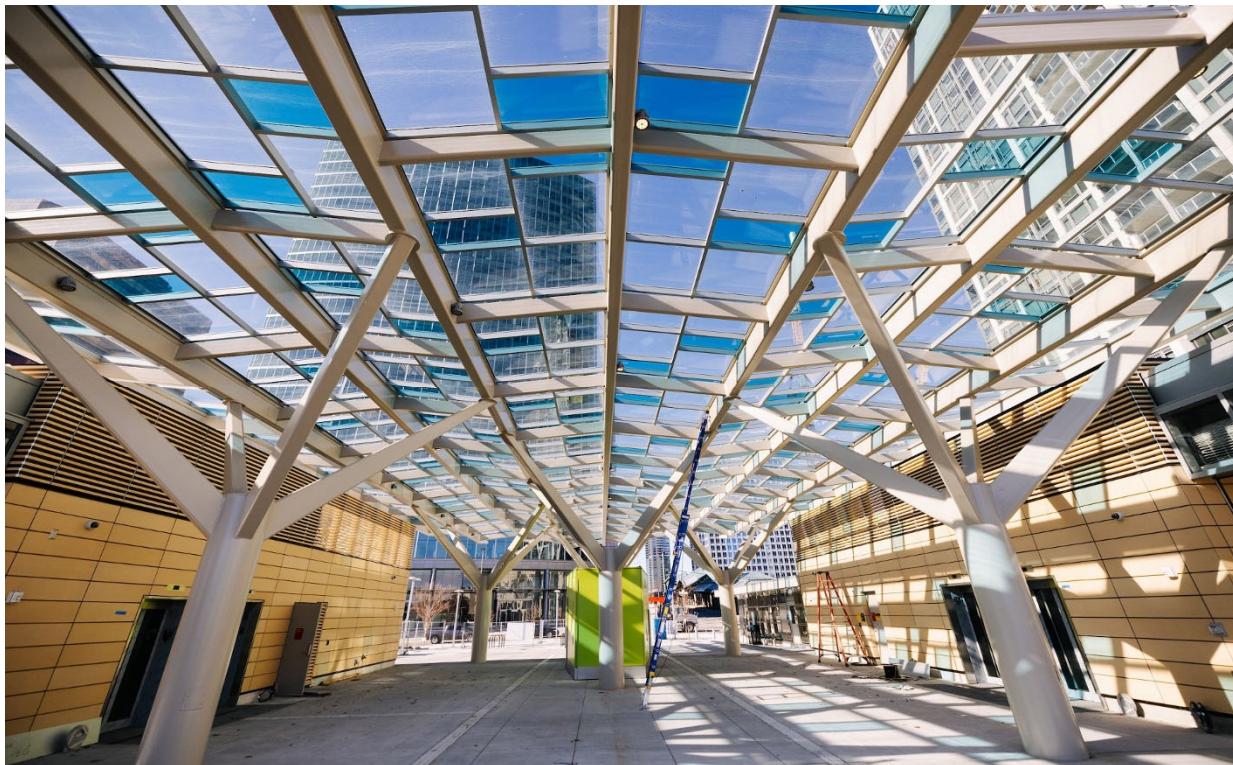
Link Light Rail East Link Extension



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130, and subsequently E750 access to complete OCS and signal installation and systems integration testing. A November update for the E130 contract has not yet been submitted; however, the critical path is unlikely to shift at this time.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | |
|--|-------------|------------|------|----|----|----|------|----|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 |
| EL 130 - Seattle to I-90 Overpass (GC/CM) | 01-Nov-23 | 02-Aug-24 | | | | | | | | |
| E130 Construction | 01-Nov-23 | 02-Aug-24 | | | | | | | | |
| Milestones | 02-Aug-24 | 02-Aug-24 | | | | | | | | |
| Construction | 01-Nov-23 | 01-Aug-24 | | | | | | | | |
| Structures Retrofit | 18-Jun-24 | 20-Jun-24 | | | | | | | | |
| Trackwork | 01-Nov-23 | 01-Aug-24 | | | | | | | | |
| EL 750 - Systems | 06-Jul-21 A | 28-Mar-25 | | | | | | | | |
| E750 Construction | 06-Jul-21 A | 28-Mar-25 | | | | | | | | |
| E750 Project | 06-Jul-21 A | 28-Mar-25 | | | | | | | | |
| E750 Engineering | 30-Nov-24 | 29-Jan-25 | | | | | | | | |
| E750 Construction | 06-Jul-21 A | 28-Mar-25 | | | | | | | | |
| E750 Milestones | 06-Jul-21 A | 28-Mar-25 | | | | | | | | |
| E750 OCS | 02-Aug-24 | 06-Nov-24 | | | | | | | | |
| E750 Signals | 05-Aug-24 | 04-Nov-24 | | | | | | | | |
| E750 Testing and Commissioning | 10-Oct-24 | 28-Jan-25 | | | | | | | | |
| ELRACT - East Link Rail Activation/System Integration/Project Close out | 29-Mar-25 | 25-Sep-25 | | | | | | | | |
| East Link Rail Activation | 29-Mar-25 | 25-Sep-25 | | | | | | | | |
| Pre-Revenue Service | 29-Mar-25 | 24-Sep-25 | | | | | | | | |
| ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures | 29-Mar-25 | 26-Jun-25 | | | | | | | | |
| ELE - Simulate Pre-Revenue Operating Schedule | 27-Jun-25 | 24-Sep-25 | | | | | | | | |
| Revenue Service | 25-Sep-25 | 25-Sep-25 | | | | | | | | |
| ELE - Revenue Service (Baseline June 30, 2023) | | 25-Sep-25* | | | | | | | | |



E335 Bellevue Downtown Station

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 easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining.

The right-of-way program status for this period is summarized in the following table:

| East Link Extension Acquisition Status | | | | | |
|--|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 239 | 246 | 239 | 239 | 229 | 229 |

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Community Engagement

November's focus included, but not limited to:

- Responded to Mercer Island residents reporting pothole in roundabout and graffiti at park and ride. Project team will make arrangements to patch pothole and send graffiti complaints to Operations Maintenance.
- Notified residents of upcoming work, including extended hours for tile work at South Bellevue.
- Continued outreach on track access on at-grade section, including to neighboring businesses and construction projects.
- Performed ambassador shifts during initial days of pre-revenue testing on 2 Line.
- Continued involvement with 2 Line Activation and Passenger and Community Readiness subcommittee.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning over to Operations will require more labor resources.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|---------------|
| ST Staff | 51.2 | 54.1 | (2.9) |
| Consultants | 101.1 | 124.0 | (22.9) |
| TOTAL | 152.3 | 178.1 | (25.8) |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|--|------------|
| M2023-102 | A motion authorizing the increase of contingency for the Follow-On Package 1 contract with Balfour Beatty Construction LLC dba Howard S. Wright for the East Link Extension project to perform additional follow-on and closeout work, including additional tile repair work, in the amount of \$10,000,000 for a new total authorized contract amount not to exceed \$16,010,460. | 11/09/2023 |

Construction Safety

| Data/Measure | November 2023 | Year to Date | Project to Date |
|--|---------------|--------------|-----------------|
| Recordable Injury/Illness Cases | 0 | 2 | 94 |
| Days Away From Work Cases | 0 | 1 | 16 |
| Total Days Away From Work | 0 | 11 | 1,348 |
| First Aid Cases | 5 | 65 | 436 |
| Reported Near Mishaps | 1 | 12 | 312 |
| Average Number of Employees on Worksite | 291 | - | - |
| Total # of Hours (GC & Subs) | 40,149 | 571,647 | 8,525,391 |
| OSHA Incident Rates | Month | Year to Date | Project to Date |
| Recordable Injury Rate | 0.00 | 0.70 | 2.21 |
| LTI Rate | 0.00 | 0.35 | 0.38 |
| Recordable National Average | 2.50 | | |
| LTI National Average | 1.10 | | |
| Recordable WA State Average | 4.40 | | |
| LTI WA State Average | 2.00 | | |

Major Construction Contract Packages

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

R8A Stage 3A: Modification of HOV Ramp between I-90 and Bellevue Way SE. [Design-bid-build]

Status: Completed and Closed.

E130 Seattle to South Bellevue: International District Station (IDS) modification, retrofit of existing WSDOT structures, I-90 Center Roadway and two light rail stations. [Heavy Civil GC/CM]

Status: See following pages under Contract E130.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Substantial completion achieved. Punch list work remains.

E320 South Bellevue: One (1) Light Rail Station and a Parking Garage at South Bellevue P&R; aerial, at-grade, and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: Substantial Completion on August 29th, 2022. See following pages under Contract E320.

E330 Downtown Bellevue Tunnel: Sequential Earth Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Acceptance Issued on Nov. 17th, 2020.

E335 Downtown Bellevue to Spring District: Four (4) Light Rail Stations; aerial, at-grade, and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: Substantial Completion and Project Acceptance issued August 23, 2023. See following pages under Contract E335.

E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Achieved Acceptance and working on Final Acceptance. See following pages under Contract E340.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: Achieved Substantial Completion on August 30, 2023 and working on Acceptance. See following pages under Contract E360.

E750 Systems: Light rail systems elements, including traction power electrification, overhead catenary system, train signals and communication system. Combined with Northgate Link N830. [Heavy Civil GC/CM].

Status: See following pages under Contract E750.



E130 Seattle to South Bellevue: Installing new nylon inserts, westbound on the floating bridge

Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

Current Progress

- West Segment:** Continued punchlist/commissioning at Judkins Park Station; complete nylon insert replacement; progress Rainier Ave Bridge PT/rebar damage evaluation; ongoing plinth build back & NCR remediation.
- Center Segment:** Ongoing cable/coupon inspections; complete nylon insert replacement; continue survey of bridge deck elevations; plinth build back & NCR remediation.
- East Segment:** Ongoing plinth build back & NCR remediation; complete nylon insert replacement; continue welding, final survey and alignment of track; punchlist at Mercer Island Station.

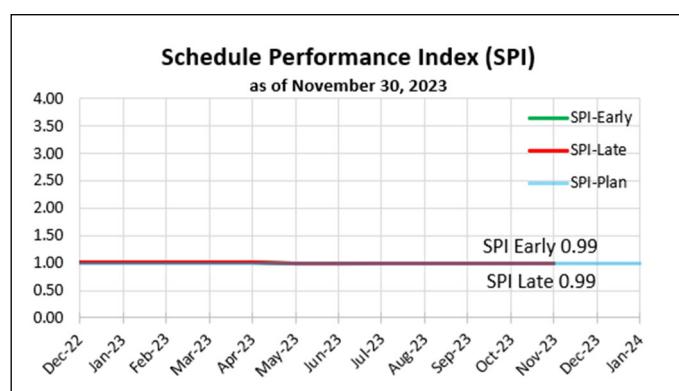
Schedule Summary

The schedule below has been updated through October, as the contractor's November 2023 schedule has not been submitted. Schedule forecasts an August 01, 2024, Substantial Completion date, 155 calendar days later than the contractual milestone date of February 28, 2024. The critical path currently runs through plinth repair on the floating bridge. Production on the plinth rebuild is increasing and it is anticipated the forecast completion date will stabilize over the next few months.

| Activity Name | Start | Finish | 2024 | | | |
|--|-------------|-------------|------|----|----|----|
| | | | Q4 | Q1 | Q2 | Q3 |
| E130 Construction | 10-Mar-17 A | 31-Aug-24 | | | | |
| Milestones | 10-Mar-17 A | 31-Aug-24 | | | | |
| Access Milestones | 10-Mar-17 A | 12-May-17 | | | | |
| 16. Notice to Proceed - Package 1 | 10-Mar-17 A | | | | | |
| 16. Notice To Proceed - Remaining Scope | | 12-May-17 A | | | | |
| Major Project Complete Milestones | 21-Aug-19 A | 31-Aug-24 | | | | |
| 16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20) | | 09-Feb-20 | | | | |
| 16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20) | | 23-Mar-20 | | | | |
| 16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22) | | 22-Mar-24 | | | | |
| 16. MS#04 - Substantial Completion All Work (28-Feb-24) | | 01-Aug-24 | | | | |
| Milestone 1 Interim Dates | 21-Aug-19 A | 31-Aug-24 | | | | |
| Construction | 20-Mar-17 A | 01-Aug-24 | | | | |
| Preliminary Activities | 03-Apr-17 A | 08-Feb-21 | | | | |
| Sitework | 23-Aug-17 A | 13-Jul-20 A | | | | |
| Demolition | 20-Jul-17 A | 07-Dec-23 | | | | |
| Tunnel Modifications | 18-Sep-17 A | 21-Nov-23 | | | | |
| Stations | 31-May-17 A | 01-Dec-23 | | | | |
| OCS Bases/Frames | 02-Apr-18 A | 01-Dec-23 | | | | |
| Civil/Utilities | 05-Jul-17 A | 12-Jun-24 | | | | |
| Electrical | 20-Mar-17 A | 03-Feb-23 | | | | |
| Structures Retrofit | 20-Mar-17 A | 16-Jul-24 | | | | |
| Trackwork | 02-Jan-18 A | 01-Aug-24 | | | | |
| Systems | 26-Jun-17 A | 16-Jun-23 | | | | |
| IDS Modification | 16-Jan-19 A | 07-May-24 | | | | |
| Pioneer Square Station Platform Removal | 03-Apr-21 A | 25-Apr-21 | | | | |

Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently forecast to occur in Q3 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



Next Period's Activities

- West Segment:** Direct fixation plinth reconstruction at D2 elevated structure; punch list, maintenance, commissioning at Judkins Park Station; post tensioning damage assessment at D2 Concrete, Rainier Ave Bridge.
- Center Segment:** Plinth reconstruction on approaches; cathodic protection monitoring.
- East Segment:** Direct fixation plinth reconstruction; punch list, maintenance, commissioning at Mercer Island Station; post tensioning damage assessment.

Closely Monitored Issues

- Direct fixation track plinth reconstruction.
- Testing and commissioning at Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- East Channel Bridge, D2 roadway rebar and post tensioning damage assessment.

E130 Construction Segments



Cost Summary

| Present Financial Status | Amount* |
|--|---------------|
| E130 Contractor - Kiewit-Hoffman | |
| Original Contract Value (<i>incl. Phase 2 MACC</i>) | \$665,000,000 |
| Change Order Value | \$56,550,414 |
| Current Contract Value* | \$719,636,055 |
| Total Actual Cost (Incurred to Date) | \$711,804,548 |
| Percent Complete | 96.7% |
| Authorized Contingency | \$70,660,541 |
| Contingency Drawdown | \$56,550,414 |
| Contingency Index | 1.2 |



Formwork in place for plinth pour back at west approach to floating bridge

* Contract Value excludes Betterments

Contract E320 – South Bellevue – Substantially Complete

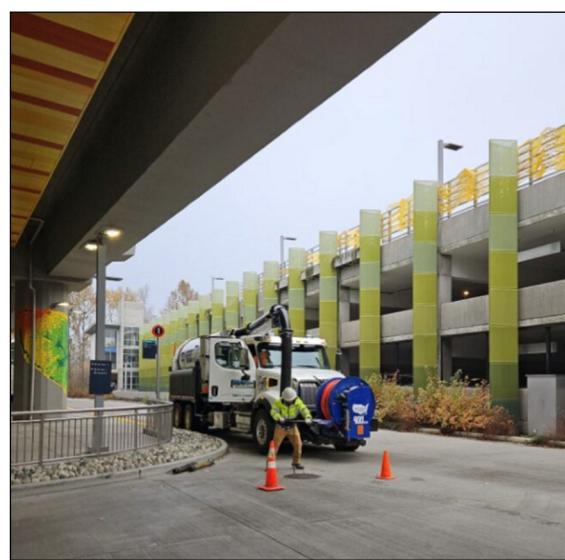
- The E320 Contractor achieved Substantial Completion on August 29, 2022.
- Sound Transit to issue Acceptance upon acceptable completion of remaining punch list landscaping activities and track NCR work; anticipated by December 2023.
- Defective South Bellevue Station platform and mezzanine tile assemblies are being replaced by follow-on contractor.



Cost Summary

| Final Financial Status | Amount |
|---|---------------|
| E320 Contractor - Shimmick / Parsons Joint Venture | |
| Original Contract Value | \$319,859,000 |
| Change Order Value | \$44,571,973 |
| Current Contract Value* | \$364,396,719 |
| Total Actual Cost (Incurred to Date) | \$364,287,731 |
| Percent Complete | 99.9% |
| Authorized Contingency | \$45,532,000 |
| Contingency Drawdown | \$44,571,973 |
| Contingency Index | 1.0 |

*Amount excludes Betterments & START.



Contractor performing storm sewer jetting to remove line-blocking debris at South Bellevue Station

Link Light Rail East Link Extension



Contract E335 – Bellevue to Spring District Heavy Civil GC/CM

The E335 contractor achieved Substantial Completion and Acceptance on August 23, 2023.

Next Period's Activities

- Bellevue Downtown Station (BDS): Final fire alarm inspections are scheduled for December 1, 2023.
- Sitewide continued change notice work, landscape maintenance, and site cleaning.
- Landscape maintenance period ends at the end of December. A Final walk is scheduled for the week of December 11th with the contractor, ST and City of Bellevue staff.
- Revisions to the PA announcement by Wabtec and fire alarm device revisions in the mid-tunnel mezzanine are targeted to occur during the week of December 11, 2023.

Closely Monitored Issues

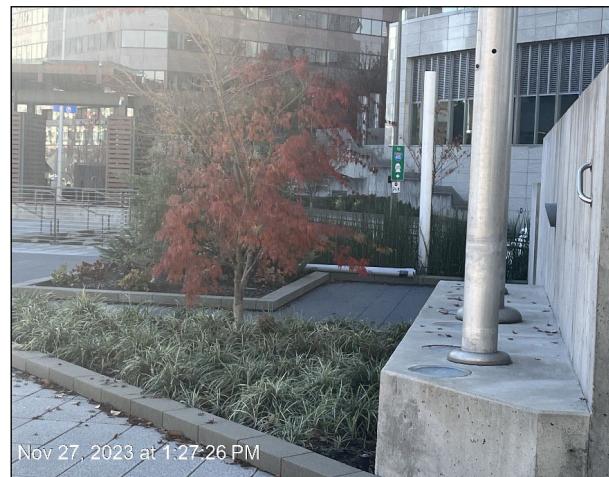
- Change notice work at BDS.
- Completion of the safety certifiable paperwork.
- City of Bellevue permit correction issues are being tracked by the team and are being addressed as expeditiously as possible.
- BDS emergency ventilation system should be fully approved and operational pending final fire inspections.
- Existing 120th Station tile will be replaced with cross-slate tile with work performed by follow-on contracts.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

| Present Financial Status | Amount |
|---|---------------|
| E335 Contractor- Stacy & Witbeck / Atkinson Joint Venture (SWA-JV) | |
| Original Contract Value (includes station scope) | \$393,798,210 |
| Change Order Value | \$53,109,600 |
| Current Contract Value | \$446,907,810 |
| Total Actual Cost (Incurred to Date) | \$445,498,169 |
| Percent Complete | 99.9% |
| Authorized Contingency | \$55,559,911 |
| Contingency Drawdown | \$53,109,600 |
| Contingency Index | 1.0 |

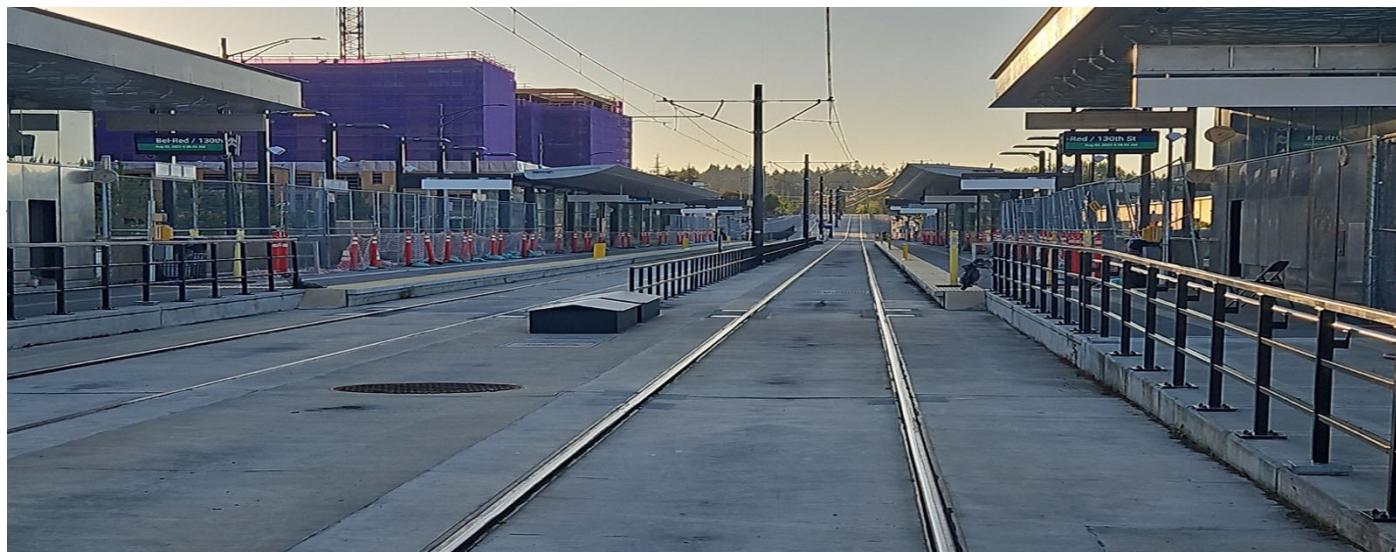


Nov 27, 2023 at 1:27:26 PM

Landscape Maintenance at Bellevue Downtown Station

Contract E340 – Bel-Red – Substantially Complete

- E340 Contractor achieved Substantial Completion on September 30, 2022 and Acceptance of 130th station on March 9, 2023.
- Issued warranty notifications for 130th (Bel-Red) station truncated dome tiles and the station electrical handhole covers.
- Repaired a nonfunctional LRT signal head at NE 20th ST on November 21, 2023.



130th Bel-Red Station Looking East

Cost Summary

| Present Financial Status | Amount |
|--------------------------------------|---------------|
| E340 Contractor – Max J Kuney | |
| Original Contract Value | \$93,170,012 |
| Change Order Value | \$19,833,241 |
| Current Contract Value | \$113,003,253 |
| Total Actual Cost (Incurred to Date) | \$113,003,253 |
| Percent Complete | 100% |
| Authorized Contingency | \$19,833,241 |
| Contingency Drawdown | \$19,833,241 |
| Contingency Index | 1 |

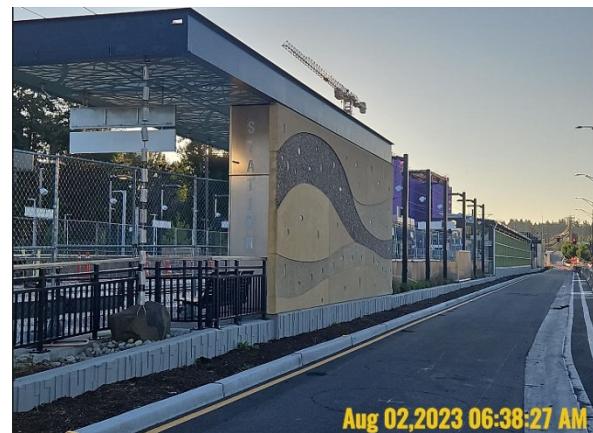


Photo of 130th St. Station from NE Spring Blvd
after Milestone 4 Acceptance

Contract E360 – SR 520 to Redmond Technology Station (RTS)

- The E360 contractor achieved Substantial Completion achieved on August 30, 2023.
- Certificate of Occupancy for RT Garage granted September 7, 2023 and for RT Station granted September 28, 2023.
- RTS Garage transitioned to ST Facilities on October 4, 2023 and opened for parking on October 30, 2023.
- Certificate of Occupancy for Overlake Village Station granted on October 23, 2023.

Next Period's Activities

- Continue processing final record drawings, closure of final permits and other contract closeout documents.

Closely Monitored Issues

- Contractual Acceptance for E360.
- Start of warranty period.



Redmond Technology Station and Garage

Cost Summary

| Present Financial Status | Amount |
|--|---------------|
| E360 Contractor— Kiewit-Hoffman | |
| Original Contract Value | \$225,336,088 |
| Change Order Value | \$6,404,878 |
| Current Contract Value | \$231,740,966 |
| Total Actual Cost (Incurred to Date) | \$214,940,035 |
| Percent Complete | 98.0% |
| Authorized Contingency | \$22,533,609 |
| Contingency Drawdown | \$6,404,878 |
| Contingency Index | 3.3 |

Table Excludes Betterment



Redmond Technology Station Transit Loop

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

- Continuing systems integration testing (SIT) between South Bellevue and Redmond Technology Stations.
- Test reports and paperwork for SIT and safety security certifiable items to support transition to ST Operations and KC Metro planned for November 1, 2023.

Schedule Summary

The schedule below has been updated through October, as the contractor's November 2023 schedule has not been submitted. The October update projects a March 28, 2025, Substantial Completion Date, 1,033 calendar days later than the contractual milestone date of May 30, 2022. The critical path for this contract is driven by track handover from the E130 civil contractor, which is significantly delayed. Installation and testing for the East Link Starter Line is mostly complete, though some punch list activity will continue through the pre-revenue period.

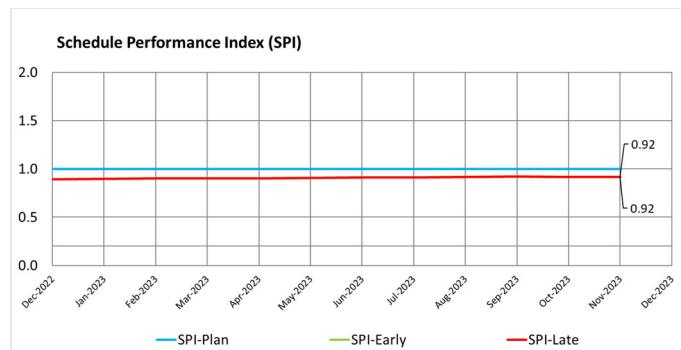
| Activity Name | Start | Finish | 2024 | | | | | |
|--|-------------|-------------|------|----|----|----|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 |
| E750 Construction | 12-Jun-17 A | 10-Apr-25 | | | | | | |
| General | 12-Jun-17 A | 12-Jun-17 A | | | | | | |
| Key Dates | 12-Jun-17 A | 12-Jun-17 A | | | | | | |
| NTP - Notice to Proceed (NTP) Northgate and East Link | 12-Jun-17 A | | | | | | | |
| E750 Project | 11-Jul-17 A | 10-Apr-25 | | | | | | |
| E750 Engineering | 11-Jul-17 A | 29-Jan-25 | | | | | | |
| E750 Construction | 12-Sep-18 A | 10-Apr-25 | | | | | | |
| E750 Construction (General) | 15-Mar-19 A | 19-Mar-19 A | | | | | | |
| E750 Milestones | 12-Mar-19 A | 28-Mar-25 | | | | | | |
| E750 Project Milestones | 30-Apr-21 A | 05-Jan-24 | | | | | | |
| E750 Access Dates | 12-Mar-19 A | 02-Aug-24 | | | | | | |
| E750 Contract Milestones | 09-Feb-20 A | 28-Mar-25 | | | | | | |
| MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20) | | 09-Feb-20 A | | | | | | |
| MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27) | | 22-Mar-20 A | | | | | | |
| MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21) | | 20-Oct-21 A | | | | | | |
| MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21) | | 22-Aug-23 A | | | | | | |
| MS#09a East link: Instal & Test completion of East Link Systems (03/31/22) | | 29-Jan-25* | | | | | | |
| MS#09B East link: Substantial completion of East Link Systems (05/30/22) | | 28-Mar-25* | | | | | | |
| E750 SCCCRM | 25-Jan-19 A | 24-Apr-24 | | | | | | |
| E750 OCS | 14-Feb-19 A | 06-Nov-24 | | | | | | |
| E750 Traction Power / Substations | 01-Oct-18 A | 13-Sep-24 | | | | | | |
| E750 Signals | 12-Sep-18 A | 04-Nov-24 | | | | | | |
| E750 Communications | 13-Nov-18 A | 03-Feb-24 | | | | | | |
| E750 Radio | 28-Jan-19 A | 20-Dec-23 | | | | | | |
| E750 SCADA | 12-Jul-22 A | 20-Apr-23 A | | | | | | |
| E750 Trunk Fiber | 19-Dec-18 A | 12-Dec-23 | | | | | | |
| E750 Testing and Commissioning | 27-May-20 A | 10-Apr-25 | | | | | | |

Schedule Performance Index

E750 contract substantial completion date planned for May 30, 2022 is currently anticipated to occur in Q1 2025.

The SPI-Early and SPI-Late is 0.92. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lagging is due to delayed access to civil segments, primarily within E130 access. The ELE team continues to monitor and evaluate various mitigation options should the late plans continue to slip further.

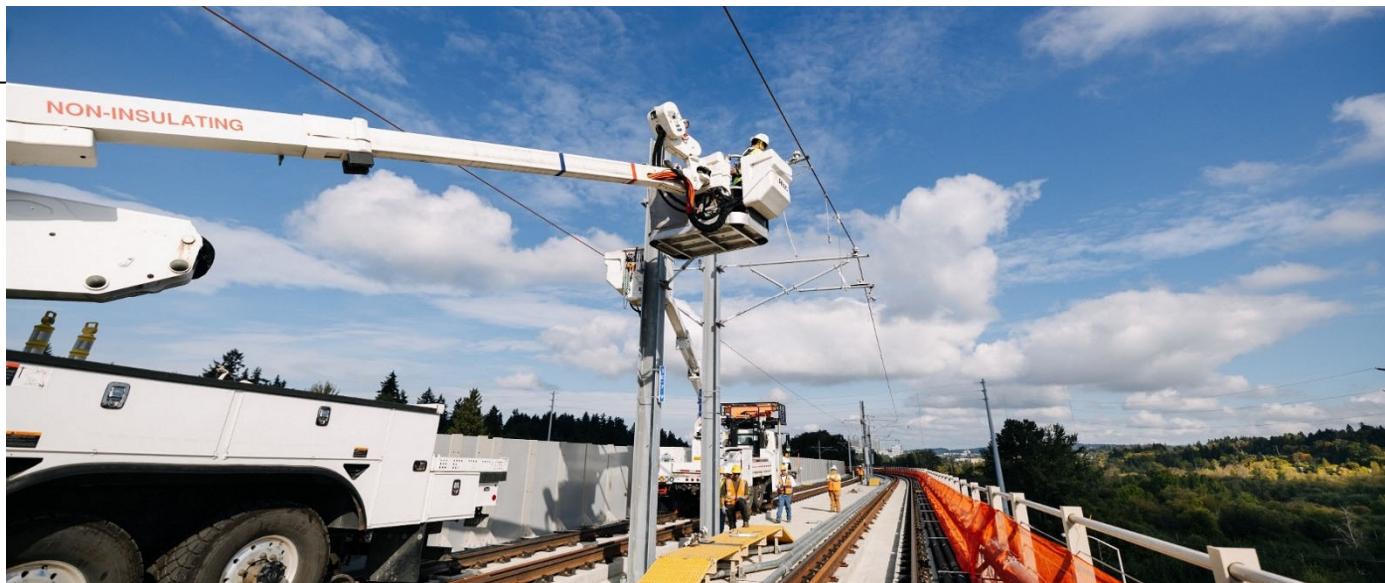


Next Period's Activities.

- Continuing systems integration testing (SIT) between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue and Redmond Technology Stations.
- SIT testing and test reports along with safety and security certifiable item paperwork.
- Completion of the PSERN radio requirements.
- Testing of the BMS and PIMS software upgrades.



Cost Summary

| Present Financial Status | Amount |
|---|---------------|
| E750 Contractor - Mass Electric Construction Co. | |
| Original Contract Value | \$255,768,128 |
| Change Order Value | \$15,265,810 |
| Current Contract Value | \$271,033,938 |
| Total Actual Cost (Incurred to Date) | \$244,601,543 |
| Percent Complete | 94.9% |
| Authorized Contingency | \$65,788,406 |
| Contingency Drawdown | \$15,265,810 |
| Contingency Index | 4.4 |

*The N830 and E750 Systems is a joint procurement. The table above represents E750 Systems only.



Systems Integration Testing at the 130th Station

Link Light Rail Everett Link Extension



Project Summary

Scope

Limits The Everett Link Extension consists of 16.3 miles of light rail from Lynnwood Transit Center to Everett Station.

Alignment The project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and Everett Station.

Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

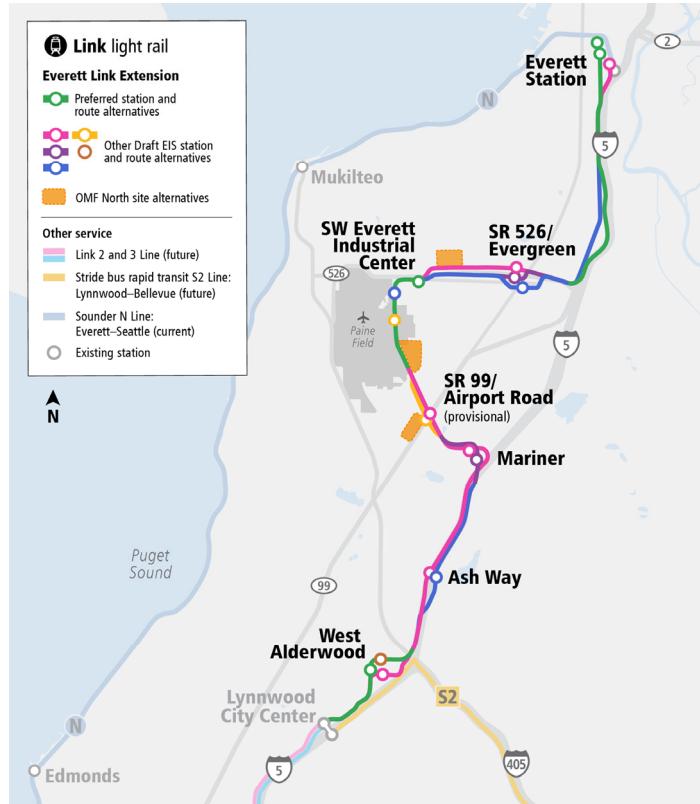
Systems Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase Planning

Budget \$197 Million through completion of Preliminary Engineering.

Schedule Target Dates:
SW Everett Industrial Station, 2037
Everett Station, 2037
Parking at Mariner & Everett, 2046

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Everett Link Extension

Key Project Activities

- Initiated Phase 2 of Project Development: Conceptual Engineering and Draft Environmental Impact Statement.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding alternatives development process.

Link Light Rail

Everett Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

During the annual budget cycle \$9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. In September 2023, \$1.9M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$34.2 | \$9.2 | \$8.9 | \$34.2 | \$0.0 |
| Preliminary Engineering | \$128.5 | \$87.6 | \$22.2 | \$128.5 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 3rd Party Agreements | \$13.2 | \$0.4 | \$0.3 | \$13.2 | \$0.0 |
| Construction | \$1.0 | \$0.6 | \$0.6 | \$1.0 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$20.1 | \$0.7 | \$0.4 | \$20.1 | \$0.0 |
| Total | \$196.9 | \$98.6 | \$32.4 | \$196.9 | \$0.0 |

Cost Summary by SCC

| SCC Element | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| 10 Guideway & Track | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 20 Stations | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 30 Support Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 40 Sitework & Special Conditions | \$1.0 | \$0.6 | \$0.6 | \$1.0 | \$0.0 |
| 50 Systems | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Subtotal (10 - 50) | \$1.0 | \$0.6 | \$0.6 | \$1.0 | \$0.0 |
| 60 Row, Land | \$19.0 | \$0.7 | \$0.4 | \$19.0 | \$0.0 |
| 80 Professional Services | \$161.3 | \$97.2 | \$31.4 | \$161.8 | \$0.0 |
| 90 Unallocated Contingency | \$15.7 | \$0.0 | \$0.0 | \$15.1 | \$0.0 |
| Total (10 - 90) | \$196.9 | \$98.6 | \$32.4 | \$196.9 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North and Preferred Alternative for EVLE are trending higher than the current Finance Plan Estimate. QRA and Value Engineering efforts were conducted in Q1 and Q2; final analysis of the reports could result in a revision to the existing cost estimate range.

Project Schedule

The Phase 1 work is complete. Phase 2 work kickoff in July. The schedule has been revised to reflect the current time frames for Conceptual Engineering, Draft EIS, and Final EIS work. The schedule maintains the current target dates of 2034 for completion of the OMF and the end of 2037 for completion of the project.

| Activity Name | Start | Finish | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 |
|--|-------------|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Everett Link & OMF North | 02-Jan-17 A | 31-Dec-37 | | | | | | | | | | | | | | | |
| Everett Link Extension | 02-Jan-17 A | 31-Dec-37 | | | | | | | | | | | | | | | |
| Alternative Analysis - (Phase I) | 02-Jan-17 A | 22-Jun-23 A | | | | | | | | | | | | | | | |
| Conceptual Engineering - (Phase II) | 02-Nov-20 A | 25-Jun-26 | | | | | | | | | | | | | | | |
| Preliminary Engineering - (Phase III) | 25-Jun-26 | 20-Jul-27 | | | | | | | | | | | | | | | |
| Final Design - (Phase IV) | 21-Jul-27 | 27-Oct-31 | | | | | | | | | | | | | | | |
| Right of Way | 26-Jan-30 | 25-Jan-32 | | | | | | | | | | | | | | | |
| Construction | 26-Jan-30 | 14-Jul-36 | | | | | | | | | | | | | | | |
| Commissioning & Start-Up | 11-Jan-35 | 31-Dec-37 | | | | | | | | | | | | | | | |
| OMF North | 21-Jul-27 | 31-Dec-34 | | | | | | | | | | | | | | | |
| Final Design | 21-Jul-27 | 23-Feb-30 | | | | | | | | | | | | | | | |
| ROW | 01-Jan-28 | 01-Jul-30 | | | | | | | | | | | | | | | |
| Construction | 26-Nov-29 | 27-Sep-33 | | | | | | | | | | | | | | | |
| Commissioning & Start-Up | 28-Sep-33 | 31-Dec-34 | | | | | | | | | | | | | | | |

Community Engagement

- Continued coordination with Mariner Community Campus and Los Gavilanes Market.
- Hosted a table at the Everett Farmers Markets, Nubian Jam, Latino Expo, Sounds of Africa, Everett Food Truck Festival, Lynnwood Luau, Connect Casino Road Carnival, Hand in Hand's Mariner Fest, Childstrive's Village Connection Fair, City of Lynnwood Comprehensive Plan Open House, and City of Everett Open House.
- Provided project briefings to Schnitzer Properties.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County, and Community Transit regarding community engagement.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Variance between planned and actual FTE average is expected to continue through the first half of 2023, as Phase 2 started in Q3 2023.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|-------------|
| ST Staff | 22.1 | 16.5 | 5.6 |
| Consultants | 44.0 | 32.5 | 11.5 |
| TOTAL | 66.1 | 49.0 | 17.1 |

** An FTE is the equivalent to 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|------------------------|------|
| | No Action this period. | |

Link Light Rail Federal Way Link Extension



Project Summary

Scope

Limits The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.

Alignment The extension generally parallels SR 99 and I-5 freeway.

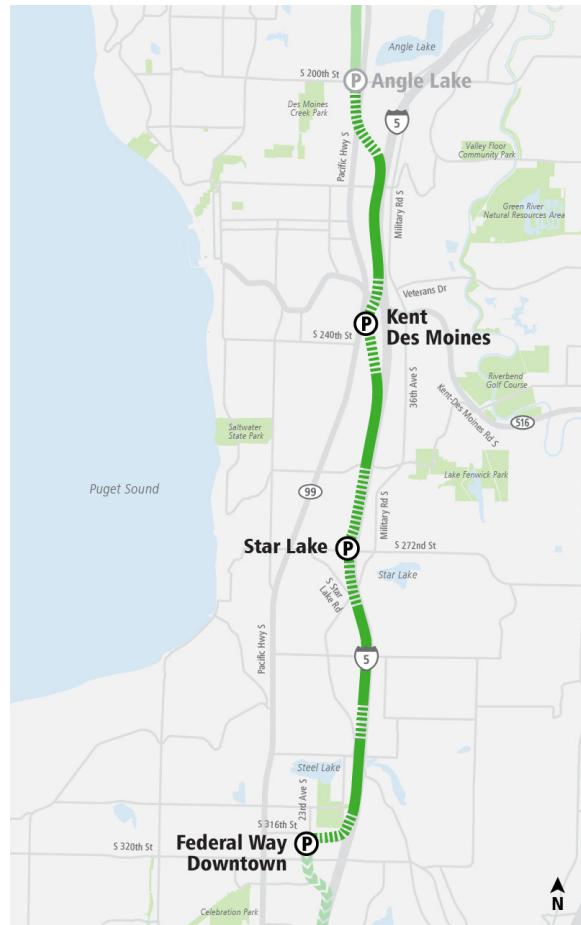
Stations Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget \$2.45 Billion (ST Baseline September 2018)

Schedule Baseline Revenue Service: December 2024**
(to be revised beyond this date with ST Board approval due to impacts at Structure C)



Map of Federal Way Link Extension

Key Project Activities

- Contractor continued work at Structure C including drilled shaft installation, but all other project shafts have been placed.
- Project team continues minor utility relocations needed at station areas.
- All Traction Power Sub Stations have been delivered to site. All Signal Houses other than SIG-S07 have been delivered to site. PSE Energizations of TPSS and Signal Houses are ongoing.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.
- WSDOT Letter of Understanding No.8 is in development for extension of a portion of TCAL identified as Turnback Area 3 until May 01,2024. TCAL No. Amendment 6 needs to be signed by both WSDOT and Sound Transit before LOU No. 8 expires.
- FWLE team reached agreement with WSDOT for the amendment of the construction funding and coordination Task Order B-14 agreement. The finalization of this amendment is pending legal review.
- Amendment 2 to Task Order 2 of the City of Federal Way City Services Agreement was executed on November 9, 2023
- The letter of concurrence (LOC) for S. 288th Restoration and stormwater infrastructure was executed on December 5, 2023
- City of Federal Way issued a stop work order for environmental noncompliance for the Federal Way Downtown Station Area. FWLE staff working through resolution with DB Contractor and the City.
- The stop work order issued to Lumen on October 19, 2023 by the City of Federal Way was lifted on November 27, 2023.

Project Cost Summary

The project cost is summarized below in two cost categories; first cost table in accordance with Sound Transit's budget Work Breakdown Structure (WBS) and second cost table in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The tables below represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of \$3.1B are not shown.

This period approximately \$32.1M was incurred; \$28.5M in the Construction phase for F200 contract, \$2.5 M for Construction Services, and \$0.9M for Admin phases. Remaining expenditures range from Preliminary Engineering, Final Design, and Third Party phases. This period the project is forecasting an Estimated Final Cost of \$2.38B with a budget underrun of \$68.0M.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$96.5 | \$96.5 | \$55.2 | \$54.8 | \$96.5 | \$0.0 |
| Preliminary Engineering | \$46.5 | \$46.1 | \$45.6 | \$45.4 | \$46.1 | \$0.0 |
| Final Design | \$3.1 | \$6.1 | \$4.5 | \$4.2 | \$6.1 | \$0.0 |
| Construction Services | \$107.0 | \$156.2 | \$134.8 | \$101.0 | \$156.2 | \$0.0 |
| 3rd Party Agreements | \$27.7 | \$37.7 | \$25.4 | \$22.3 | \$37.7 | \$0.0 |
| Construction | \$1,831.9 | \$1,770.0 | \$1,562.3 | \$1,298.5 | \$1,770.0 | \$0.0 |
| ROW | \$338.8 | \$338.8 | \$232.1 | \$231.7 | \$270.8 | \$68.0 |
| Total | \$2,451.5 | \$2,451.5 | \$2,060.1 | \$1,757.8 | \$2,383.5 | \$68.0 |

Cost Summary by SCC

| SCC Element | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track | \$523.0 | \$155.2 | \$500.0 | \$411.4 | \$512.3 | -\$357.1 |
| 20 Stations | \$318.9 | \$105.2 | \$303.0 | \$232.3 | \$334.5 | -\$229.3 |
| 30 Support Facilities | \$5.3 | \$4.6 | \$11.7 | \$9.8 | \$4.9 | -\$0.4 |
| 40 Sitework & Special Conditions | \$558.4 | \$1,169.0 | \$490.4 | \$416.0 | \$684.5 | \$484.5 |
| 50 Systems | \$153.8 | \$49.6 | \$126.7 | \$106.4 | \$152.2 | -\$102.6 |
| Construction Subtotal (10 - 50) | \$1,559.4 | \$1,483.5 | \$1,431.8 | \$1,175.8 | \$1,688.3 | -\$204.9 |
| 60 Row, Land | \$341.6 | \$338.8 | \$232.1 | \$231.7 | \$270.8 | \$68.0 |
| 70 Vehicles | \$1.8 | \$1.8 | \$0.0 | \$0.0 | \$1.8 | \$0.0 |
| 80 Professional Services | \$370.7 | \$398.0 | \$396.1 | \$350.3 | \$342.3 | \$55.7 |
| 90 Unallocated Contingency | \$178.1 | \$229.5 | \$0.0 | \$0.0 | \$80.4 | \$149.1 |
| Total (10 - 90) | \$2,451.5 | \$2,451.5 | \$2,060.1 | \$1,757.8 | \$2,383.5 | \$68.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. Additional contingency of \$460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is \$368.9M.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. In July 2023 the AC increased by \$68M to account for savings from ROW. During this period the AC had a net decrease of around \$30.7 mostly construction services change order (\$30M) and construction change order (\$0.7M).

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC remained the same.

| Contingency Status | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$139.6 | 5.7% | \$0.0 | 0.0% |
| Allocated Contingency | \$232.2 | 9.5% | \$288.5 | 41.6% |
| Unallocated Contingency | \$178.1 | 7.3% | \$80.4 | 11.6% |
| Total: | \$549.9 | 22.4% | \$368.9 | 53.2% |

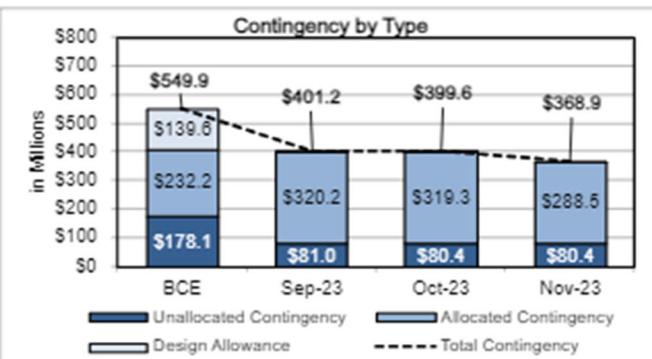
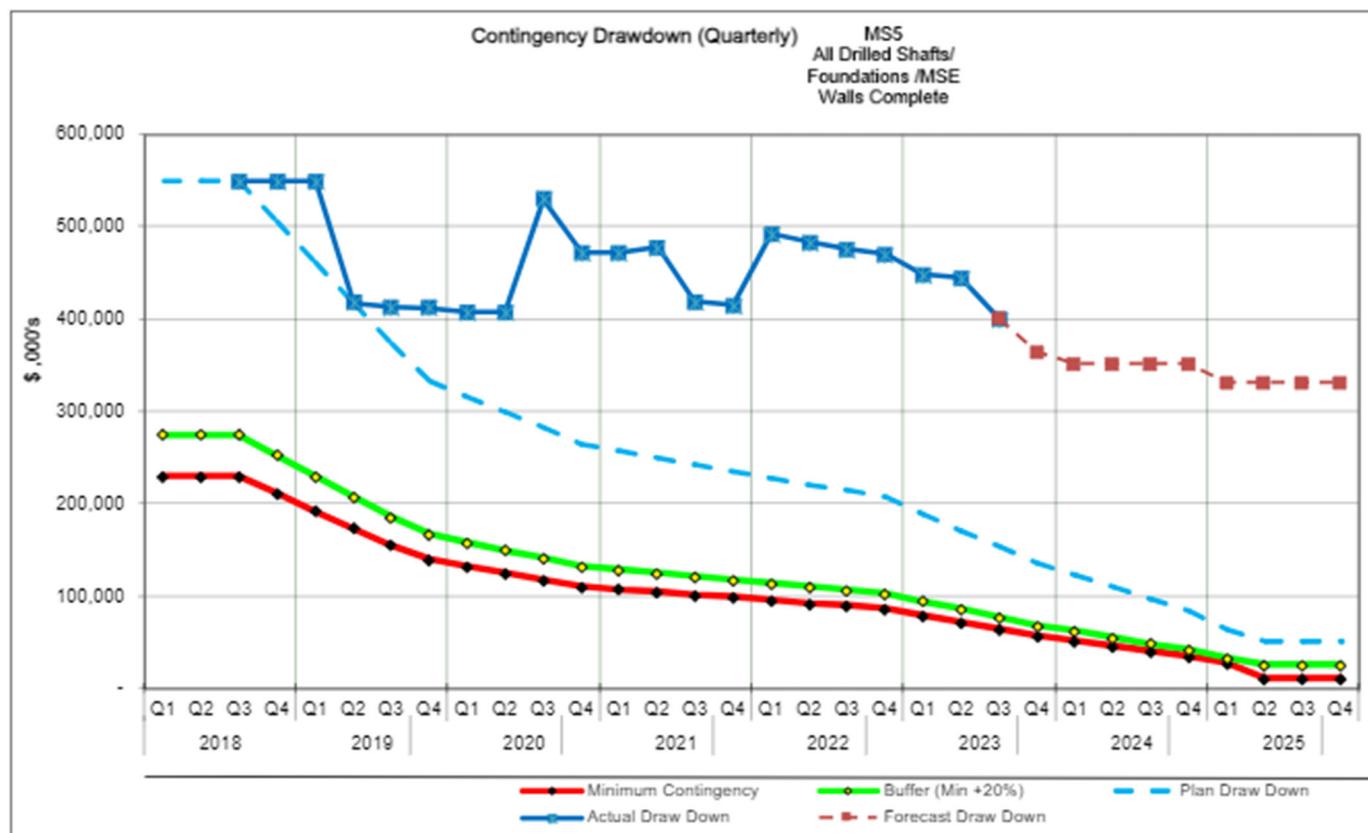


Table figures are shown in millions.



Risk Management

Changes to the projects top risks are reflected below:

- The scheduled duration between F200 Substantial Completion and planned RSD is insufficient to accommodate impacts and changes to activation and pre-revenue service, resulting in delays to RSD and increased project costs.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- Delays to permits/stop work by City of Federal Way for code discrepancies and development agreement interpretation.
- Overlap between the F200 Design Builder's presence at Structure C interferes with the SR-509 project construction and creates delay and inefficiency costs to the project.
- Insufficient Link Operations Staff for Pre-Revenue/Revenue Service operations
- The integration of additional requirements for facilities and/or systems (by ST) could not only result in increased costs, but could also impact construction completion.
- ROW possession and use (P&U) and acquisition suffer delays or legal challenges that prevent the parcel from being acquired before it is needed for construction, resulting in delays to the construction schedule.
- Design and construction change requests are not implemented in a timely manner, resulting in cost and schedule impacts, and potentially further resulting in the final construction failing to meet Operational requirements, decreasing reliability, and/or increasing TCO (total cost of ownership).
- Additional third party scope is identified during construction (above current expectations and scope) resulting in cost and schedule impacts to the project.
- PSE service connections and utility relocation (excluding permanent power connections) may not occur as scheduled, impacting the Contractor's schedule.



Federal Way Downtown Station Platform Edge Installation



Backfilling TPSS S05 Conduit in Kent

Link Light Rail

Federal Way Link Extension



Project Schedule

The calculated weighted percent complete of the major construction contracts is 81.0%. The weighted percent complete accounts for the time and cost impact of the F200 Structure C Long Span. The FWLE integrated schedule includes the revised F200 contract milestones, resulting from Structure C Long Span and Global Settlement negotiations. For instance, FFGA Milestone #6 reflects the substantial completion of all work for the F200 Design-Build contract.

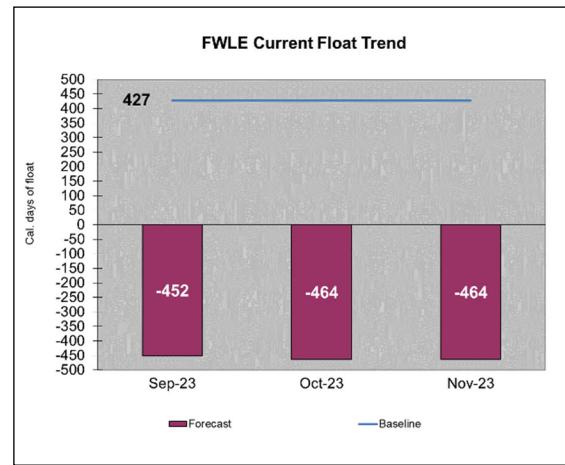
FFGA Milestone #5 was achieved in September 2023 with the completion of drill shaft C07. This marks the completion of all major substructure work, which significantly decreases the geotechnical risk for the project. Next, FFGA Milestone #3 is trending Q2 2025 due to delays in F200 ROW acquisitions. F210 ROW acquisitions and construction substantial completion are trending completion by Q4 2024 and Q1 2025, respectively.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | | 2026 | | |
|--|-------------|-------------|------|----|----|----|------|----|----|----|------|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| Sound Transit | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| Sound Transit 2 | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| South Corridor | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| LRT Extension - South | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| Federal Way - Integrated Master Schedule | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| Federal Way Link Extension - Integrated Master Schedule | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| Federal Way Link Extension - Integrated Master Schedule | 01-Jul-16 A | 09-Apr-26 | | | | | | | | | | | |
| Baseline/FFGA Milestones | 27-Sep-18 A | 09-Apr-26 | | | | | | | | | | | |
| MS 01 - Baseline Project (Q3 2018) | | 27-Sep-18 A | | | | | | | | | | | |
| MS 02 - NTP to Design/Build Contractor (Q3 2019) | | 07-Jun-19 A | | | | | | | | | | | |
| MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration) | | 05-Jan-22 A | | | | | | | | | | | |
| MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022) | | 12-Sep-23 A | ◆ | | | | | | | | | | |
| MS 03 - ROW Acquisitions Complete (Q1 2020) | | 06-May-25 | | | | | | | | | | | |
| MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023) | | 21-Nov-25 | | | | | | | | | | | |
| MS 07 - Revenue Service w/Float (Q4 2024) | | 09-Apr-26 | | | | | | | | | | | |
| Preliminary Engineering | 01-Jul-16 A | 22-Jan-20 A | | | | | | | | | | | |
| Third Party Agreements and Permitting | 01-Jul-16 A | 21-Sep-20 A | | | | | | | | | | | |
| Federal Way Link - Design-Build Construction Management Consultant - Contract | 14-Nov-16 A | 04-Aug-24 | | | | | | | | | | | |
| Federal Way Design/Build Contract Procurement | 11-Mar-17 A | 07-Jun-19 A | | | | | | | | | | | |
| Federal Way - Right of Way | 10-May-17 A | 06-May-25 | | | | | | | | | | | |
| Federal Way - Construction | 01-Jun-19 A | 20-Jan-26 | | | | | | | | | | | |
| Federal Way - F200 - Guideway and Stations - D/B Schedule Update | 01-Jun-19 A | 20-Jan-26 | | | | | | | | | | | |
| Federal Way - F210 - Traffic Mitigation | 04-Jan-21 A | 14-Jan-25 | | | | | | | | | | | |
| Federal Way - Rail Activation & Pre-Revenue Service | 17-Nov-22 A | 09-Apr-26 | | | | | | | | | | | |
| Federal Way Link Extension - Rail Activation | 17-Nov-22 A | 28-Jan-26 | | | | | | | | | | | |
| Federal Way Link Extension - Pre-Revenue Service | 21-Nov-25 | 09-Apr-26 | | | | | | | | | | | |
| Federal Way Link Extension - Pre-Revenue Service | 21-Nov-25 | 09-Apr-26 | | | | | | | | | | | |
| Operator Familiarization | 21-Nov-25 | 03-Feb-26 | | | | | | | | | | | |
| Operator Familiarization - Milestones | 21-Nov-25 | 03-Feb-26 | | | | | | | | | | | |
| Operator Familiarization - Training Certification | 22-Nov-25 | 03-Feb-26 | | | | | | | | | | | |
| Operator Familiarization - Preparation | 21-Nov-25 | 19-Jan-26 | | | | | | | | | | | |
| Facilities Preparation | 09-Feb-26 | 25-Mar-26 | | | | | | | | | | | |
| Simulated Service | 22-Nov-25 | 25-Mar-26 | | | | | | | | | | | |
| Simulated Service - Milestones | 04-Feb-26 | 25-Mar-26 | | | | | | | | | | | |
| Simulated Service - Drills & Upsets | 22-Nov-25 | 25-Mar-26 | | | | | | | | | | | |
| Simulated Service - Validation | 04-Feb-26 | 17-Mar-26 | | | | | | | | | | | |
| Project Float Contingency & PCR Notification | 26-Mar-26 | 09-Apr-26 | | | | | | | | | | | |
| Revenue Service | 09-Apr-26 | 09-Apr-26 | | | | | | | | | | | |

Project Float

The project was baselined with 427 days of project float and a Revenue Service Date of 12/31/2024. Currently, the project is reporting negative 464 days of project float. The majority of the negative project float was caused by the impact of poor soil conditions at Structure C. Sound Transit and the Design-Builder executed a bilateral CO in July 2023, based on Global Settlement agreed upon in March 2023. The Oct-23 increase of negative float is due to the inclusion of Passenger Community Readiness (PCR) Notification added to the end of Pre-Revenue Service completion.

Note: Negative float will continue until a revised RSD is approved by the ST Board.



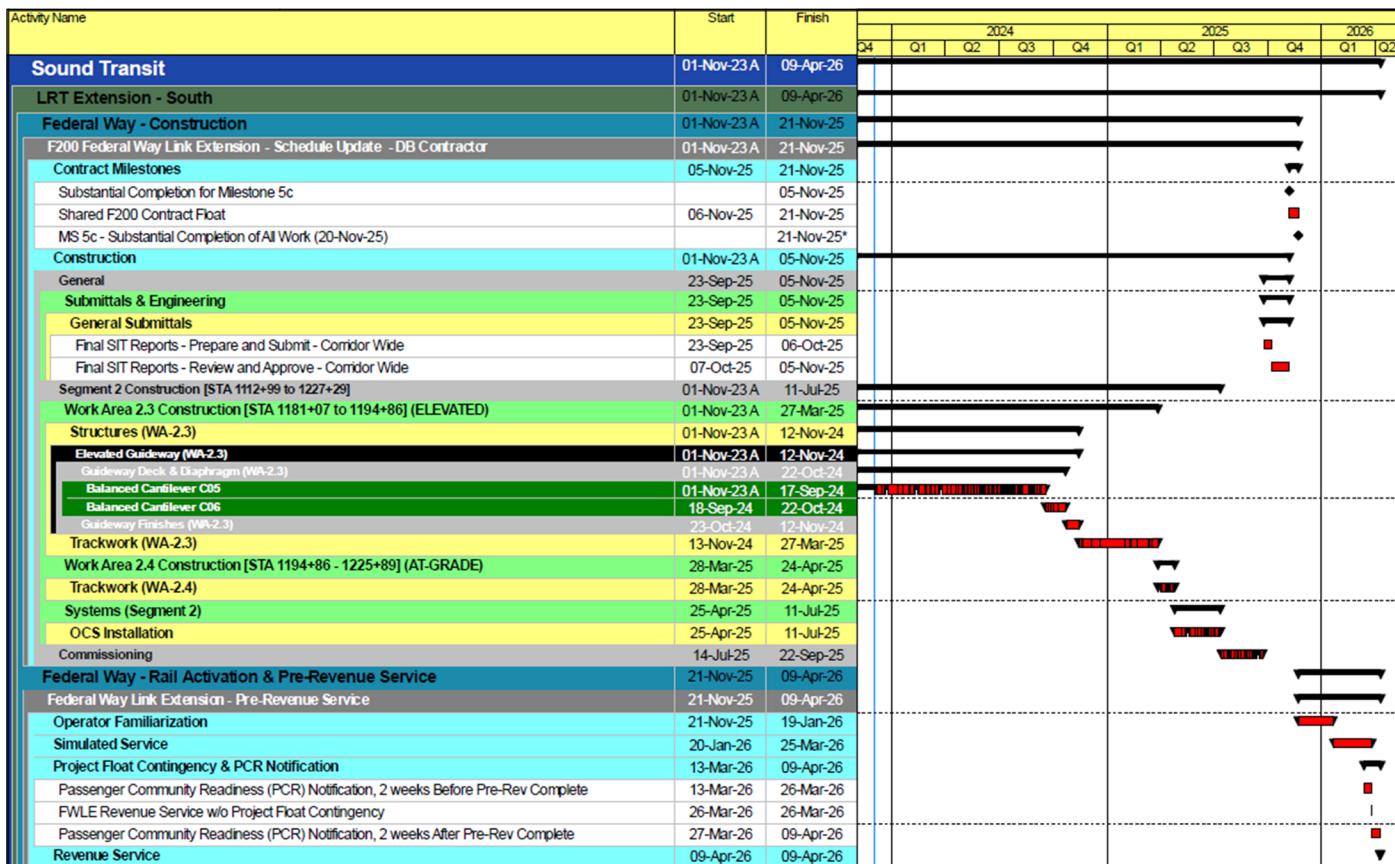
Link Light Rail

Federal Way Link Extension



Critical Path Analysis

The critical path to revenue service commences with the construction of the span C05 pier table. Next, mobilization of travelers and construction of cast-in-place (CIP) segments can be done. The critical path continues with Structure C Long Span emergency railing and concludes with Segment 2 trackwork, OCS system installation, commissioning, system integration testing, and pre-revenue service operations. Plus, a one-month PCR notification period that extends two weeks past the completion of pre-revenue service operations.



Key Traffic Mitigation Activities

- Project advertised October 24th. Bid opening moved to December 8th by Addendum #3.

Closely Monitored Activities

- F210 ROW acquisition:
 - FL 204 – In negotiations. Counter appraisal received. Settlement offer presented.
 - FL 903 – Appraisal restarted due to plan change. Scheduled mitigation measures being applied.
 - FL 910 – Offer presented on 8/18; currently in negotiations. Dual track for condemnation started.
- Federal Way CAR comments received.
- 1 of 3 Ecology Stormwater permits received.

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

| Federal Way Link Extension Property Acquisition Status | | | | | |
|--|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 272 | 371 | 445 | 417 | 445 | 440 |

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022.

Community Engagement

- Tabling event at Highline College providing project information.
- Continued Temporary Construction closeout/activation coordination with property owners.
- Continued engagement regarding final restoration and fencing plans with adjacent property owners.



Tabling event at Highline College



Tabling event at Highline College

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants, represented as a constant over the year. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The project team has updated the Planned FTE Monthly Average estimate for the year. Overall the project is 18.0 FTE under the staffing plan for this period. DBPM Services is currently under the plan as they address Design-Build contractor activities for change management, major construction oversight pertaining to drill shafts, stations, garages and various civil site work throughout the alignment. ST staffing is trending approximately 11.6 FTE under plan, however there are a few vacancies in the project that are in process of being filled.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---|-----------------------------|--------------------------------|----------|
| ST Staff | 46.8 | 35.2 | 11.6 |
| Consultants | 81.0 | 74.6 | 6.4 |
| TOTAL | 127.8 | 109.8 | 18.0 |
| <i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i> | | | |

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|------------------------|------|
| | No Action this period. | |

Construction Safety

| Data/ Measure | November 2023 | Year to Date | Project to Date |
|---|------------------------|---------------------|------------------------|
| Recordable Injury/Illness Cases | 0 | 5 | 19 |
| Days Away From Work Cases | 0 | 2 | 9 |
| Total Days Away From Work | 0 | 137 | 241 |
| First Aid Cases | 2 | 53 | 100 |
| Reported Near Mishaps | 1 | 5 | 18 |
| Average Number of Employees on Worksite | 557 | - | - |
| Total # of Hours (GC & Subs) | 98,089 | 1,123,543 | 2,892,212 |
| OSHA Incident Rates | Monthly Average | Year to Date | Project to Date |
| Recordable Injury Rate | 0.00 | 0.89 | 1.31 |
| Lost Time Injury (LTI) Rate | 0.00 | 0.36 | 0.62 |
| Recordable National Average | 2.50 | | |
| LTI National Average | 1.10 | | |
| Recordable WA State Average | 4.40 | | |
| LTI WA State Average | 2.00 | | |

Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

F200 Design Build Contract

Current Progress

Status at the close of November 2023, the baseline schedule confirmed completion: Contract total = 81.0%; Construction = 81.9% and Design = 100%. Significant construction progress occurred on all segments in relation to Guideway (track construction, systems, superstructure, substructure and Commissioning). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and FWD garage, station, and End of Line Facility (EOL).

Design: All design packages are Issue For Construction (IFC).

Construction:

- Track-Corridor Wide: Direct fixed track – plinths = 90%, Sub Ballast = 96%, Ballast = 90%, Ties = 80%, Rails = 71%.
- Ballasted Track: WA 1.2, 2.2, 2.4, 3.1, 3.5 and 3.7.
- DF Track: WA 1.3, 2.1, 2.5, 3.2, 3.4, 3.6 and 3.8.
- TPSS S02: Floor curing, cable pulls, site acceptance testing.
- Signal House S02-SIG-01: Conduit installations, cable pulls and work on enclosure.
- KDM Station (76.0% complete): Platform and plaza levels, exterior and interior elements. Testing and Commissioning.
- KDM Garage (90% complete): Interior and exterior elements. Finish work installations on all levels. Testing and Commissioning.
- TPSS S03: Work on the enclosure, TPSS S05: Pour foundation.
- Structure C: Construction progressing on tangent pile walls, Capitals, Pier table and travelers.
- Systems WA 2.1: Install OCS Cantilevers, SIG conduit installations and impedance bonds.
- Star Lake Station (62.3% complete): Extensive work on both East and West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Garage (81.2% complete): Extensive work on both interior and exterior elements. Testing and Commissioning.
- Star Lake Ancillary Building: Work on both interior and exterior elements.
- TPSS S06: Install comm devices and pull service cables. Work on enclosure.
- Signal House S06-SIG-01: PSE Service.
- FWD Station (71.1% complete): Extensive work on both North and South surface and platform levels. Testing and Commissioning.
- FWD Garage modification (56.0% complete): Extensive work on both interior and exterior elements. Testing and Commissioning.
- TPSS S07: Ductbank work and temp power, grounding and site inspections.
- End of Line Facility: Work on both interior and exterior elements. Testing and Commissioning.
- Milestone 3: Systems ductbank in WA 1.1, System integration testing and logistics of LRV storage is ongoing.



Station finishes underway at Star Lake Station and Garage



Structural steel and concrete complete at FWD Station

Link Light Rail

Federal Way Link Extension



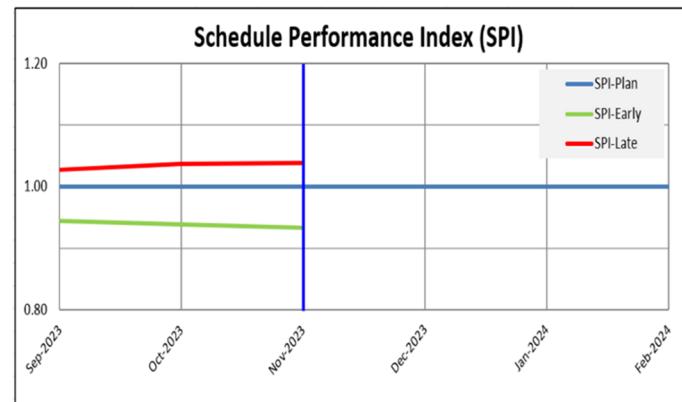
Schedule Summary

The November 2023 F200 Design-Builder's schedule is under review. The Structure C Long Span impact and adjusted contract milestones have been incorporated into the F200 schedule. All of the IFC design packages have been completed. As-built documentation and other design support work will continue until the end of the project. The Design-Builder continues to progress construction of pier tables at span C05 and C06, both of which are scheduled to be completed by December 2023. The F200 schedule includes recent delays in the City of Federal Way, which affects intermediate contract milestone #5b, which doesn't affect the project's critical path. Next, the Design-Builder continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS systems, traction power, and other systems.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | | 2026 | |
|---|-------------|-------------|---|----|----|----|------|----|----|----|------|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 |
| | | | F200 Federal Way Link Extension - Schedule Update - DB Contra | | | | | | | | | |
| Contract Milestones | 07-Jun-19 A | 20-Jan-26 | | | | | | | | | | |
| Limited Notice to Proceed | 07-Jun-19 A | 20-Jan-26 | | | | | | | | | | |
| Contractual Notice to Proceed | | | | | | | | | | | | |
| Notice to Proceed | | | | | | | | | | | | |
| Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020) | 07-Dec-20 A | | | | | | | | | | | |
| MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22) | | 01-Mar-22 A | | | | | | | | | | |
| MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22) | | 04-Nov-22 A | | | | | | | | | | |
| MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23) | | 31-Oct-23 A | ◆ | | | | | | | | | |
| MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24) | | 20-Dec-23* | ◆ | | | | | | | | | |
| MS 5a - Substantial Completion Work North of Structure C (05-Aug-24) | | 05-Aug-24* | | | | | | | | | | |
| MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24) | | 01-Oct-24* | | | | | | | | | | |
| MS 5b - Substantial Completion Work South of Structure C (31-Dec-24) | | 01-Jul-25* | | | | | | | | | | |
| MS 5c - Substantial Completion of All Work (20-Nov-25) | | 21-Nov-25* | | | | | | | | | | |
| MS 5d - Acceptance of All Work (20-Jan-26) | | 20-Jan-26* | | | | | | | | | | |
| Design | 07-Jun-19 A | 20-Dec-24 | | | | | | | | | | |
| Design Milestones | 07-Jun-19 A | 20-Dec-24 | | | | | | | | | | |
| Corridor Wide | 07-Jun-19 A | 25-Aug-22 A | | | | | | | | | | |
| Design Packages - Kent Des Moines Segment 1 | 07-Jun-19 A | 15-Jul-21 A | | | | | | | | | | |
| Design Packages - Star Lake Segment 2 | 07-Jun-19 A | 01-Apr-24 | | | | | | | | | | |
| Design Packages - Federal Way Transit Segment 3 | 07-Jun-19 A | 09-Sep-22 A | | | | | | | | | | |
| Construction | 01-Jun-19 A | 20-Jan-26 | | | | | | | | | | |
| General | 01-Jun-19 A | 20-Jan-26 | | | | | | | | | | |
| Segment 1 Construction [STA 990+10 to 1112+99] | 28-Jun-19 A | 16-Dec-25 | | | | | | | | | | |
| Segment 2 Construction [STA 1112+99 to 1227+29] | 28-Jun-19 A | 10-Jan-26 | | | | | | | | | | |
| Segment 3 Construction [STA 1227+29 to 1401+87] | 28-Jun-19 A | 16-Dec-25 | | | | | | | | | | |
| Commissioning | 10-May-21 A | 22-Sep-25 | | | | | | | | | | |
| Provisional Sums | 01-Dec-19 A | 05-Sep-25 | | | | | | | | | | |
| Change Orders | 01-Jul-19 A | 28-Nov-25 | | | | | | | | | | |

Schedule Performance Index

The Early SPI is 0.93 and Late SPI is 1.04. Current report calculated based on the November EV report. The November SPI shows the inclusion of Structure C long span work which was part of the Global Settlement change order.



Next Period's Activities

Design:

- No major design packages remain. All future design efforts will be managed through the NDC/FDC process.

Construction:

- Guideway superstructure construction is wrapping up and drainage, curb and finish work remains.
- Ballasted Trackwork: WA 1.2, 2.2, 2.4, 3.1, 3.5 and 3.7.
- DF trackwork: WA 1.1 Structure A, 1.3-2.1 structure B, WA 2.5 Structure Z, WA 3.2 Structure D, WA 3.4 Structure E, WA 3.6 Structure F and WA 3.8 Structure G.
- TPSS S02: Punchlist items and site acceptance testing of various elements.
- TPSS S03: Activate permanent power. Work on the enclosure.
- Systems WA 1.3: Install OCS poles.
- KDM Garage: Extensive work on garage exterior and interior. Testing and Commissioning efforts.
- KDM Station: Extensive work on station north and south plaza and platform levels. Testing and Commissioning efforts.
- Structure C: Construction progressing on tangent pile walls, Capitals, CIP Spans, Pier table and travelers.
- Star Lake Garage: Exterior and interior elements. Testing and Commissioning efforts.

Construction (continued):

- Star Lake Station: Plaza and platform levels. Testing and Commissioning efforts.
- Star Lake Ancillary Building: Working on interior and exterior elements.
- TPSS S06: Site acceptance testing, cable pulls and work on enclosure.
- Signal House S06-SIG-01: PSE service.
- FWD Garage: Extensive work on exterior and interior elements. Testing and Commissioning efforts.
- FWD Station: Extensive work on North and South surface and platform levels. Testing and Commissioning efforts.
- End of Line Work on both interior and exterior elements. Testing and Commissioning efforts.
- TPSS S07: Install surge arrestors, cable pulls and work on enclosure.
- Milestone 3: TPSS S02 has been set and logistics of LRV storage is ongoing.

Closely Monitored Issues (F200)

- Define “Acceptance” for each milestone.
- Potential Buy America conflict with fire alarm product.
- Stop work by City FW environmental compliance issue.
- Milestone 3 activities and testing.

Cost Summary

| Present Financial Status | Amount |
|---|-----------------|
| F200 Contractor– Kiewit Infrastructure West Co | |
| Original Contract Value | \$1,285,200,000 |
| Change Order Value | \$287,793,706 |
| Current Contract Value | \$1,572,993.706 |
| Total Actual Cost (Incurred to Date) | \$1,271,611,368 |
| Percent Complete | 81.% |
| Authorized Contingency + Add'l Ctg | \$358,297,519 |
| Contingency Drawdown | \$287,793,706 |
| *Contingency Index | 1.14 |



Ballasted track and traction power pole installation started

Link Light Rail Graham St Infill Station



Project Summary

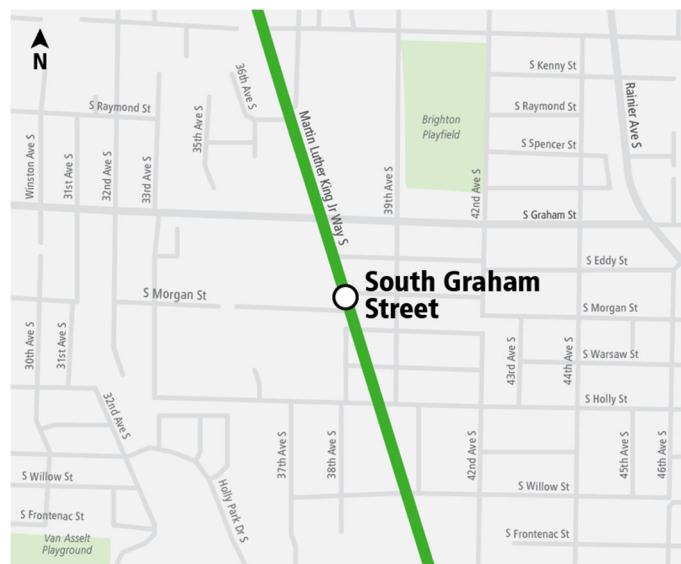
Scope This project adds a new at-grade light rail station to the existing 1 Line on Martin Luther King Jr Way S between S Graham St and S Morgan St in Seattle.

The project bridges the 1.5-mile gap between the existing Columbia City and Othello stations, and increases light rail access in the growing Hillman City, Brighton, New Holly, and Beacon Hill neighborhoods.

The project provides improvements to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase Planning

Map of Project Alignment



Budget \$2.9M through completion of Preliminary Engineering

Schedule Target date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Contract negotiations with the top-ranked consultant were completed in September 2023 for Project Development Services contract (Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services).
- Received Sound Transit System Expansion Committee contract approval on November 9, 2023.
- Anticipating Notice to Proceed in December 2023.

Project Cost Summary

The Graham St. Infill Station is a voter-approved project under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target date of 2031.

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$1.7M in 2023 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder engagement.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$0.4 | \$0.1 | \$0.1 | \$0.4 | \$0.0 |
| Preliminary Engineering | \$2.3 | \$0.0 | \$0.0 | \$2.3 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 3rd Party Agreements | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total | \$2.9 | \$0.1 | \$0.1 | \$2.9 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|--|------------|
| M2023-101 | A motion authorizing the contract with Kimley-Horn & Associates, Inc. to provide Project Development Services for the South Graham St. Infill Station and South Boeing Access Road Infill Station projects in the amount of \$6,129,133, with a 10 percent contingency of \$612,913, for a total authorized contract amount not to exceed \$6,742,046. | 11/09/2023 |

Link Light Rail

Hilltop Tacoma Link Extension



Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) project is a 2.4-mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way (MLK).

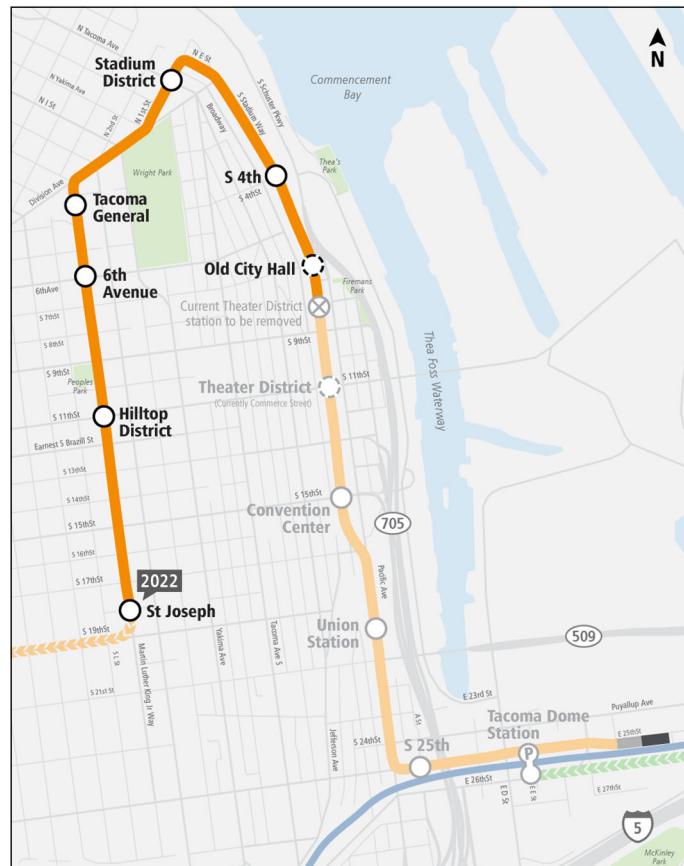
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

Systems Expansion of the Operations and Maintenance Facility (OMF). The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

Budget \$282.7 Million (Increased February 2022)

Schedule Revenue Service began September 16, 2023



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design consultant continue to support closeout activities such as as-built documentation and verification.

Construction: The contractor completed civil and systems work. Remaining Systems Integration Testing (SIT 506 Station VMS) is part of the contractor punchlist effort.

- **All Headings:** Work is complete.
- **Testing and Commissioning:** Contractor performing system program adjustments in advance of closing out open items in SIT 506 VMS.

Closely Monitored Issues

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.

Link Light Rail

Hilltop Tacoma Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The EAC was increased this period to indicate that a cumulative impact claim from the T100 contractor is likely to exceed the current budget.

Cost Summary by Phase

| Project Phase | Baseline Budget | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-----------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$28.9 | \$27.4 | \$27.3 | \$29.3 | -\$0.4 |
| Preliminary Engineering | \$5.6 | \$5.6 | \$5.6 | \$5.6 | \$0.0 |
| Final Design | \$16.2 | \$16.1 | \$16.1 | \$16.2 | \$0.0 |
| Construction Services | \$16.7 | \$16.5 | \$16.3 | \$16.7 | \$0.0 |
| Third Party Agreements | \$1.4 | \$1.3 | \$1.0 | \$1.4 | \$0.0 |
| Construction | \$172.0 | \$168.8 | \$166.9 | \$186.1 | -\$14.1 |
| Vehicles | \$40.1 | \$39.9 | \$37.6 | \$40.1 | \$0.0 |
| ROW | \$1.9 | \$1.9 | \$1.9 | \$1.9 | \$0.0 |
| Contingency | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total | \$282.7 | \$277.5 | \$272.7 | \$297.2 | -\$14.5 |

Cost Summary by SCC

| SCC Element | Baseline Budget | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Adopted Budget vs. EFC |
|--|-----------------|--------------------|------------------|----------------------------|------------------------|
| 10 Guideway & Track | \$32.9 | \$32.3 | \$32.0 | \$35.6 | -\$14.1 |
| 20 Stations | \$3.7 | \$3.6 | \$3.6 | \$4.0 | \$0.3 |
| 30 Support Facilities | \$43.7 | \$42.9 | \$42.4 | \$47.3 | \$3.6 |
| 40 Sitework & Special Conditions | \$54.9 | \$54.0 | \$53.4 | \$59.5 | \$4.6 |
| 50 Systems | \$36.7 | \$36.0 | \$35.6 | \$39.7 | \$3.0 |
| Construction Subtotal (10 - 50) | \$171.9 | \$168.8 | \$166.9 | \$186.1 | -\$14.2 |
| 60 ROW, Land | \$1.8 | \$1.9 | \$1.9 | \$1.9 | \$0.2 |
| 60 Vehicles | \$39.8 | \$39.9 | \$37.6 | \$40.1 | \$0.3 |
| 80 Professional Services | \$67.4 | \$66.8 | \$66.2 | \$69.2 | \$1.8 |
| 90 Unallocated Contingency | \$2.0 | \$0.0 | \$0.0 | \$0.0 | -\$2.0 |
| Total (10 - 90) | \$282.7 | \$277.5 | \$272.7 | \$297.2 | -\$14.5 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The project was baselined in September 2017 with a total contingency of \$33.8M. Since baselining, there were drawdowns on AC and UAC for Tacoma LRV, T100 construction, Design Services During Construction and Construction Management services contracts. The baseline contingency levels were insufficient and required an additional \$35.4M which was approved by the ST Board in June 2020. A further \$30M was approved by the ST Board in February 2022.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at \$0, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Allocated contingency decreased by around \$0.9M this month due to change orders on the T100 contract.

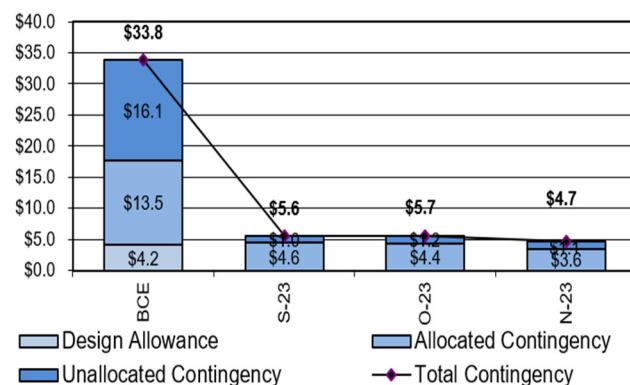
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Contingency Status (Monthly)

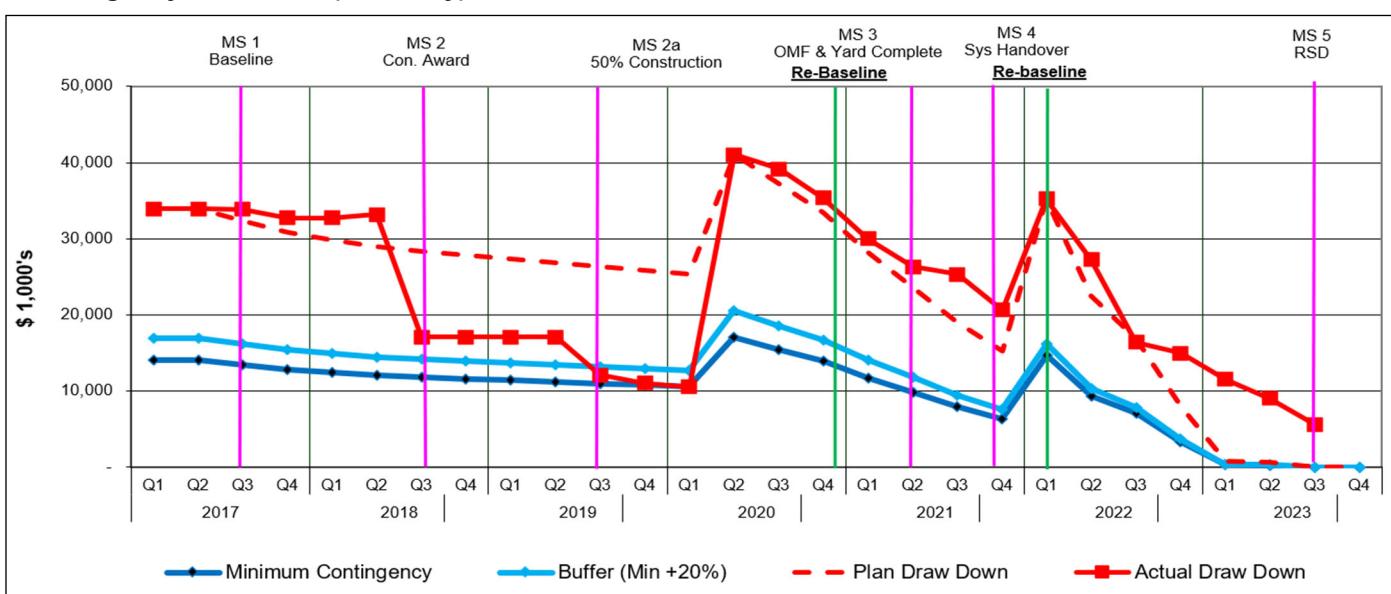
| Type | Baseline | | Re-Baseline | |
|-------------------------|---------------|--------------|--------------|--------------|
| | Amount | % of Total | Amount | % of Total |
| Design Allowance | \$4.2 | 2.2% | \$0.0 | 0.0% |
| Allocated Contingency | \$13.5 | 6.8% | \$3.6 | 35.4% |
| Unallocated Contingency | \$16.1 | 8.2% | \$1.1 | 11.3% |
| Total | \$33.8 | 17.2% | \$4.7 | 46.7% |

Table figures are shown in millions.

Contingency by Type Histogram (\$ Millions)



Contingency Drawdown (Quarterly)



Contingency Drawdown as of September 2023

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant FTE is higher than planned as delayed revenue service required additional months of contractor work. As labor hours have declined significantly since revenue service began, staffing will no longer be reported following this period.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|--------------|
| ST Staff | 11.0 | 9.6 | 1.4 |
| Consultants | 9.7 | 12.5 | (2.8) |
| TOTAL | 20.7 | 22.1 | (1.4) |

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No Action this period | |

Link Light Rail

Hilltop Tacoma Link Extension



Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Progress as of November 30, 2023

- LRV #1: Continue work on completion of open items required for Final Acceptance.
- LRV #2: Continue work on completion of open items required for Final Acceptance.
- LRV #3: Continue work on completion of open items required for Final Acceptance.
- LRV #4: Continue work on completion of open items required for Final Acceptance.
- LRV #5: Continue work on completion of open items required for Final Acceptance.

| Activity Name | Start | Finish | 2023 | | 2024 | |
|---|------------|------------|------|-----|------|-----|
| | | | Nov | Dec | Jan | Feb |
| HTLE - Project Completion- Current | 11-Oct-18A | 31-Dec-23 | | | | |
| Light Rail Vehicles (Qty 5) | 11-Oct-18A | 31-Dec-23 | | | | |
| LRV - Bid/Solicitation | 11-Oct-18A | 11-Oct-18A | | | | |
| Advertisement & Award | 30-Dec-18A | 04-Dec-17A | | | | |
| Fleet Retrofit | 20-Oct-22A | 23-Oct-22A | | | | |
| Light Rail Vehicles | 05-Dec-17A | 31-Dec-23 | | | | |
| Light Rail Vehicles - Manufacture, Ship and On Site Testing | 05-Dec-17A | 31-Dec-23 | | | | |
| Engineering and CDRs | 05-Dec-17A | 30-Jun-23A | | | | |
| Car 1 | 28-Dec-20A | 31-Dec-23 | | | | |
| Manufacture - LRV 1 | 28-Dec-20A | 16-Mar-22A | | | | |
| Ship | 16-Mar-22A | 22-Mar-22A | | | | |
| Onsite Testing | 22-Mar-22A | 13-Jun-23A | | | | |
| Conditional Acceptance | 10-Apr-23A | 03-Jun-23A | | | | |
| FMs | 09-Jan-23A | 15-Jun-23A | | | | |
| Final Acceptance | 31-Dec-23 | 31-Dec-23 | | | | |
| Car 2 | 22-Mar-21A | 31-Dec-23 | | | | |
| Manufacture - LRV 2 | 22-Mar-21A | 09-May-22A | | | | |
| Testing | 09-May-22A | 10-May-22A | | | | |
| Ship | 10-May-22A | 10-May-22A | | | | |
| Onsite Testing | 10-May-22A | 08-May-23A | | | | |
| Conditional Acceptance | 05-Jun-23A | 29-Jun-23A | | | | |
| FMs | 02-May-23A | 29-Dec-23 | | | | |
| Final Acceptance | 31-Dec-23 | 31-Dec-23 | | | | |
| Car 3 | 12-May-21A | 31-Dec-23 | | | | |
| Manufacture - LRV 3 | 12-May-21A | 23-Jun-22A | | | | |
| Ship | 24-Jun-22A | 23-Aug-22A | | | | |
| Onsite Testing | 08-Sep-22A | 16-May-23A | | | | |
| Conditional Acceptance | 05-Jun-23A | 29-Jun-23A | | | | |
| FMs | 02-May-23A | 30-Dec-23 | | | | |
| Final Acceptance | 31-Dec-23 | 31-Dec-23 | | | | |
| Car 4 | 22-Jun-21A | 31-Dec-23 | | | | |
| Manufacture - LRV 4 | 22-Jun-21A | 28-Sep-22A | | | | |
| Ship | 28-Sep-22A | 03-Oct-22A | | | | |
| Testing - LRV 4 | 22-Sep-22A | 28-Sep-22A | | | | |
| Onsite Testing-1 | 04-Oct-22A | 27-Apr-23A | | | | |
| Conditional Acceptance | 27-Apr-23A | 29-Jun-23A | | | | |
| FMs | 27-Apr-23A | 30-Dec-23 | | | | |
| Final Acceptance | 31-Dec-23 | 31-Dec-23 | | | | |
| Car 5 | 28-Jun-21A | 31-Dec-23 | | | | |
| Manufacture - LRV 5 | 28-Jun-21A | 22-Sep-22A | | | | |
| Testing | 23-Sep-22A | 30-Sep-22A | | | | |
| Ship | 30-Sep-22A | 08-Nov-22A | | | | |
| Onsite Testing | 09-Nov-22A | 07-Dec-23 | | | | |
| Conditional Acceptance | 29-Jun-23A | 17-Dec-23 | | | | |
| FMs | 14-Jul-23A | 25-Dec-23 | | | | |
| Final Acceptance | 31-Dec-23 | 31-Dec-23 | | | | |
| LRV #5 Final Acceptance | 31-Dec-23 | 31-Dec-23 | | | | |
| OM Manuals | 01-Jun-23A | 01-Jun-23 | | | | |

Link Light Rail

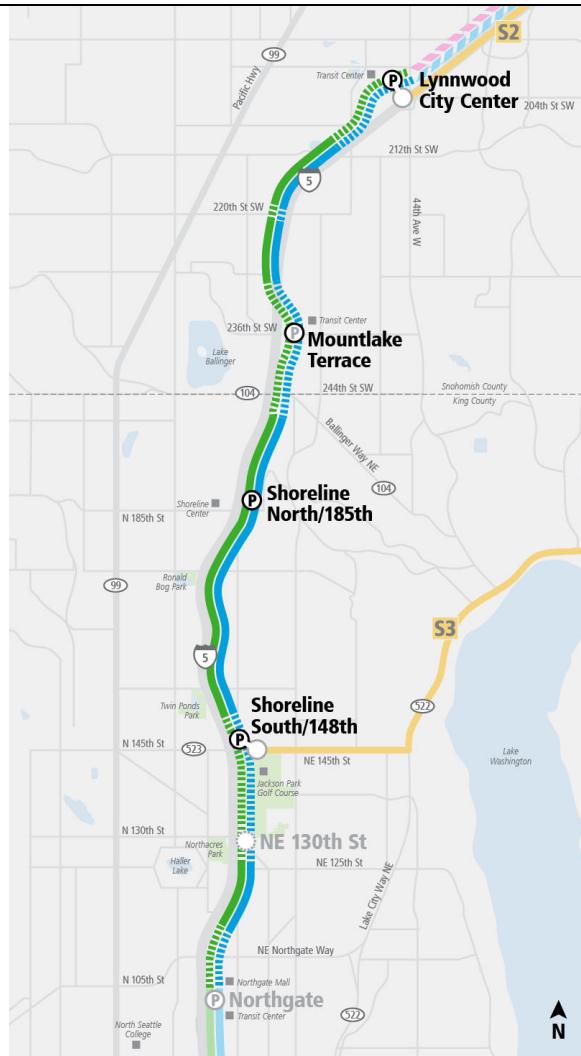
Lynnwood Link Extension



Project Summary

Scope

| | |
|------------------|---|
| Limits | North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center |
| Alignment | Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway. |
| Stations | Lynnwood City Center Mountlake Terrace Shoreline North/185th Shoreline South/148th |
| Systems | Signals, traction power, communications, and SCADA. |
| Phase | Construction |
| Budget | \$2.77 Billion (Baseline May 2018) |
| Schedule | Revenue Service: Summer/Fall 2024 |



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with elevator buildout and back of house finishes, as well as fire alarm system electrical terminations and under guideway soffit metal panels along with elevator testing and plaza paving at the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including platform tiling and plaza walkway soffit panels as well as punchlist items and elevator buildout at the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station with punchlist and remaining commissioning, as well as hardscaping and paving at the adjacent park and ride lot (L300).
- Continued construction of the Lynnwood Station with punchlist and commissioning, as well as hardscaping for the adjacent plaza (L300).
- Continued System Integration Testing (SIT) and clearance cart testing along with continued installation of traction power equipment and signal wiring (L800).

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Progress of dry standpipe installation to enable follow-on systems work.

Link Light Rail

Lynnwood Link Extension



Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are rounded to the first decimal and shown in millions.

For this period, \$23.4M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staffing.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$98.2 | \$98.2 | \$70.6 | \$70.3 | \$90.7 | \$7.5 |
| Preliminary Engineering | \$39.1 | \$39.1 | \$39.1 | \$39.1 | \$39.1 | \$0.0 |
| Final Design | \$164.2 | \$164.2 | \$159.0 | \$155.9 | \$159.8 | \$4.4 |
| Construction Services | \$128.4 | \$139.0 | \$130.4 | \$115.8 | \$133.7 | \$5.3 |
| 3rd Party Agreements | \$14.6 | \$17.6 | \$16.2 | \$14.1 | \$17.2 | \$0.4 |
| Construction | \$1,921.4 | \$2,094.6 | \$1,991.9 | \$1,862.0 | \$2,102.4 | (\$7.8) |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$235.7 | \$219.1 | \$189.5 | \$182.9 | \$197.0 | \$22.1 |
| Project Contingency | \$170.2 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total | \$2,771.6 | \$2,771.6 | \$2,596.6 | \$2,440.1 | \$2,739.8 | \$31.8 |

Cost Summary by SCC

| SCC Element | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track | \$791.8 | \$1,109.1 | \$683.4 | \$674.8 | \$800.0 | \$309.1 |
| 20 Stations | \$333.8 | \$218.8 | \$422.8 | \$394.1 | \$446.8 | (\$227.9) |
| 30 Support Facilities | \$2.0 | \$2.3 | \$0.5 | \$0.4 | \$3.0 | (\$0.7) |
| 40 Sitework & Special Conditions | \$421.1 | \$522.4 | \$667.4 | \$595.2 | \$582.6 | (\$60.1) |
| 50 Systems | \$244.4 | \$194.3 | \$203.8 | \$186.7 | \$211.7 | (\$17.5) |
| Construction Subtotal (10 - 50) | \$1,793.0 | \$2,046.9 | \$1,978.0 | \$1,851.3 | \$2,044.0 | \$2.9 |
| 60 ROW, Land | \$235.7 | \$219.1 | \$189.5 | \$182.9 | \$197.0 | \$22.1 |
| 70 Vehicles (Non-Revenue) | \$1.4 | \$1.4 | \$1.3 | \$0.3 | \$1.4 | \$0.0 |
| 80 Professional Services | \$449.3 | \$478.8 | \$427.8 | \$405.5 | \$480.8 | (\$2.0) |
| 90 Unallocated Contingency | \$292.2 | \$25.4 | \$0.0 | \$0.0 | \$16.6 | \$8.8 |
| Total (10 - 90) | \$2,771.6 | \$2,771.6 | \$2,596.6 | \$2,440.1 | \$2,739.8 | \$31.8 |

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The Lynnwood Link project budget was baselined in May 2018 with a total contingency of \$737.7M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

During the current period, Allocated Contingency decreased by a net amount of \$5.0M due to civil DSDC and construction change orders, as well as revised phase level estimates at completion.

Contingency Status

| Type | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$247.9 | 8.9% | \$0.0 | 0.0% |
| Allocated Contingency | \$203.0 | 7.3% | \$74.4 | 24.8% |
| Unallocated Contingency | \$286.8 | 10.3% | \$25.4 | 8.5% |
| Total: | \$737.7 | 26.6% | \$99.8 | 33.3% |

Contingency by Type

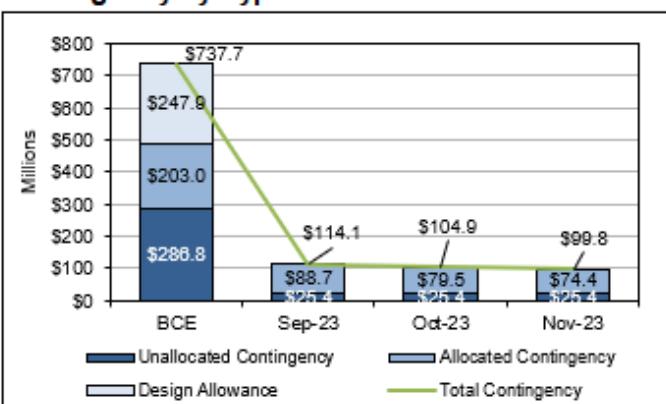
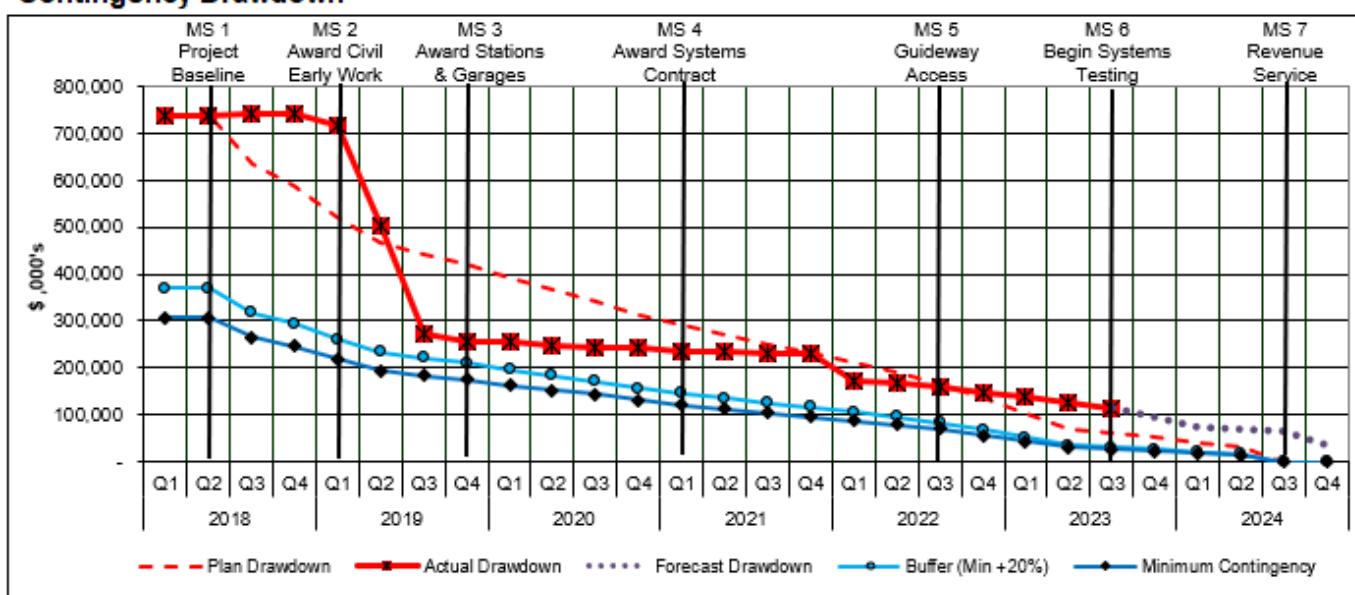


Table figures are shown in millions.

Contingency Drawdown



Risk Management

The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Weather constraints on re-striping Interstate 5.
- Delayed completion of system integration testing.
- Jurisdictional stakeholders requesting additional changes.
- Subcontractor degraded performance affecting completion.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 96.5%.

The Master Schedule below has been updated through October 2023, as all of the November 2023 schedules have not been submitted. Focus remains on completion of the work ahead of Systems Integration Testing, as well as completion of civil scope required to meet Substantial Completion and scope needed to achieve Acceptance. The revenue service date forecast remains Summer/Fall 2024.

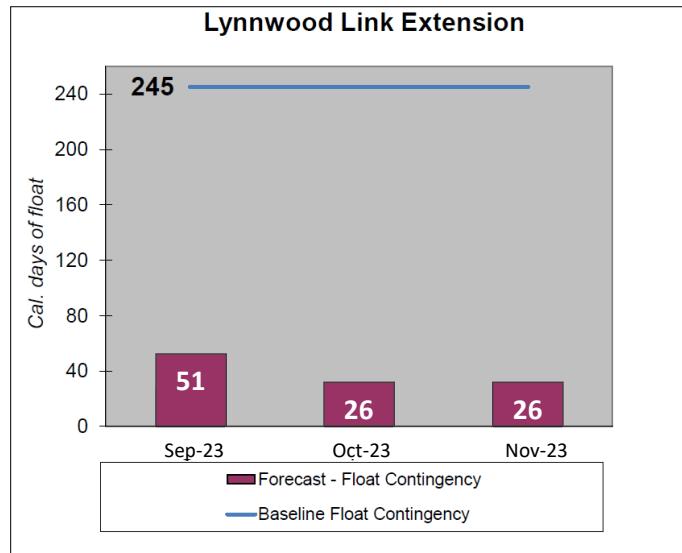
| Activity Name | Start | Finish | 2023 | | | | 2024 | | |
|-------------------------------------|--------------------|------------------|------|----|----|----|------|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| LLE Project Schedule | 20-May-10 A | 07-Aug-24 | | | | | | | |
| Project Administration | 20-May-10 A | 07-Aug-24 | | | | | | | |
| Final Design/Preconstruction | 01-Sep-15 A | 05-Jan-24 | | | | | | | |
| Project Wide Utilities | 01-Aug-18 A | 25-Mar-19 A | | | | | | | |
| L200 - Third Party Agreements | 01-Aug-16 A | 31-May-22 A | | | | | | | |
| L300 - Third Party Agreements | 02-May-16 A | 18-Jul-22 A | | | | | | | |
| Permitting & AHJ Agreements | 07-Jan-15 A | 04-Jan-24 | | | | | | | |
| Owner Furnished Equipment | 01-Oct-21 A | 21-Feb-23 A | | | | | | | |
| L350 200th St. Widening | 06-Apr-18 A | 03-Jan-24 | | | | | | | |
| North Maint. of Way (MOW) | 02-Jan-19 A | 11-Jul-24 | | | | | | | |
| WSDOT - I-5 Rehabilitation | 02-Jan-20 A | 04-Jan-24 | | | | | | | |
| L200 ROW Acquisitions | 04-Jan-16 A | 16-Feb-23 A | | | | | | | |
| L300 ROW Acquisitions | 14-Jan-16 A | 04-Jan-24 | | | | | | | |
| L200 Civil Construction | 25-Dec-18 A | 16-Aug-24 | | | | | | | |
| L300 Civil Construction | 13-Aug-18 A | 28-Feb-24 | | | | | | | |
| L800 Systems Construction | 04-Dec-20 A | 21-Mar-24 | | | | | | | |
| LLE Rail Activation | 13-Jan-20 A | 15-Aug-24 | | | | | | | |
| Rail Activation Tasks | 13-Jan-20 A | 15-Aug-24 | | | | | | | |
| Systems Integration & Testing (SIT) | 06-Jul-23 A | 06-Mar-24 | | | | | | | |
| Pre-Revenue Service | 24-Feb-24 | 23-Jun-24 | | | | | | | |
| Project Float | 22-Jun-24 | 17-Jul-24 | | | | | | | |
| Revenue Service - FFGA | 17-Jul-24 | 17-Jul-24 | | | | | | | |

Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. The project was calculated to have 26 days remaining between completion of work and the July 17, 2024 revenue service date. The project float remains under review as the contractor schedules are in review and possibly subject to revision.

The float reported continues to be an area of focus for improvement. ST continues working with the contractors to re-examine the schedule duration, logic, and work sequences to find opportunities for improvement.

The target revenue service date is unchanged at this point. An ST Board decision regarding formal opening dates, is not expected until later this year.



Critical Path Analysis

The critical path has been updated through October 2023, as not all of the November 2023 schedules have been submitted. The October 2023 critical path for the Lynnwood Link Extension is the L800 Systems contract. The path is driven by the completion of testing and commissioning of the traction power substations, followed by the SIT testing that is dependent on the OCS being energized. Completion of the systems integration testing will then allow for completion of the operational conformance, which in turn drives the start of Pre-Revenue Service and the opening to the public.

| Activity Name | Start | Finish | 2024 | | | |
|--|-------------|-----------|------|----|----|----|
| | | | Q4 | Q1 | Q2 | Q3 |
| L800 Systems Construction | 01-Nov-23 | 21-Feb-24 | | | | |
| Sound Transit L800 Engineering / Coi | 01-Nov-23 | 21-Feb-24 | | | | |
| L800 Engineering | 21-Feb-24 | 21-Feb-24 | | | | |
| L800 Construction | 01-Nov-23 | 21-Feb-24 | | | | |
| LLE Rail Activation | 01-Oct-23 A | 17-Jul-24 | | | | |
| Rail Activation Tasks | 01-Oct-23 A | 22-Jun-24 | | | | |
| RAC - Rail Activation Committee | 22-Feb-24 | 22-Jun-24 | | | | |
| T20 - Transition To Operations Subcommittee | 21-Feb-24 | 21-Feb-24 | | | | |
| SSCRS - Safety and Security Certification Subcom | 21-Feb-24 | 21-Feb-24 | | | | |
| BRI - Bus-Rail Integration Subcommittee | 01-Oct-23 A | 22-Jun-24 | | | | |
| Pre-Revenue Service | 24-Feb-24 | 23-Jun-24 | | | | |
| Operator Preparation | 24-Feb-24 | 23-Apr-24 | | | | |
| Simulated Revenue Service/Drills/Upsets | 24-Apr-24 | 22-Jun-24 | | | | |
| Revenue Service | 23-Jun-24 | 23-Jun-24 | | | | |
| Project Float | 22-Jun-24 | 17-Jul-24 | | | | |
| Revenue Service - FFGA | 17-Jul-24 | 17-Jul-24 | | | | |

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions can result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table. For the Lynnwood Link Extension the total number of parcels available for construction is 383.

| Lynnwood Link Extension Property Acquisition Status | | | | | |
|---|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 390 | 400 | 751 | 748 | 383 | 383 |

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.

Community Engagement

Distributed construction alerts via project page, gov list server, emailed and door-to-door for activities around the project site including, but not limited to the following:

- Planning a post construction marketing campaign with local businesses along the alignment.
- SR-104 nightly closures throughout the month.
- Full closure of Alderwood Mall Blvd in Lynnwood.
- Rail gridding along the alignment.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual average FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Consultant FTE is higher than planned due to the new projected values for 2023.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|--------------|
| ST Staff | 46.3 | 44.0 | 2.3 |
| Consultants | 95.0 | 105.0 | (10.0) |
| TOTAL | 141.3 | 149.0 | (7.7) |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No Action this Period | |

Construction Safety

| Data/Measure | November 2023 | Year to Date | Project to Date |
|---|---------------|--------------|-----------------|
| Recordable Injury/Illness Cases | 0 | 3 | 50 |
| Days Away From Work Cases | 0 | 0 | 5 |
| Total Days Away From Work | 22 | 238 | 346 |
| First Aid Cases | 0 | 14 | 93 |
| Reported Near Mishaps | 2 | 15 | 86 |
| Average Number of Employees on Worksite | 216 | - | - |
| Total # of Hours (GC & Subs) | 72,412 | 999,127 | 5,800,213 |
| OSHA Incident Rates | Month | Year to Date | Project to Date |
| Recordable Injury Rate | 0.00 | 0.60 | 1.72 |
| LTI Rate | 0.00 | 0.00 | 0.17 |
| Recordable National Average | 2.50 | | |
| LTI National Average | 1.10 | | |
| Recordable WA State Average | 4.40 | | |
| LTI WA State Average | 2.00 | | |

* Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.

Contract L200 GC/CM—Northgate to NE 200th Street

Current Progress

The L200 Contractor, Stacy & Witbeck—Kiewit—Hoffman JV (SKH), is continuing work on site as follows:

- Continued roadway restoration.
- Continued landscaping and restoration along the alignment.
- 148th Station - Continued elevator buildout/glazing and escalator panel installation along with hardscaping.
- 148th Garage - Continued elevator testing & adjustments, along with garage punchlist work.
- 185th Station - Continued platform tiling installation and elevator testing & adjustments.
- 185th Garage - Continued elevator buildout along with garage punchlist work.

Note: Future report content will be reduced due to the contract nearing substantial completion.

Schedule Summary

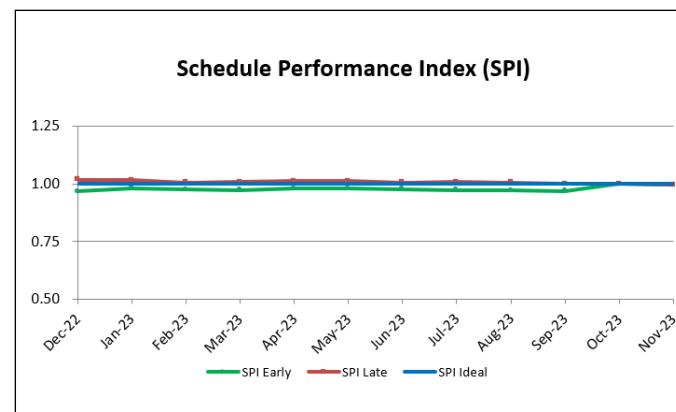
The Schedule below has been updated through October, as the November 2023 schedule has only recently been submitted. The submittal is under review and is likely to be returned for revision. The substantial completion continues to be driven by completion of 185th Garage commissioning. Key areas under review include not only the commissioning, but accurate planning and completion of changes that have been issued.

| Activity Name | Start | Finish | 2023 | | 2024 | | |
|---|-------------|-----------|------|----|------|----|--|
| | | | Q4 | Q1 | Q2 | Q3 | |
| L200 Civil Construction | 25-Dec-18 A | 16-Aug-24 | | | | | |
| L200 Civil Construction | 25-Dec-18 A | 16-Aug-24 | | | | | |
| Project Wide | 25-Dec-18 A | 16-Aug-24 | | | | | |
| WZ-1 Elevated (1437+00 to 1458+63) | 15-May-19 A | 15-Mar-24 | | | | | |
| WZ-2 At Grade - Fill (1458+63 to 1492+45) | 21-Mar-19 A | 24-May-24 | | | | | |
| WZ-3 Elevated (1492+45 to 1559+17) | 23-Mar-19 A | 23-Feb-24 | | | | | |
| WZ-4 145th Station & Garage | 08-Apr-19 A | 08-Mar-24 | | | | | |
| WZ-5 At Grade - Fill (1559+17 to 1571+30) | 26-Mar-19 A | 01-Mar-24 | | | | | |
| WZ-6 155th Bridge (1571+30 to 1572+40) | 17-Jun-19 A | 21-Nov-23 | | | | | |
| WZ-7 At Grade - Retained (1572+40 to 1624+00) | 27-Mar-19 A | 23-Feb-24 | | | | | |
| WZ-8 175th Bridge (1624+00 to 1631+25) | 25-Apr-19 A | 23-Feb-24 | | | | | |
| WZ-9 At Grade - Cut (1631+25 to 1661+78) | 15-Apr-19 A | 14-Mar-24 | | | | | |
| WZ-10 185th Station & Garage | 15-Apr-19 A | 16-Aug-24 | | | | | |
| WZ-11 At Grade (1661+78 to 1694+01) | 09-Apr-19 A | 26-Apr-24 | | | | | |

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 1.00 (same as last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.00 (same as last period).



Link Light Rail Lynnwood Link Extension



Work Zone Overview



Next Period Activities:

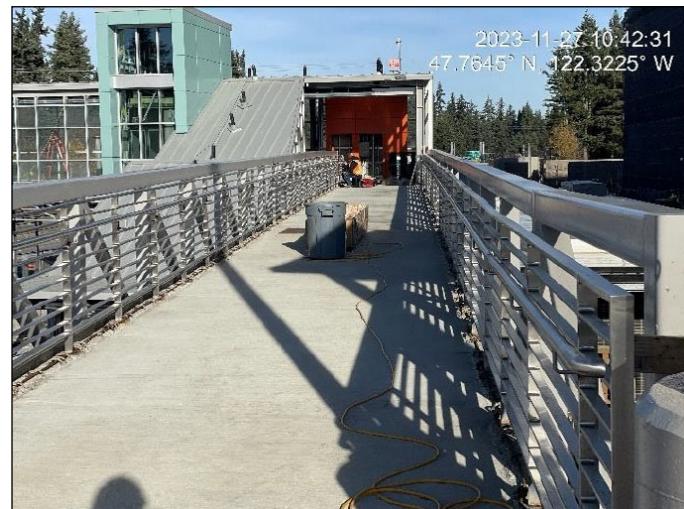
- Continue landscaping and roadway/sidewalk restoration.
- Continue guideway standpipe installation.
- Continue 148th Station final elevator testing and fire alarm installation.
- Continue 185th Station elevator testing and adjustments along with fixture installation/wire pulls.
- Permanent lighting and fencing installation.

Closely Monitored Issues:

- Safety risks associated with shared access to elevated guideway elements.
- Progress toward Substantial Completion for Stations and Garages
- Stormwater discharge during the wet season.

Cost Summary

| Present Financial Status | Amount |
|--|---------------|
| L200 Contractor - SKH Excludes 130th and betterments | |
| Original Contract Value | \$88,147,258 |
| Change Order Value | \$772,393,310 |
| Current Contract Value | \$860,540,568 |
| Total Actual Cost (Incurred to Date) | \$802,223,652 |
| Percent Complete | 96.1% |
| Authorized Contingency | \$43,762,892 |
| Contingency Drawdown | \$20,542,304 |
| Contingency Index | 2.0 |



185th garage pedestrian bridge

Contract L300 GC/CM—NE 200th Street to Lynnwood Transit Center

Current Progress

The L300 Contractor, Skanska, is continuing work on site as follows:

- Continued punchlist and commissioning work at Mountlake Terrace and Lynnwood stations.
- Continued track punchlist work along the alignment.
- Continued installation of guideway dry standpipe.
- Continued site restoration along alignment.
- Continued transit and traffic circulation improvements along the 200th St. SW corridor.

Note: Future report content will be reduced due to the contract nearing substantial completion.

Schedule Summary

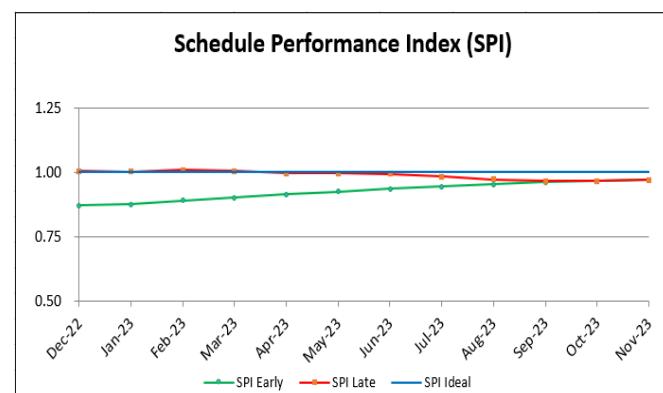
The Schedule below has been updated through October, as the November 2023 schedule has not been submitted. The schedule forecasts a substantial completion of March 13, 2024, a slippage of 37 days since the September update. The critical path is driven by a new activity inserted in the schedule for training availability of operations staff. The logic and sequencing of this new activity is being reviewed, and has not been accepted as a driving component of Substantial Completion.

| Activity Name | Start | Finish | 2023 | | 2024 Q1 |
|--|------------|------------|------|----|---------|
| | | | Q3 | Q4 | |
| L300 Civil Construction | 13-Aug-18A | 12-Jan-24 | | | |
| L300 Civil Construction | 13-Aug-18A | 12-Jan-24 | | | |
| MILESTONES | 25-Sep-18A | 12-Jan-24 | | | |
| ROW ACQUISITIONS (PARCELS & TCE | 04-Jun-19A | 01-Jun-21A | | | |
| PERMITTING | 01-Feb-19A | 05-Jun-23A | | | |
| SUBMITTALS | 12-Apr-19A | 03-Apr-23A | | | |
| MATERIAL PROCUREMENT | 07-Aug-19A | 01-May-23A | | | |
| EARLY WORK | 20-Feb-19A | 29-Sep-23 | | | |
| CONSTRUCTION | 13-Aug-18A | 28-Dec-23 | | | |
| Main Package Construction Contract Element | 25-Oct-19A | 29-Sep-23 | | | |
| Mobilizations | 25-Oct-19A | 15-May-23A | | | |
| 3rd Party Utilities | 22-Jul-19A | 16-Sep-20A | | | |
| L200 to 236th St. (Sta. 1694+00 to 1739+00) | 17-Dec-19A | 11-Oct-23 | | | |
| 236th St. to 220th St. (Sta. 1739+00 to 1791+00) | 13-Jan-20A | 08-Dec-23 | | | |
| 220th St. to 52nd Ave (Sta. 1791+00 to 1840+00) | 23-Dec-19A | 03-Oct-23 | | | |
| 52nd Ave to EOL (Sta. 1840+00 to 1884+00) | 13-Aug-18A | 29-Nov-23 | | | |
| Fire Protection - Dry Standpipe | 28-Feb-23A | 28-Dec-23 | | | |

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.98 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.98 (increase from last period).

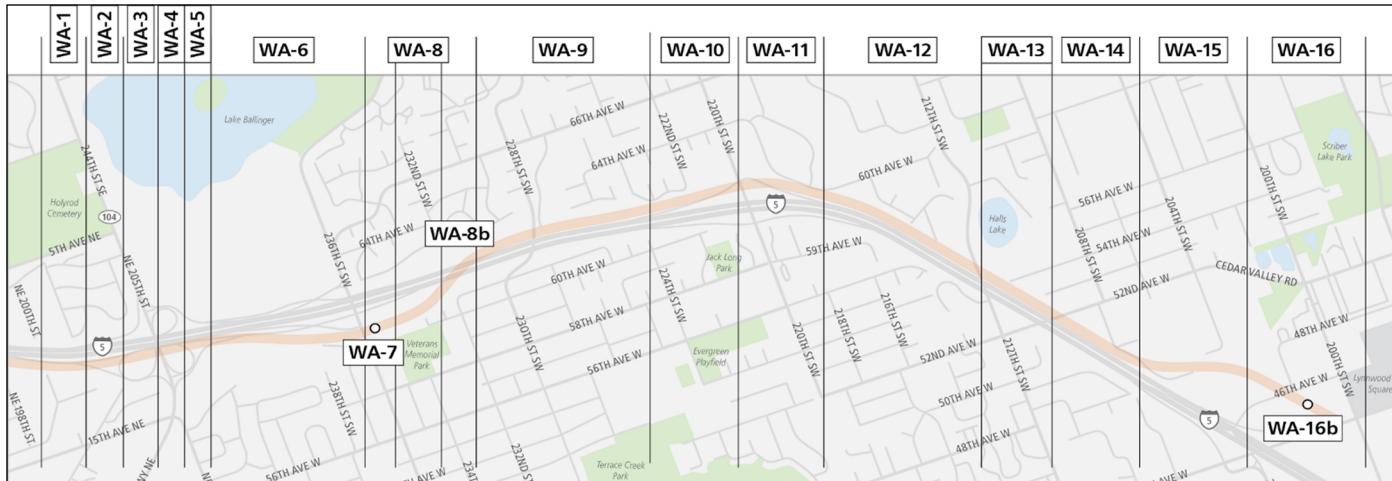


Link Light Rail

Lynnwood Link Extension



Work Zone Overview



Next Period's Activities

- Continue site restoration along alignment.
- Continue punchlist and commissioning work at Mountlake Terrace and Lynnwood stations.
- Continue completion of station and plaza hardscapes.
- Complete guideway standpipe installation.
- Continue transit and traffic circulation improvements along the 200th St. SW corridor.

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Substantial completion status.
- Permits and Certificate of Occupancy approvals.
- Stormwater discharge during the wet season.

Cost Summary

| Present Financial Status | Amount |
|--------------------------------------|---------------|
| L300 Contractor—Skanska | |
| Original Contract Value | \$56,886,631 |
| Change Order Value | \$848,602,906 |
| Current Contract Value | \$905,489,537 |
| Total Actual Cost (Incurred to Date) | \$863,556,163 |
| Percent Complete | 97.3% |
| Authorized Contingency | \$76,394,634 |
| Contingency Drawdown | \$70,489,537 |
| Contingency Index | 1.1 |



Mountlake Terrace Station and Park & Ride Lot

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

The L800 Contractor, Mass Electric Construction Company (MEC), continued work as follows:

- Procurement of key equipment including radio hardware.
- Continued installing feeder cables, communication devices, communication racks, signal cables and fiber optic cables.
- Continued testing of Overhead Catenary System (OCS) and messenger wire.
- Commenced System Integration Testing (SIT).

Schedule Summary

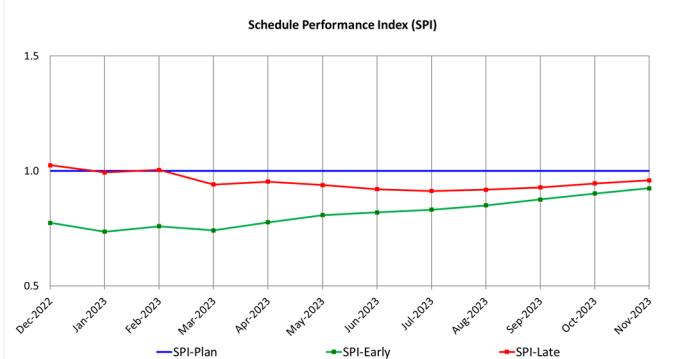
The Schedule below has been updated through October, as the November 2023 schedule is currently under review. The L800 schedule update now forecasts a substantial completion of March 11, 2024, 55 days behind the January 16th contract date. The critical path is driven by the radio system engineering. Near critical paths include TPSS commissioning, OCS energization, and SIT testing. ST is continuing to actively monitor the progress of this work and the follow on rail activation activities.

| Activity Name | Start | Finish | 2023 | | 2024 | |
|--------------------------------------|-------------|-----------|------|--|------|----|
| | | | Q4 | | Q1 | Q2 |
| L800 Systems Construction | 04-Dec-20 A | 08-Apr-24 | | | | |
| L800 Systems Construction | 04-Dec-20 A | 08-Apr-24 | | | | |
| Sound Transit L800 Engineerin | 04-Dec-20 A | 08-Apr-24 | | | | |
| L800 Engineering | 04-Dec-20 A | 11-Mar-24 | | | | |
| L800 Milestones | 04-Dec-20 A | 11-Mar-24 | | | | |
| L800 Submittals | 04-Dec-20 A | 11-Mar-24 | | | | |
| L800 OCS | 01-Jun-21 A | 02-Feb-24 | | | | |
| L800 Traction Power/Substations | 04-Dec-20 A | 16-Feb-24 | | | | |
| L800 Signals | 07-Dec-20 A | 22-Feb-24 | | | | |
| L800 Communications | 03-Jan-21 A | 11-Mar-24 | | | | |
| L800 SCADA | 01-Mar-22 A | 31-Dec-23 | | | | |
| L800 Construction | 04-Dec-20 A | 08-Apr-24 | | | | |
| L800 OCS | 01-Feb-21 A | 07-Dec-23 | | | | |
| L800 Traction Power / Substations | 04-Dec-20 A | 09-Jan-24 | | | | |
| L800 Signals | 04-Dec-20 A | 10-Jan-24 | | | | |
| L800 Communications | 04-Dec-20 A | 09-Jan-24 | | | | |
| L800 SCADA | 01-Jul-21 A | 06-Mar-24 | | | | |
| L800 Testing and Commissioning | 15-Jan-23 A | 08-Apr-24 | | | | |

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.92 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.96 (increase from last period).



Next Period's Activities

- Continue installation of communication equipment.
- Continue System Integration Testing (SIT).

Closely Monitored Issues

- Permanent power energization.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) and radio system equipment.
- Safety risks associated with shared access to elevated guideway elements.

Cost Summary

| Present Financial Status | Amount |
|---|---------------|
| L800 Contractor - Mass Electrical Construction Co. | |
| Original Contract Value | \$148,000,000 |
| Change Order Value | \$6,030,146 |
| Current Contract Value | \$154,030,146 |
| Total Actual Cost (Incurred to Date) | \$141,381,209 |
| Percent Complete | 93.3% |
| Authorized Contingency | \$10,360,000 |
| Contingency Drawdown | \$6,030,146 |
| Contingency Index | 1.6 |



Dead Car Tow

Link Light Rail NE 130th St Infill Station



Project Summary

Scope Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

Phase Construction

Budget \$240.2 Million

Schedule Baseline Revenue Service: June 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Mobilized soldier pile wall installation equipment.
- Continued site handover from L210 contractor (SKH) to the L230 station finishes contractor (Absher).
- Continued platform edge angle corrections.
- Continued work plan submittals and site surveying.
- Executed the project construction services agreement with Washington State Dept. of Transportation (WSDOT).

Closely Monitored Issues

- Closeout of L200 street improvement permit (SIP) and transfer of restoration scope of 5th Ave NE to the L230 SIP.
- Coordination with City of Seattle for permit review of the station finishes package.
- Energized Overhead Catenary System (OCS) during Lynnwood Link system integration testing.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions. Current period incurred \$2.1M. The major expenditures were for civil construction, civil DSDC, construction management and ST staff.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$8.1 | \$8.1 | \$3.5 | \$3.5 | \$8.1 | \$0.0 |
| Preliminary Engineering | \$2.7 | \$2.7 | \$2.7 | \$2.7 | \$2.7 | \$0.0 |
| Final Design | \$17.6 | \$17.6 | \$16.7 | \$12.2 | \$17.6 | \$0.0 |
| Construction Services | \$17.3 | \$17.3 | \$12.5 | \$2.8 | \$17.3 | \$0.0 |
| 3rd Party Agreements | \$1.7 | \$1.7 | \$0.7 | \$0.6 | \$1.7 | \$0.0 |
| Construction | \$192.6 | \$192.6 | \$138.1 | \$33.4 | \$192.6 | \$0.0 |
| ROW | \$0.1 | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.0 |
| Project Contingency | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total | \$240.2 | \$240.2 | \$174.2 | \$55.2 | \$240.2 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The project budget was baselined in 2022 with a total contingency of \$48.6M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties.

Current Period: During the current period allocated contingency increased by \$252k due to a deductive change order.

Contingency Status

| Type | Baseline | | Current Status | |
|-------------------------|---------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$0.0 | 0.0% | \$0.0 | 0.0% |
| Allocated Contingency | \$30.9 | 12.9% | \$32.9 | 17.8% |
| Unallocated Contingency | \$17.7 | 7.4% | \$17.6 | 9.5% |
| Total: | \$48.6 | 20.2% | \$50.5 | 27.3% |

Contingency by Type

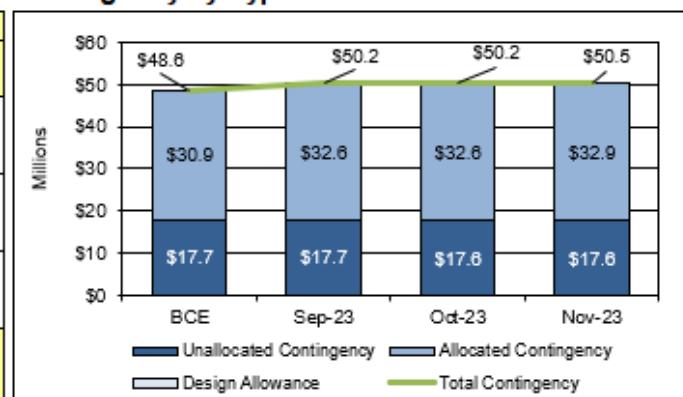
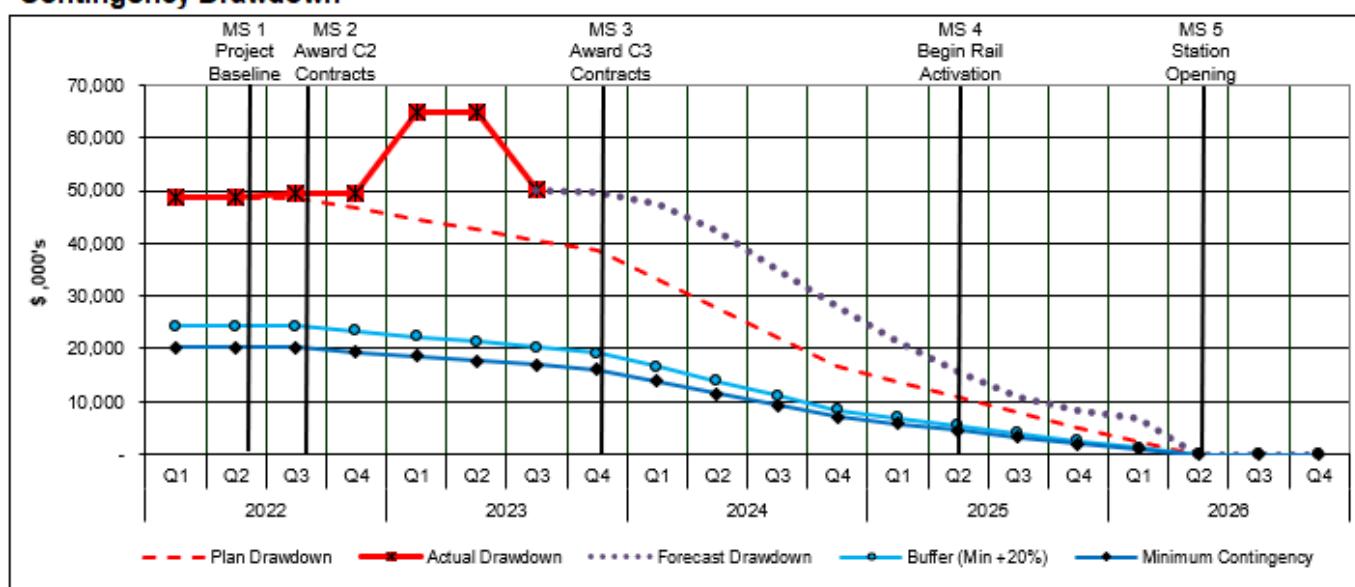


Table figures are shown in millions.

Contingency Drawdown



Risk Management

The following are the top project risks identified:

- Partner agencies and internal support resource availability for construction support, testing, and commissioning.
- Supply chain issues causing delays with the station finishes package.
- Contractor deferred submittals causing delay in jurisdiction approvals.

Project Schedule

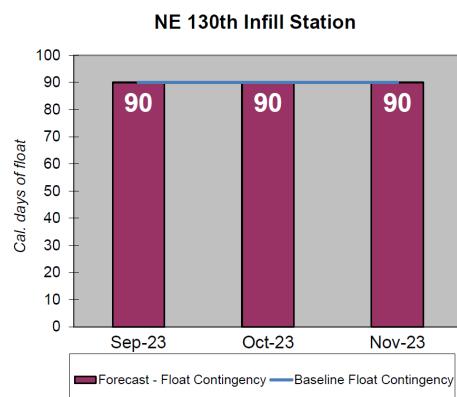
The weighted percent complete for the major construction contracts is calculated at 22.7%.

The November schedule update shows that the L210 scope of work continues to near completion. Canopy steel erection is complete, with the platform edge and change order work remaining. The L230 contractor has taken over the site and provided a baseline schedule, which has been reviewed and returned for revision. Once that schedule has been accepted, an update will be submitted and incorporated into the Integrated Project Schedule.

| Activity Name | Start | Finish | Q4 | Q1 | Q2 | 2024 Q3 | Q4 | Q1 | Q2 | 2025 Q3 | Q4 | Q1 | Q2 | 2026 Q3 |
|---|-------------|-------------|----|----|----|---------|----|----|----|---------|----|----|----|---------|
| NE 130th Station - Design & Permitting | 04-Feb-19 A | 24-Jun-28 | | | | | | | | | | | | |
| NE 130th Station - ROW Acquisitions | 23-Jun-22 A | 03-Dec-24 | | | | | | | | | | | | |
| NE 130th Station - L210 Station Platfor | 22-Sep-20 A | 10-Mar-24 | | | | | | | | | | | | |
| Project Wide | 22-Sep-20 A | 09-Feb-24 | | | | | | | | | | | | |
| WZ-3 Elevated (1492+45 to 1559+17) | 18-Jul-22 A | 10-Mar-24 | | | | | | | | | | | | |
| 130th Station | 18-Jul-22 A | 10-Mar-24 | | | | | | | | | | | | |
| Platform | 18-Jul-22 A | 05-Jan-24 | | | | | | | | | | | | |
| Civil/Track | 29-Jan-24 | 10-Mar-24 | | | | | | | | | | | | |
| Handrail/Acoustic Panels | 23-May-23 A | 21-Jul-23 A | | | | | | | | | | | | |
| Fee | 23-Aug-22 A | 30-Aug-23 A | | | | | | | | | | | | |
| Negotiated Support Services | 23-Aug-22 A | 30-Dec-23 | | | | | | | | | | | | |
| Project Indirects | 23-Aug-22 A | 10-Mar-24 | | | | | | | | | | | | |
| NE 130th Station - L230 Station Finish | 30-Aug-23 A | 18-Oct-25 | | | | | | | | | | | | |
| L230 Construction | 30-Aug-23 A | 18-Oct-25 | | | | | | | | | | | | |
| Project Mangement | 30-Aug-23 A | 18-Oct-25 | | | | | | | | | | | | |
| Station Civil Construction | 01-Nov-23 A | 16-Oct-25 | | | | | | | | | | | | |
| NE 130th Station - L810 Station System | 30-Aug-23 A | 27-Jun-25 | | | | | | | | | | | | |
| L810 Systems Construction | 30-Aug-23 A | 27-Jun-25 | | | | | | | | | | | | |
| NE 130th Station - Pre-Rev & Opening | 08-Oct-24 | 24-Jun-26 | | | | | | | | | | | | |
| Activation & Pre-Rev | 08-Oct-24 | 26-Mar-26 | | | | | | | | | | | | |
| Project Float & Opening | 27-Mar-26 | 24-Jun-26 | | | | | | | | | | | | |

Project Float

Project float the period remains 90 days. The L230 contractor has submitted a revised baseline schedule that is currently under review. Once ST has an accepted baseline, integration of an updated schedule will provide a more accurate assessment of project float.



Community Engagement

This period the Community Engagement team continued efforts to keep the community informed by:

- Sent notifications for upcoming retaining wall construction.
- Continuing the online open house currently active for public view.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below the planned FTE monthly average, with less ST staff, less civil DSDC and CM staff than planned.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|-------------|
| ST Staff | 9.6 | 3.2 | 6.4 |
| Consultants | 13.0 | 7.6 | 5.4 |
| TOTAL | 22.6 | 10.8 | 11.8 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No action this period | |

Contract L210 GC/CM

Current Progress

- Continued punchlist items.
- Continued site handover to follow-on contractor (L230).

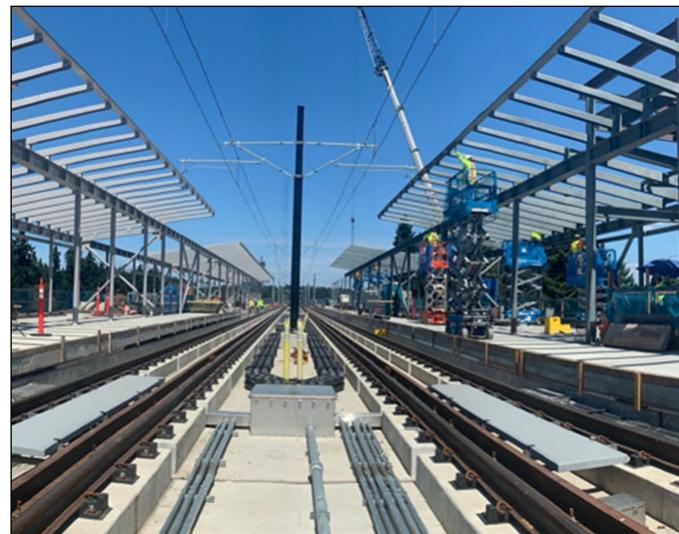
Note: Since L210 has achieved substantial completion, this section will be discontinued in future reports.

Schedule Summary

The November schedule has been submitted and is under review. The schedule now forecasts a mid-January 2024 completion, with a contract acceptance and close-out in March 2024, which continues to be driven by changing maintenance walkways from concrete to fiberglass reinforced plastic (FRP). Completion of base scope platform work is also concurrent. The contractor is also in the process of demobilizing from the site sufficiently to allow the L230 contractor's mobilization.

| Activity Name | Start | Finish | 2023 | | | | | 2024 | |
|---|-------------|-------------|------|-----|-----|-----|-----|------|--|
| | | | Aug | Sep | Oct | Nov | Dec | Jan | |
| L210 - 130th Station C2 Package Upda | 22-Sep-20 A | 18-Jan-24 | | | | | | | |
| Project Wide | 22-Sep-20 A | 19-Dec-23 | | | | | | | |
| Milestones | 19-Dec-23 | 19-Dec-23 | | | | | | | |
| Change Order | 22-Sep-20 A | 23-Aug-22 A | | | | | | | |
| Submittals | 29-Oct-21 A | 05-Nov-23 | | | | | | | |
| Procurement | 18-May-22 A | 05-Dec-23 | | | | | | | |
| WZ-3 Elevated (1492+45 to 1559+17) | 18-Jul-22 A | 18-Jan-24 | | | | | | | |
| 130th Station | 18-Jul-22 A | 18-Jan-24 | | | | | | | |
| Fee | 23-Aug-22 A | 30-Aug-23 A | | | | | | | |
| Negotiated Support Services | 23-Aug-22 A | 30-Nov-23 | | | | | | | |
| Project Indirects | 23-Aug-22 A | 18-Jan-24 | | | | | | | |

| Present Financial Status | Amount |
|--------------------------------------|--------------|
| SKH – Civil Construction | |
| Original Contract Value | \$22,287,507 |
| Change Order Value | \$294,748 |
| Current Contract Value | \$22,582,255 |
| Total Actual Cost (Incurred to Date) | \$22,573,438 |
| Percent Complete | 99.2% |
| Authorized Contingency | \$3,242,493 |
| Contingency Drawdown | \$294,748 |
| Contingency Index | 10.9 |



Canopy steel installation

Link Light Rail

NE 130th St Infill Station



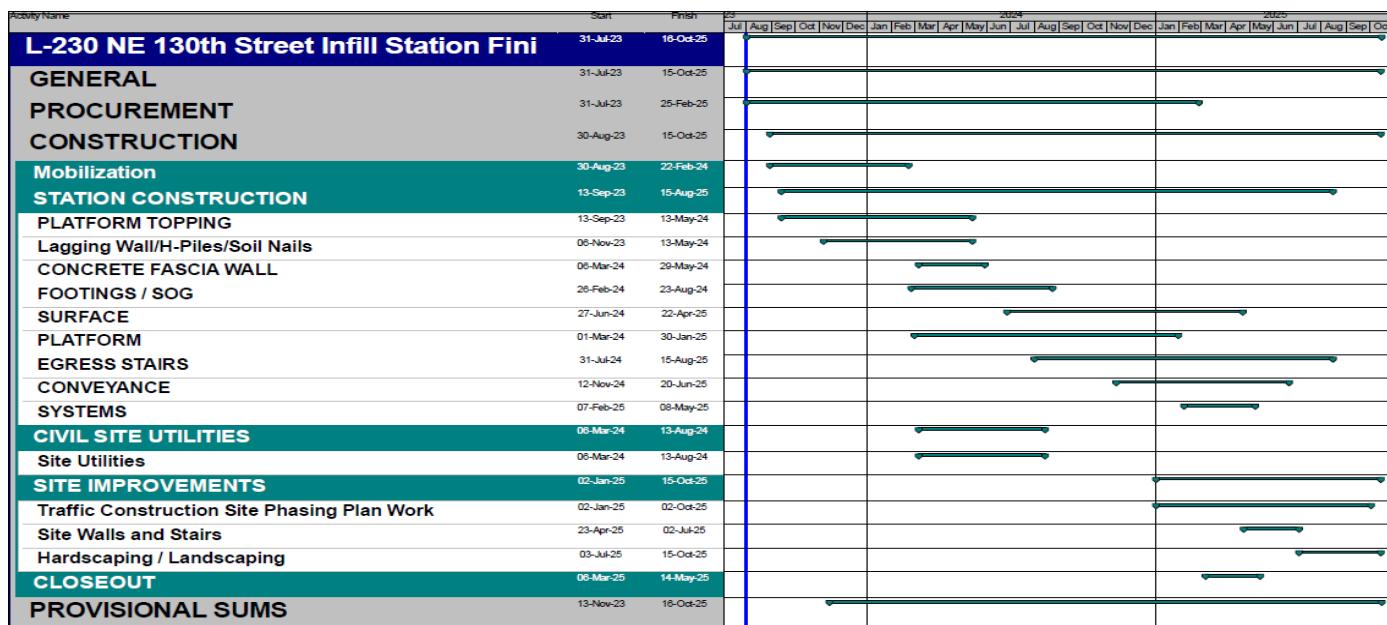
Contract L230 GC/CM

Current Progress

- Mobilized soldier pile retaining wall equipment.
- Surveyed wall pile locations.
- Baseline schedule submitted to Sound Transit for approval.

Schedule Summary

The L230 contractor, Absher Construction, has submitted their baseline schedule. The schedule is currently under review. An update to current status will be conducted, once the baseline schedule has been accepted.



| Present Financial Status | Amount |
|--------------------------------------|--------------|
| Absher – Civil Construction | |
| Original Contract Value | \$98,270,000 |
| Change Order Value | \$0 |
| Current Contract Value | \$98,270,000 |
| Total Actual Cost (Incurred to Date) | \$9,875,285 |
| Percent Complete | 7.5% |
| Authorized Contingency | \$14,740,500 |
| Contingency Drawdown | \$0 |
| Contingency Index | - |



Retaining wall installation equipment mobilization

Link Light Rail

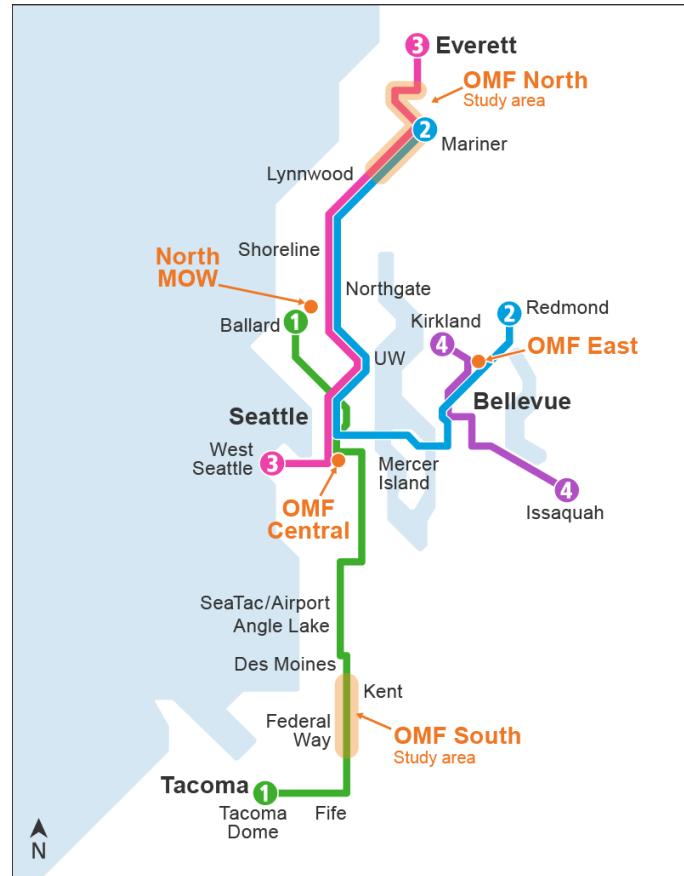
North Corridor Maintenance of Way



Project Summary

| | |
|-----------------|--|
| Scope | Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. |
| | The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations. |
| | The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility. |
| Phase | Design (Temporary Facility) |
| Budget | \$32M |
| | Design for Temporary Facility. Right-of-Way Activities for Permanent Facility. |
| Schedule | Q3 2024 Temporary Facility Q4 2027 Permanent Facility |

** This project is in development and project report will be updated quarterly effective June 2023.*



Site Location: North MOW

Key Project Activities

- Design is complete for the temporary facility.
- Currently negotiating acquisition of the property with the owner.
- Temporary facility construction broken out into two phases. Phase 1 construction will begin work in October. Phase 2 construction will begin in January 2024.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions.

This period approximately \$267K was incurred. The project expenditures include completion of design of the temporary facility, and continued property acquisition negotiations.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$2.1 | \$0.7 | \$0.8 | \$2.1 | \$0.0 |
| Preliminary Engineering | \$1.9 | \$1.2 | \$0.9 | \$1.9 | \$0.0 |
| Final Design | \$3.1 | \$0.0 | \$0.0 | \$3.1 | \$0.0 |
| Construction Services | \$1.2 | \$0.0 | \$0.0 | \$1.2 | \$0.0 |
| 3rd Party Agreements | \$0.5 | \$0.0 | \$0.0 | \$0.5 | \$0.0 |
| Construction | \$3.3 | \$0.0 | \$0.0 | \$3.3 | \$0.0 |
| ROW | \$20.0 | \$1.5 | \$1.4 | \$20.0 | \$0.0 |
| Total | \$32.0 | \$3.4 | \$3.1 | \$32.0 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Revised work plan will allow partial use of the facility in January 2024.
- Constrained staffing resources could impact project delivery.
- Permits for temporary and permanent facility may take longer than expected.

Link Light Rail

North Corridor Maintenance of Way



Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The design for the temporary facility was completed in August. The permanent facility is still in early development.

The temporary facility is not anticipated to fully open prior to the current Lynnwood Link Extension pre-revenue service opening. The project team is working closely with Facilities and Operations to develop mitigations, that will support Lynnwood Link Extension pre-revenue service. The permanent facility currently has a long-range time frame of 2027. The project is currently in the process of purchasing the existing site for both the temporary and permanent facility.

| Activity Name | Start | Finish | 2023 | | | 2024 | | | 2025 | | | 2026 | | | 2027 | | |
|------------------------------|-------------|-------------|------|----|----|------|----|----|------|----|----|------|----|----|------|----|----|
| | | | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| North MOW Facility | 01-Jan-17 A | 12-Aug-27 | | | | | | | | | | | | | | | |
| Combined Facilities | 18-May-21 A | 04-Dec-25 | | | | | | | | | | | | | | | |
| Phase Gate | 18-May-21 A | 04-Dec-25 | | | | | | | | | | | | | | | |
| Phase 1 - Project Definition | 18-May-21 A | 31-Dec-21 A | | | | | | | | | | | | | | | |
| Temporary Facility | 04-Jan-22 A | 22-Aug-24 | | | | | | | | | | | | | | | |
| ROW | 04-Jan-22 A | 30-Jun-22 A | | | | | | | | | | | | | | | |
| Design Phase | 01-Jul-22 A | 27-Sep-23 | | | | | | | | | | | | | | | |
| Permitting | 01-May-23 A | 27-Sep-23 | | | | | | | | | | | | | | | |
| Construction | 28-Sep-23 | 08-Jul-24 | | | | | | | | | | | | | | | |
| Commissioning | 09-Jul-24 | 22-Aug-24 | | | | | | | | | | | | | | | |
| Permanent Facility | 01-Jan-17 A | 12-Aug-27 | | | | | | | | | | | | | | | |
| Conceptual Design | 06-Dec-22 A | 13-Sep-23 | | | | | | | | | | | | | | | |
| Final Design | 14-Sep-23 | 05-Nov-25 | | | | | | | | | | | | | | | |
| Permitting | 14-Sep-23 | 04-Feb-26 | | | | | | | | | | | | | | | |
| Right of Way | 01-Jan-17 A | 01-Oct-24 | | | | | | | | | | | | | | | |
| Construction | 13-Jun-23 A | 21-Dec-26 | | | | | | | | | | | | | | | |
| Commissioning | 22-Dec-26 | 12-Aug-27 | | | | | | | | | | | | | | | |

Community Engagement

- No activities in this reporting period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Design on the temporary facility has completed and thus allowing actual FTE to trend closer to planned.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|------------|
| ST Staff | 4.2 | 1.2 | 3.0 |
| Consultants | 6.0 | 5.9 | 0.1 |
| TOTAL | 10.2 | 7.1 | 3.1 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No Action this period | |

Link Light Rail Series 2 LRV Fleet Expansion



Project Summary

| | |
|-----------------|---|
| Scope | Design, manufacturing, assembly, inspection, testing and delivery of 152 and additional 10 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions. |
| Phase | Manufacturing, delivering, testing & commissioning |
| Budget | \$836.8 Million (Baseline Sep. 2015 -122 LRV ; Amended Apr. 2017 -152 LRVs, Amended Nov. 2023 -162 LRVs) |
| Schedule | Baseline Project Completion: 2028 |



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – two LRVs were delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central (three Series 2 LRVs were transferred to OMF Central this month).
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 40 cars at various stages of final assembly.
- Revised project baseline for an additional 10 LRVs to the fleet.

Closely Monitored Issues

- Twelve fleet defects have been declared (four closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- Limited Operations and Maintenance Facilities (OMF) Central yard storage capacity in 2023 may affect recovery schedule, preventative maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 & 2 LRVs transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions. Weekly meeting with Siemens to monitor progress.
- ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts, special tools and test equipment.

Link Light Rail

Series 2 LRV Fleet Expansion



Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$836.9 M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately \$560.4M. The majority of the cost attributed to the vehicles phase of \$536.7M. The current period expenditure is \$6.3M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-----------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$16.5 | \$16.5 | \$9.0 | \$8.5 | \$16.5 | \$0.0 |
| Construction Services | \$27.2 | \$27.2 | \$15.1 | \$15.1 | \$27.2 | \$0.0 |
| Vehicles | \$793.2 | \$793.2 | \$667.9 | \$536.7 | \$793.2 | \$0.0 |
| Total | \$836.9 | \$836.9 | \$692.0 | \$560.4 | \$836.9 | \$0.0 |

Cost Summary by SCC

| SCC Elements | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Construction Subtotal (SCC 10 - 50) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 60 ROW, Land, Existing Improvements | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 70 Vehicles | \$774.2 | \$774.2 | \$673.6 | \$542.4 | \$783.1 | -\$8.9 |
| 80 Professional Services | \$46.9 | \$47.0 | \$18.4 | \$18.0 | \$38.1 | \$8.9 |
| 90 Contingency | \$15.8 | \$15.6 | \$0.0 | \$0.0 | \$15.6 | \$0.0 |
| Total (SCC 10 - 90) | \$836.9 | \$836.9 | \$692.0 | \$560.4 | \$836.9 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services and the upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a \$78.0M Total Contingency. During last period, approximately \$9.1 of contingency was added to the project due the additional of 10 LRV to the project. The project's current Total Contingency balance is \$57.3M or approximately 20.7% of remaining work in the project.

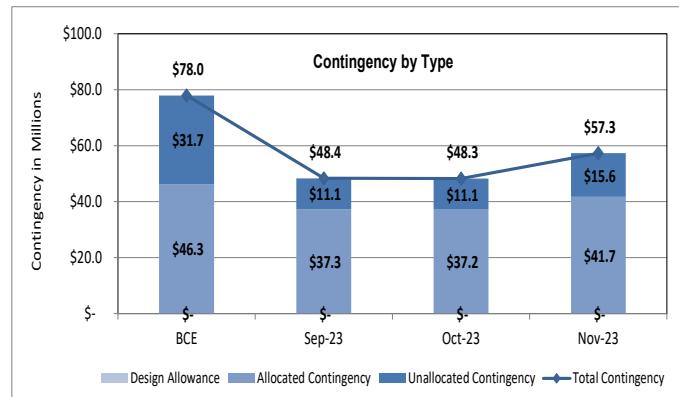
Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains \$0 design allowance.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The current allocated contingency balance is \$41.7M, up from last period's \$37.2M, due to the additional 10 cars to the LRV contract.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, with the revised baseline that added 10 addition LRV, \$4.5M to the previous UAC total of \$11.1M, resulting with a new balance of \$15.6M.

Contingency Status (Monthly)

| Contingency Status | Baseline | | Current | |
|-------------------------|---------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$ 0.0 | 0.0% | \$ - | 0.0% |
| Allocated Contingency | \$46.3 | 6.3% | \$41.7 | 15.1% |
| Unallocated Contingency | \$31.7 | 4.3% | \$15.6 | 5.7% |
| Total | \$78.0 | 10.7% | \$57.3 | 20.7% |



Link Light Rail

Series 2 LRV Fleet Expansion



Project Schedule

Percent complete of the contract payment milestones is calculated at 80%.

The summary schedule below supports each of the project starter lines by identifying conditional acceptance testing of Light Rail Vehicles from Siemens' November 30, 2023 monthly schedule update. The LRV manufacturer (Siemens) has delivered 122 LRVs of which 99 LRVs were Conditionally Accepted. In addition, there are 9 LRVs fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for December 2026.

Sound Transit and Siemens anticipate that all the 152 LRVs will have been delivered, commissioned and conditionally accepted by late May 2025, which may impact the start of revenue service for each line extension, as was the case with Northgate Link. Mitigation measures for managing simulated service during pre-revenue may need to be identified and implemented. The interface is monitored closely.

Lastly, ATP retrofit schedule may have substantial impact on conditional acceptance rate for 81st Series 2 LRV and forward.

Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test, acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites. Conditional Acceptance of 99 LRVs has been completed to support East Link and Lynnwood Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025. Current forecasts are that Conditional Acceptance rates would not impact start of pre-revenue service of any of the Link extension projects.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | | 2026 | |
|---|-------------|-------------|------|----|----|----|------|----|----|----|------|----|
| | | | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| ST LRV Fleet Expansion - Recovery | 12-Jul-21A | 26-Mar-26 | | | | | | | | | | |
| Revised Project Delivery Sequence - (based on R2023-06) | 12-Jul-21A | 26-Mar-26 | | | | | | | | | | |
| East Link - Starter Line - LRV Summary (Car #041 - #063) 23 - Cars | 07-Mar-22 A | 03-Mar-24 | | | | | | | | | | |
| LRV Conditional Acceptance - East Link - Starter Line - Summary - Car #41 - #62 | 07-Mar-22 A | 15-Dec-22 A | | | | | | | | | | |
| East Link - Starter Line - Pre-Revenue Service Forecast - START | 30-Nov-23* | | | | | | | | | | | |
| East Link - Starter Line - Pre-Revenue Service - Forecast - END | | 03-Mar-24* | ◆ | | | | | | | | | |
| Lynnwood Link - LRV Summary (Car #064 - #097) 34 - Cars | 18-Jul-23 A | 23-Jun-24 | | | | | | | | | | |
| LRV Conditional Acceptance - Lynnwood Summary - Car #63 - #96 | 18-Jul-23 A | 14-Nov-23 A | | | | | | | | | | |
| Lynnwood Link - Pre-Revenue Service Forecast - START | 24-Feb-24* | | ◆ | | | | | | | | | |
| Lynnwood Link - Pre - Revenue Service - Forecast - END | | 23-Jun-24* | | ◆ | | | | | | | | |
| Extra - LRV Summary (Car #098 - #099) 2 - Cars | 22-Sep-23 A | 28-Sep-23 A | | | | | | | | | | |
| LRV Conditional Acceptance - Extra - Summary - Car #098 - #099 | 22-Sep-23 A | 28-Sep-23 A | | | | | | | | | | |
| Downtown Redmond Link (Car #100 - Car #110) 10 - Cars | 29-Nov-23 A | 11-Jan-25 | | | | | | | | | | |
| LRV Conditional Acceptance - Downtown Redmond Link - Summary - Car #100 - #110 | 29-Nov-23 A | 11-Mar-24 | | ◆ | | | | | | | | |
| Downtown Redmond Link - Pre-Revenue Service Forecast - START | 27-Nov-24* | | | | | | | | | | | |
| Downtown Redmond Link - Pre-Revenue Service - Forecast - END | | 11-Jan-25* | | ◆ | | | | | | | | |
| East Link - LRV Summary (Cars # 111 - Car # 132) 23 - Cars | 21-Mar-24 | 07-Nov-25 | | | | | | | | | | |
| LRV Conditional Acceptance - East Link - Summary - Car #111 - #132 | 21-Mar-24 | 31-Oct-24 | | ◆ | ◆ | | | | | | | |
| East Link - Pre-Revenue Service Forecast - START | 11-May-25 | | | | | | | | | | | |
| East Link - Pre-Revenue Service - Forecast - END | | 07-Nov-25 | | ◆ | | | | | | | | |
| Federal Way Link - LRV Summary (Car#133 - #152) 20 - Cars | 12-Nov-24 | 26-Mar-26 | | | | | | | | | | |
| LRV Conditional Acceptance - Car #133 - #152 | 12-Nov-24 | 30-May-25 | | | | | | | | | | |
| Federal Way Link - Pre-ReRevenue Service Forecast - START | 22-Nov-25* | | | | | | | | | | | |
| Federal Way Link - Pre-ReRevenue Service Forecast - END | | 26-Mar-26* | | | | | | | | | | |
| LRVATP Retrofit Summary - Siemens | 12-Jul-21A | 02-May-25 | | | | | | | | | | |

| LRV Delivery and Testing Progress as of November 30, 2023 | | | | |
|---|----------------------|---------------------|------------------------|-------------------------|
| LRV status | Received / Delivered | Testing In Progress | Conditionally Accepted | Entered Revenue Service |
| Planned | 149 | 8 | 141 | 141 |
| Actual (Seattle) | 92 | 3 | 89 | 89 |
| Actual (Bellevue) | 30 | 20 | 10* | 10* |

* Transferred from OMFC to OMFE to support East Link Starter Line pre-revenue services.

Link Light Rail

Series 2 LRV Fleet Expansion



LRV 322 Final Assembly in Sacramento, CA



Car 316 Pre-CA Check OMF Central Seattle, WA

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending November 2023. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

| Resource Type | Planned FTE Monthly Average* | YTD Actual FTE Monthly Average | Variance |
|---------------|---------------------------------|-----------------------------------|--------------|
| ST Staff | 6.2 | 5.8 | 0.4 |
| Consultants | 5.9 | 7.8 | (1.9) |
| TOTAL | 12.1 | 13.6 | (1.6) |

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|---|------------|
| R2023-35 | A resolution authorizing an amendment to the Light Rail Vehicle Fleet Expansion project baseline budget by increasing the allocated project baseline budget by \$96,156,000 from \$740,718,000 to \$836,874,000 to allow for the purchase of 10 additional light rail vehicles, additional spare parts, and to replenish contingency for the remainder of commissioning Sound Transit's existing 152 vehicle order, (2) revises the Project Completion Milestone from September 2024 to two distinct Completion Milestones - Q4 2025 for Conditional Acceptance of the existing order of 152 light rail vehicles, and Q1 2028 for Conditional Acceptance of the additional 10 light rail vehicles, and (3) changes the project name from "Light Rail Vehicle Fleet Expansion" to "Series 2 Light Rail Vehicle Fleet Expansion." | 11/16/2023 |

Link Light Rail

Series 3 LRV Fleet Expansion



Project Summary

Scope Includes all steps necessary to specify, procure, manufacture, commission, and accept approximately 106 new light rail vehicles with delivery occurring over a nine-year period with an optional extension of the service to support the procurement of additional 216 vehicles. The LRV count in this report is based on assumed vehicle length of 95 feet. The project will support future operations of the existing system and extensions in planning.



Phase Planning

Light rail vehicle for Procurement

Budget \$33.0 M (Authorized Project Allocation)

Schedule Target Date: 2035

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Continued negotiation with selected engineering and inspection consultant team to support procurement and delivery of Series 3 LRVs. The Notice to Proceed for the consultant contract executed in Q3 2023.
- Continued engagement with the car builder industry to understand market conditions for designing and manufacturing new vehicles that increase passenger capacity, enhance passenger experience and improve maintainability.
- Exploring the feasibility of preliminary design concepts of key vehicle elements by qualified car builders are anticipated in the second half of 2023.

Closely Monitored Issues

- Potential lack of resources for project initiation and management. Sound Transit is engaging closely with the industry to enhance interest and wide participation by car builders in Series 3 LRV procurement.
- Potential very high vehicle cost due to inflation, labor shortage, and supply chain challenges. Sound Transit is exploring the use of indexed pricing model for this procurement and discussing with the car build industry and trade organizations such as APTA to minimize market trend impacts on pricing.

Link Light Rail

Series 3 LRV Fleet Expansion



Project Cost Summary

The Series 3 LRV Fleet Project has an authorized project allocation budget of \$33.0M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is around \$302K to which a majority of the cost are attributed to the Administration phase. The current period expenditure is approximately \$24.7K, cost all attributable to the Administration cost.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-----------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$7.9 | \$0.3 | \$0.3 | \$7.9 | \$0.0 |
| Construction Services | \$25.1 | \$7.1 | \$0.0 | \$25.1 | \$0.0 |
| Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Total | \$33.0 | \$7.4 | \$0.3 | \$33.0 | \$0.0 |

Cost Summary by SCC

| SCC Elements | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Construction Subtotal (SCC 10 - 50) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 60 ROW, Land, Existing Improvements | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 70 Vehicles | \$25.0 | \$7.1 | \$0.0 | \$25.0 | \$0.0 |
| 80 Professional Services | \$7.7 | \$0.3 | \$0.3 | \$7.7 | \$0.0 |
| 90 Contingency | \$0.3 | \$0.0 | \$0.0 | \$0.3 | \$0.0 |
| Capital Total (SCC 10 - 90) | \$33.0 | \$7.4 | \$0.3 | \$33.0 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

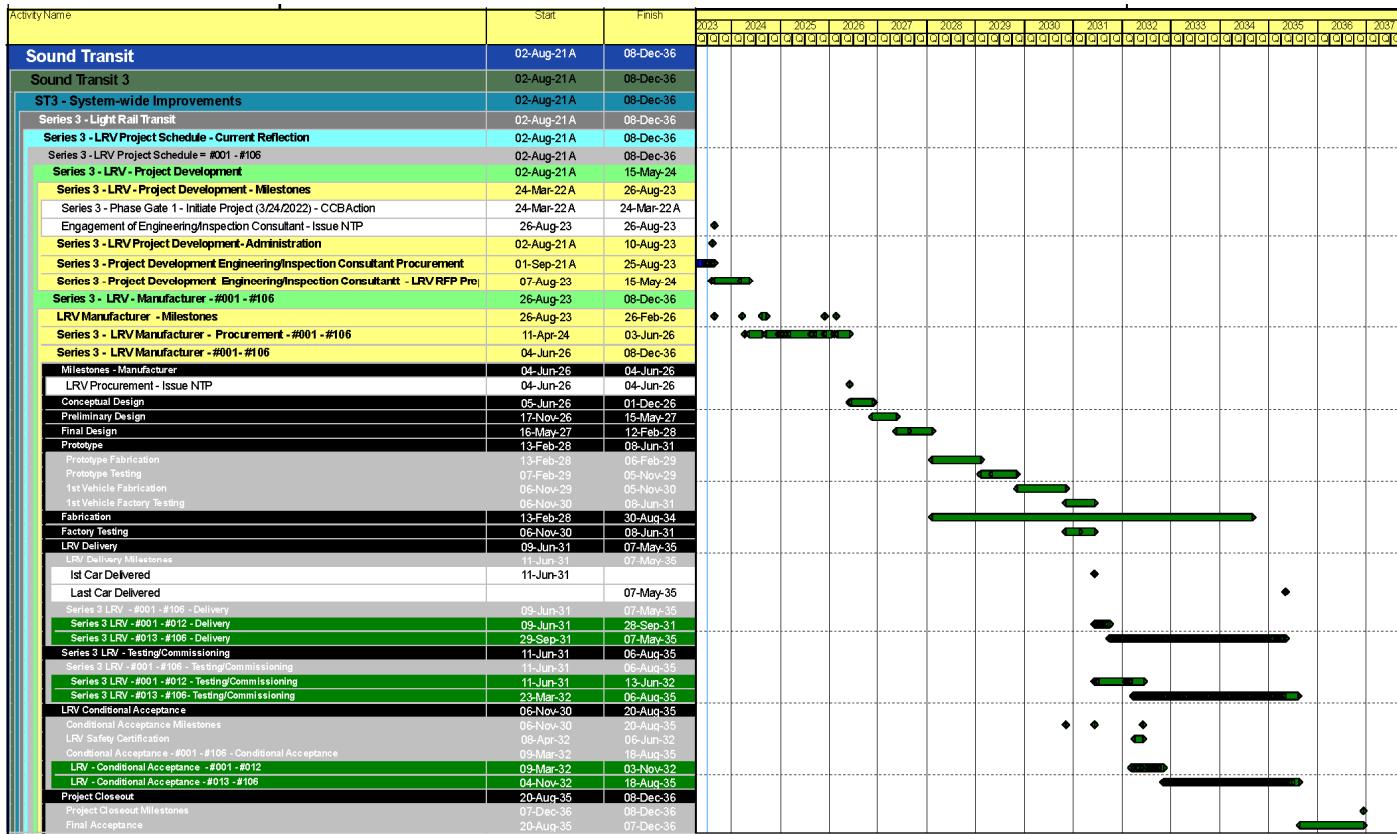
Link Light Rail

Series 3 LRV Fleet Expansion



Project Schedule

Continued development of project schedule. We expect the first Series 3 vehicle to enter revenue service in Q2 2032, and the 56th and 106th vehicles to enter revenue service by end of Q4 2033 and Q2 2035, respectively. This rate of Conditional Acceptance is currently anticipated to be sufficient to open new Link Extensions such as West Seattle and Tacoma Dome. The Final Acceptance of 106 LRVs in the base order was projected to be complete in 2032 when the project was presented to the Board in 2022; however this projection is currently revised to 2036 for Final Acceptance of the base order based on feedback from the industry on reasonable durations for the testing phase of the project.



Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No action this period | |

Link Light Rail

Tacoma Dome Link Extension



Project Summary

Scope

| | |
|------------------|--|
| Limits | Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome |
| Alignment | The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations. |
| Stations | South Federal Way, Fife, Portland Avenue and Tacoma Dome |
| Systems | Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South) |
| Phase | Planning: TDLE Conceptual Engineering (CE) and OMF South Preliminary Engineering (PE) |
| Budget | \$299.1 M for: TDLE through Phase 2 CE and OMF South through Phase 3 PE |
| Schedule | Target Dates: OMF South, 2032 Tacoma Dome Station, 2035 Parking at South Federal Way & Fife, 2038 |

A separate project, Tacoma Dome Station Parking and Access Improvements, will fund non-motorized and/or parking improvements in the vicinity of Tacoma Dome Station. This project will be developed in parallel with TDLE.

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Tacoma Dome Link Extension

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

- Internal team continues preparations for submittal of a new cost estimate in November 2023.

Operations and Maintenance Facility South (OMF South)

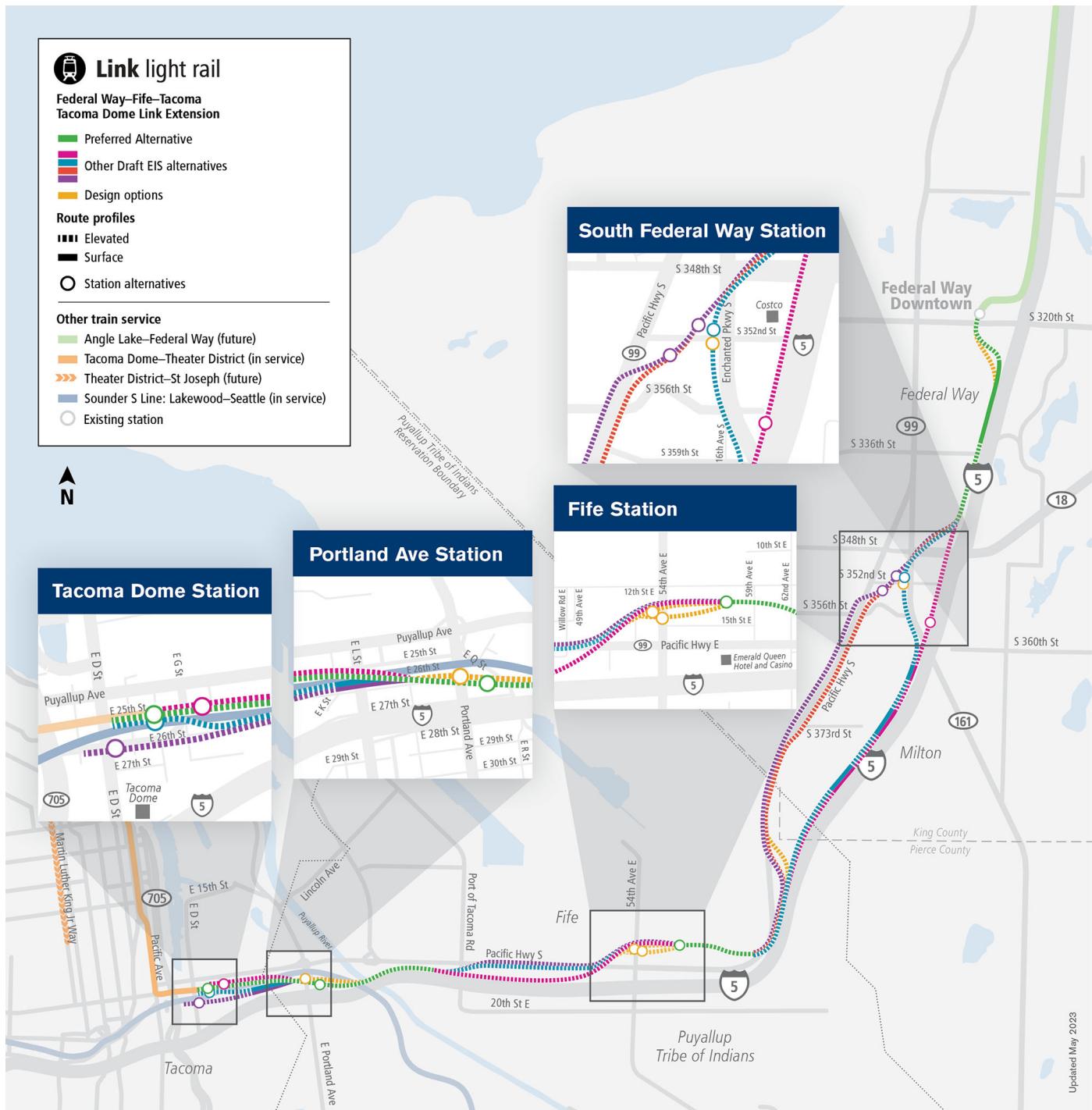
- Publication of NEPA Draft/SEPA Supplemental Draft EIS and beginning of public comment period in September.
- Briefing on early property acquisition, project schedule, and cost risks provided to System Expansion Committee at August meeting.
- Development of preliminary engineering documents to be used for RFP; prefinal plans submitted in August and basis-of-design report submitted in September.

Link Light Rail Tacoma Dome Link Extension



Project Map

Graphic below depicts additional detail of the project route and station alignments being considered.



Link Light Rail

Tacoma Dome Link Extension



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

For this period \$8.3M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$31.3 | \$23.0 | \$22.5 | \$31.3 | \$0.0 |
| Preliminary Engineering | \$97.8 | \$93.4 | \$59.2 | \$97.8 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$20.0 | \$19.2 | \$1.0 | \$20.0 | \$0.0 |
| 3rd Party Agreements | \$6.4 | \$5.2 | \$1.8 | \$6.4 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$2.1 | \$0.0 | \$0.0 |
| Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$143.6 | \$1.5 | \$1.3 | \$143.6 | \$0.0 |
| Total | \$299.1 | \$142.3 | \$86.1 | \$299.1 | \$0.0 |

Cost Summary by SCC

| SCC Element | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| 10 Guideway & Track | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 20 Stations | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 30 Support Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 40 Sitework & Special Conditions | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 50 Systems | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Subtotal (10 - 50) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 60 ROW, Land | \$128.6 | \$1.5 | \$1.3 | \$128.6 | \$0.0 |
| 80 Professional Services | \$154.7 | \$140.8 | \$84.7 | \$154.7 | \$0.0 |
| 90 Unallocated Contingency | \$15.8 | \$0.0 | \$0.0 | \$15.8 | \$0.0 |
| Total (10 - 90) | \$299.1 | \$142.3 | \$86.1 | \$299.1 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- The capital cost estimate for the additional alignment alternative added for study in the Draft EIS (Pac Hwy/SR99) is expected to be greater than current estimate for I-5 alternative in the Financial Plan.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Environmental mitigation costs could increase.
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Potential impacts from higher real estate and construction costs.
- Potential design or construction challenges could emerge as work progresses, including crossing of Puyallup River may increase time needed.
- Unknown requests / requirements from third parties could result in higher costs.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- Construction cost may increase more than the projected escalation rate and inflation rate as a result of general construction cost increases in the region.
- ST requirements change (i.e. increase in LRV storage requirements) that results in more property acquisition or changes to the EIS may increase project cost and delay schedule.
- Delays associated with the real estate acquisition process could delay the schedule.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.
- Negotiations with FW council for 20th AVE street vacation may not result in approval which may delay the project and impact project costs.

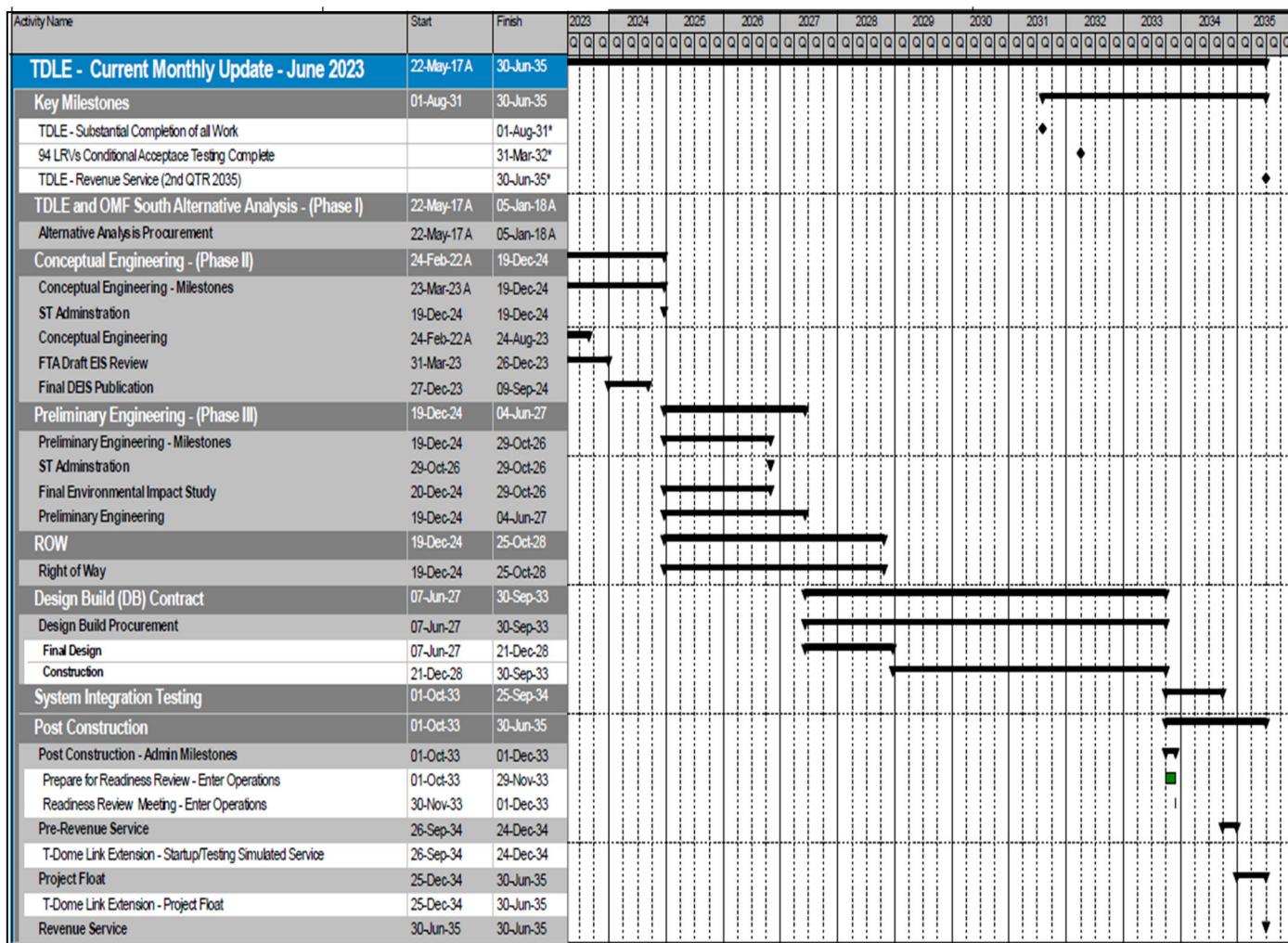
Tacoma Dome Link Extension

Current Progress

- Continued development of NEPA/ SEPA Draft EIS including addition of new alternatives and station options.
- Continued regular coordination with the Cities of Fife, Milton, Federal Way and Tacoma and with WSDOT and FTA.
- Ongoing coordination with the Puyallup Tribe.

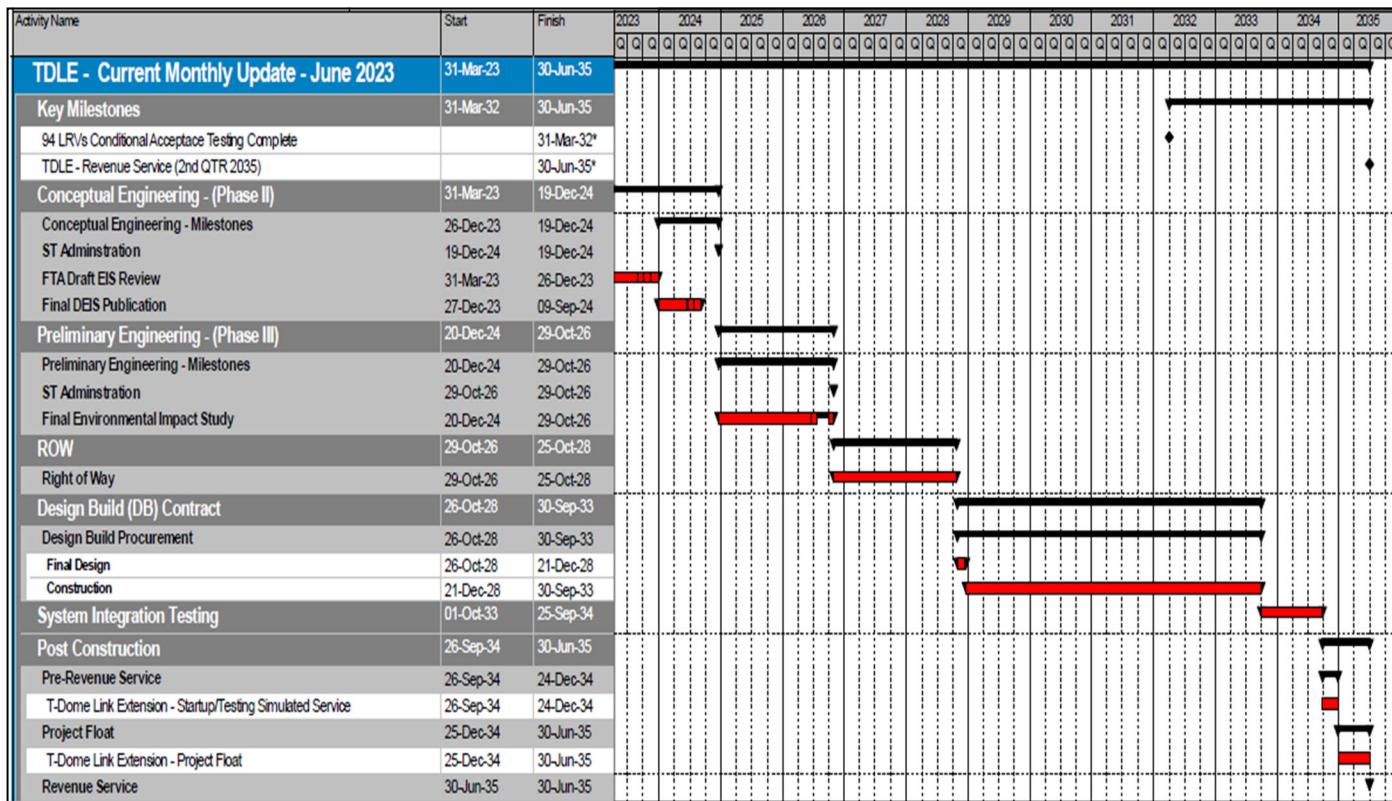
TDLE Project Schedule

Below is the summary schedule as of September 30, 2023. The schedule reflects the Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. The corresponding impacts of the EIS publication being extended has resulted in a three (3) calendar year delay to the Revenue Service, now scheduled for Q2 2035.



TDLE Critical Path Analysis

The critical path for TDLE is running through Phase 2 publishing of the DEIS and ST Board Preferred Alternative identified / confirmed. Any slippage to Phase 2 and Phase 3 could impact the Revenue Service target date completion of Q2 2035.



Community Engagement

- Staffed project information booths at Puyallup Tribe's Pride in Puyallup, Mosaic Festival in Tacoma, Tacoma Pride.
- Provided a briefing for a property owner in Fife.
- Provided an update on Tacoma projects at the New Tacoma Neighborhood Council meeting.
- Participated in the Chuseok Festival hosted by the Asia Pacific Cultural Center.

Operations and Maintenance Facility South

Current Progress

- Ongoing coordination with WSDOT, FTA, and environmental permitting agencies.
- Regular coordination with City of Federal Way on design, land use, city code and permitting, and with Real Properties in preparation for continued public engagement.

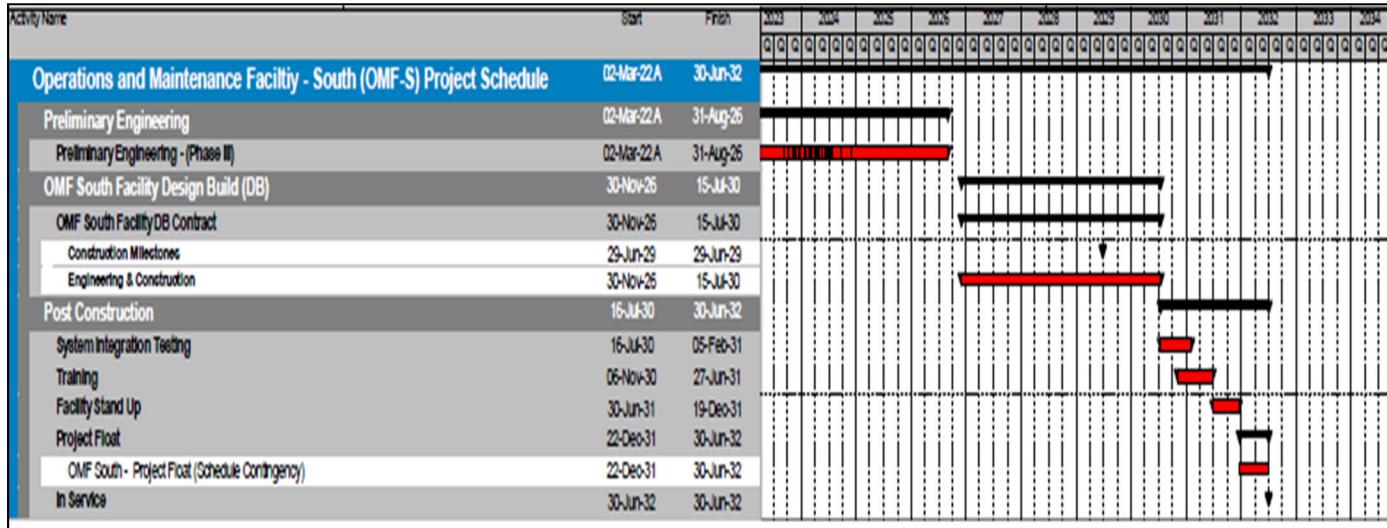
OMF South Project Schedule

Below is the summary schedule as of September 30, 2023. Current schedule shows additional time for combined NEPA/SEPA Final EIS which impacts the Facility In Service date from Q4 2029 to Q2 2032. Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.

| Activity Name | Start | Finish | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
|---|------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Operations and Maintenance Facility - South (OMF-S) Project Schedule | 30-Apr-18A | 30-Jun-32 | | | | | | | | | | | | |
| Preliminary Engineering | 30-Apr-18A | 16-Dec-26 | | | | | | | | | | | | |
| Alternative Analysis - (Phase I) | 30-Apr-18A | 04-Mar-21A | | | | | | | | | | | | |
| Conceptual Engineering - (Phase II) | 03-Jun-19A | 25-May-22A | | | | | | | | | | | | |
| Preliminary Engineering - (Phase II) | 02-Mar-22A | 16-Dec-26 | | | | | | | | | | | | |
| Environmental | 28-Nov-22A | 31-May-24 | | | | | | | | | | | | |
| Draft BS Development | 28-Nov-22A | 04-Oct-23 | | | | | | | | | | | | |
| Combined NEPA/SEPA Final BS | 09-Aug-23 | 31-May-24 | | | | | | | | | | | | |
| ROW (Phase III) | 01-Apr-23 | 08-Feb-26 | | | | | | | | | | | | |
| Permits and Agreements | 20-Mar-23A | 27-May-26 | | | | | | | | | | | | |
| FTA NOI | 20-Mar-23A | 21-Jul-23 | | | | | | | | | | | | |
| Cooperating/Participation Agency Letters | 03-Apr-23 | 23-May-23 | | | | | | | | | | | | |
| Agency Coordination Plan | 30-Mar-23A | 18-Jul-23 | | | | | | | | | | | | |
| TCALIASL - Duplicate in HDR | 03-Apr-23 | 31-Dec-24 | | | | | | | | | | | | |
| Section 106 | 01-Apr-23 | 05-Jun-23 | | | | | | | | | | | | |
| JARPA/Corps of Engineers Permit - duplicate in HDR | 16-May-24 | 27-May-26 | | | | | | | | | | | | |
| EIS Consultation (Placeholder) | 03-Apr-23 | 13-Mar-24 | | | | | | | | | | | | |
| BPA Relocation | 18-Apr-22A | 22-Apr-25 | | | | | | | | | | | | |
| Design Build Project Management (DBPM) Procurement | 16-Dec-21A | 13-Mar-25 | | | | | | | | | | | | |
| OMF South Facility Design Build (DB) | 27-Jun-23 | 05-Mar-31 | | | | | | | | | | | | |
| Design Build Project Management (DB) Procurement | 27-Jun-23 | 12-Aug-24 | | | | | | | | | | | | |
| OMF South Facility DB Contract | 13-Aug-24 | 06-Mar-31 | | | | | | | | | | | | |
| Construction Milestones | 13-Aug-24 | 06-Mar-31 | | | | | | | | | | | | |
| Engineering & Construction | 23-Dec-24 | 06-Mar-31 | | | | | | | | | | | | |
| Post Construction | 16-Mar-30 | 30-Jun-32 | | | | | | | | | | | | |
| System Integration Testing | 16-Mar-30 | 06-Mar-31 | | | | | | | | | | | | |
| Training | 06-Nov-30 | 27-Jun-31 | | | | | | | | | | | | |
| Facility Stand Up | 30-Jun-31 | 19-Dec-31 | | | | | | | | | | | | |
| Project Float | 22-Dec-31 | 30-Jun-32 | | | | | | | | | | | | |
| OMF South - Project Float (Schedule Contingency) | 22-Dec-31 | 30-Jun-32 | | | | | | | | | | | | |
| In Service | 30-Jun-32 | 30-Jun-32 | | | | | | | | | | | | |

OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and issuance of Request For Proposal (RFP) procurement of the design-build contractor.



Community Engagement

- Provided a briefing for a property owner in Federal Way.
- Hosted two drop-in sessions for residents of Belmor Park.
- Provided a briefing for a resident in Federal Way.

Link Light Rail

Tacoma Dome Link Extension



Right of Way

The Right of Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions may result in owner and tenant residential and commercial relocations. The right-of-way program status for this period is summarized in the following table.

| Tacoma Dome Link Extension Property Acquisition Status | | | | | |
|--|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 0 | 0 | 0 | 0 | 0 | 0 |

*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Project had planned 130.5 average FTEs per month for the year 2023. To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Since the decision to add the test track and refined site layout to the environmental review, the OMF South effort is ramping up and expecting the growth to be steady. Since Board approved new alignment of TDLE project HDR burn rate started increasing gradually.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|--|-----------------------------|--------------------------------|----------|
| ST Staff | 30.5 | 21.9 | 8.6 |
| Consultants | 100.0 | 57.1 | 42.9 |
| TOTAL | 130.5 | 79.0 | 51.5 |
| * An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160. | | | |

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|------------------------|------|
| | No action this period. | |

Link Light Rail

West Seattle Link Extension



Project Summary

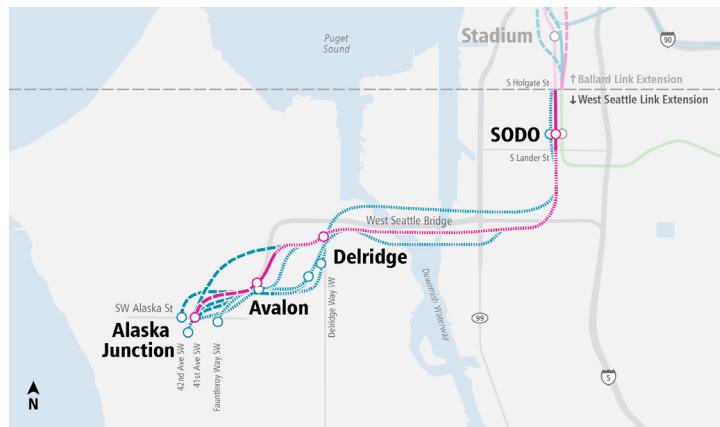
Scope The West Seattle Link Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Alaska Junction neighborhood with 4 new stations and a bridge across the Duwamish Waterway.

Alignment alternatives on the south and north side of the West Seattle Bridge and tunnel and elevated guideway and station alternatives in West Seattle Junction are under environmental review.

Phase Planning

Budget \$225.0M through completion of Preliminary Engineering

Schedule Target date: 2032



Map of Project Alignment

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Project Cost Summary

The West Seattle Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2023.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$24M in 2023 for coordinating Final EIS development, preliminary engineering, project administration and stakeholder engagement.

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$14.5 | \$5.0 | \$4.9 | \$14.5 | \$0.0 |
| Preliminary Engineering | \$84.2 | \$82.2 | \$34.7 | \$84.2 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$1.6 | \$0.0 | \$0.0 | \$1.6 | \$0.0 |
| 3rd Party Agreements | \$2.7 | \$1.1 | \$0.9 | \$2.7 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$122.1 | \$1.4 | \$1.2 | \$122.1 | \$0.0 |
| Total | \$225.0 | \$89.7 | \$41.7 | \$225.0 | \$0.0 |

Cost Summary by SCC

| SCC Element | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| 10 Guideway & Track | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 20 Stations | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 30 Support Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 40 Sitework & Special Conditions | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 50 Systems | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Subtotal (10 - 50) | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 60 Row, Land | \$121.8 | \$1.4 | \$1.2 | \$121.8 | \$0.0 |
| 80 Professional Services | \$96.4 | \$88.3 | \$40.5 | \$96.4 | \$0.0 |
| 90 Unallocated Contingency | \$6.8 | \$0.0 | \$0.0 | \$6.8 | \$0.0 |
| Total (10 - 90) | \$225.0 | \$89.7 | \$41.7 | \$225.0 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project-wide risks:

- Potential additional environmental process delays may further impact the schedule for completion of environmental documentation and design.
- Complexity of alignment in a constrained environment with challenging topography and waterway crossing.
- Potential construction effects in a constrained environment.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay the project and add cost.

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2032. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of delay associated with an extended public comment period, the Board identified a Preferred Alternative for the West Seattle Extension in July 2022 (and subsequently approved Phase 3 Preliminary Engineering NTP). The Board also directed further studies in a number of areas. The delay in identification of the Preferred Alternative and the associated Board requested further studies will necessitate adjustments to the environmental process and schedule, which will affect the Select Project to be Built milestone (which could potentially move to late 2024) as well as subsequent milestones including the revenue service date.

| Activity Name | Start | Finish | Timeline | | | | | | | | | | | |
|--|-------------|-------------|----------|------|------|------|------|------|------|------|------|------|------|------|
| | | | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 |
| LRT Extension - Central Corridor | 17-Mar-17 A | 31-Dec-32 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extension | 17-Mar-17 A | 31-Dec-32 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extension - Master Schedule | 17-Mar-17 A | 31-Dec-32 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extension | 17-Mar-17 A | 31-Dec-32 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extensions | 17-Mar-17 A | 23-Jan-25 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extension | 17-Mar-17 A | 23-Jan-25 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extensions | 17-Mar-17 A | 23-Jan-25 | | | | | | | | | | | | |
| Alternative Analysis - (Phase I) | 17-Mar-17 A | 23-May-19 A | | | | | | | | | | | | |
| Alternative Analysis - Milestones | 23-May-19 A | 23-May-19 A | | | | | | | | | | | | |
| Alternative Analysis Procurement | 17-Mar-17 A | 05-Oct-17 A | | | | | | | | | | | | |
| Alternative Analysis | 06-Oct-17 A | 06-May-19 A | | | | | | | | | | | | |
| Conceptual Engineering - (Phase II) | 24-May-19 A | 15-Aug-22 A | | | | | | | | | | | | |
| Conceptual Engineering - Milestones | 31-Jan-22 A | 28-Jul-22 A | | | | | | | | | | | | |
| Conceptual Engineering | 24-May-19 A | 15-Aug-22 A | | | | | | | | | | | | |
| Preliminary Engineering - (Phase III) | 15-Aug-22 A | 23-Jan-25 | | | | | | | | | | | | |
| Preliminary Engineering - Milestones | 01-Aug-23 | 22-Aug-24 | | | | | | | | | | | | |
| West Seattle | 01-Aug-23 | 22-Aug-24 | | | | | | | | | | | | |
| Phasegate #2 Meeting - Select Delivery Method | 01-Aug-23* | 01-Aug-23 | ♦ | | | | | | | | | | | |
| WSLE - Board Selects Project to be built (West Seattle Only) | 23-May-24 | 23-May-24 | ♦ | | | | | | | | | | | |
| FTA Issues ROD (West Seattle only) | 22-Aug-24 | 22-Aug-24 | | | | | | | | | | | | |
| Preliminary Engineering | 15-Aug-22 A | 23-Jan-25 | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |
| West Seattle to Downtown Link Extension | 01-Oct-22 A | 31-Dec-32 | | | | | | | | | | | | |
| West Seattle and Ballard Link Extension | 01-Oct-22 A | 31-Dec-32 | | | | | | | | | | | | |
| West Seattle to Downtown Link Extension | 01-Oct-22 A | 31-Dec-32 | | | | | | | | | | | | |
| Final Design | 01-Jun-23 | 24-Feb-27 | | | | | | | | | | | | |
| Final Design - Admin. Milestones | 28-Mar-26 | 28-Mar-26 | | | | | | | | | | | | |
| WSLE - ST Board Approval - WSLE BASELINE | 26-Mar-26 | 26-Mar-26 | | | | | | | | | | | | |
| Final Design Procurement | 01-Jun-23 | 23-Aug-24 | ♦ | | | | | | | | | | | |
| Final Design | 24-Aug-24 | 24-Feb-27 | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |
| Permitting /Agreements | 24-May-24 | 24-Jun-27 | | | | | | | | | | | | |
| Right of Way | 01-Oct-22 A | 24-Feb-27 | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |
| Construction | 23-Aug-24 | 06-Mar-32 | | | | | | | | | | | | |
| Construction Procurement | 23-Aug-24 | 25-Aug-27 | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |
| Construction | 23-Aug-25 | 06-Mar-32 | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |
| Post Construction | 07-Mar-32 | 31-Dec-32 | | | | | | | | | | | | |
| System Integration Testing | 07-Mar-32 | 02-Dec-32 | | | | | | | | | | | | |
| Pre-Revenue Service | 03-Sep-32 | 02-Dec-32 | | | | | | | | | | | | |
| Project Final | 02-Dec-32 | 31-Dec-32 | | | | | | | | | | | | |
| Revenue Service | 31-Dec-32 | 31-Dec-32 | ♦ | | | | | | | | | | | |

Community Engagement

- Met with 12 property owners/business owners and conducted seven community briefings.
- Tabled at four fairs and festivals in West Seattle, White Center, and SODO.
- Contacted nearby property owners and tenants regarding continued fieldwork activities throughout the project corridor.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The planned FTE monthly average takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—September actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID-19.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|------------|
| ST Staff | 12.9 | 17.1 | (4.2) |
| Consultants | 38.7 | 27.6 | 11.1 |
| TOTAL | 51.6 | 44.7 | 6.9 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|---|------------|
| M2023-100 | A motion authorizing the Task Order 4 agreement with City of Seattle under the Project Administration Agreement for certain staffing services related to project development for the West Seattle and Ballard Link Extensions Projects in the amount of \$4,531,855, with a 10 percent contingency of \$453,185, totaling \$4,985,040, for a total authorized agreement amount not to exceed \$8,652,692. | 11/09/2023 |

Progress Report Regional Express & Stride Program



ST Express Bus routes connects major regional hubs throughout the three counties
(King, Pierce, and Snohomish)

November | 2023



Prepared by Project Controls | Portfolio Services Office

Regional Express & Stride Program Overview



Stride bus rapid transit

S1 S2 S3

ST Express bus



Regional Express & Stride Program Overview



Bus Base North: This project establishes the operations and maintenance facility necessary to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

I-405 Bus Rapid Transit: This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to Bellevue Transit Center and Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll lane system where available, Business Access Transit (BAT) lanes, and bus-only lanes. Project elements include parking, station access improvements, and 11 pairs of stations, including a new transit center in South Renton and new stations at Northeast 85th Street with connection to Downtown Kirkland and at Northeast 44th Street in Renton.

SR522 Bus Rapid Transit: This project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations, with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell.

Regional Express & Stride Program Overview



Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

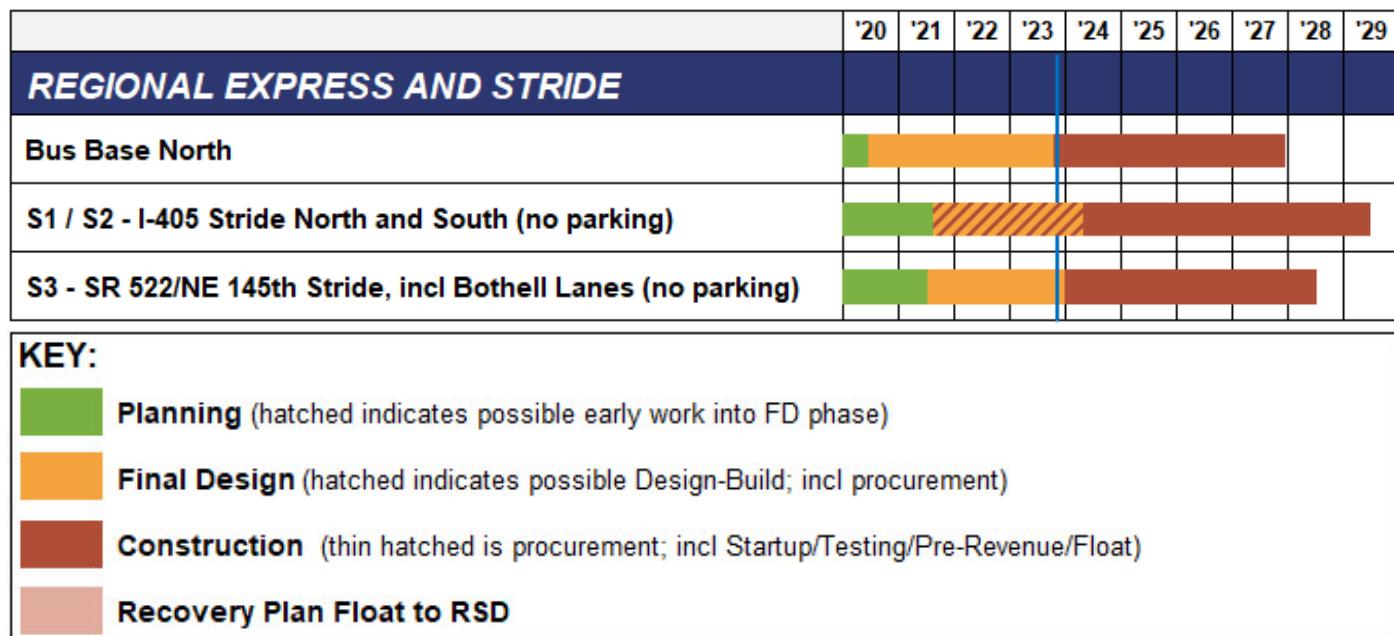
Table figures are shown in millions.

| Project | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--------------------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Bus Base North | \$499.5 | \$63.4 | \$58.9 | \$499.5 | \$0.0 |
| I-405 Bus Rapid Transit | \$1,269.0 | \$821.1 | \$217.9 | \$1,269.0 | \$0.0 |
| SR 522/NE 145th St Bus Rapid Transit | \$581.5 | \$143.3 | \$95.0 | \$581.5 | \$0.0 |
| Total | \$2,350.0 | \$1,027.8 | \$371.8 | \$2,350.0 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects



Regional Express & Stride Program Overview



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active projects for further details.

| Project | Original ST2 - ST3 Service Year | 2021 Realignment Initial Target (Affordable) * Service Year | Anticipated Service Year |
|---|---------------------------------|---|--------------------------|
| Central Corridor | | | |
| RapidRide C/D Investments (remaining) | 2024 | 2045 | 2045 |
| East Corridor | | | |
| I-405 Stride - Kingsgate parking | 2024 | 2035 | 2035 |
| I-405 Stride - parking (all but Kingsgate) | 2024 | 2034 | 2034 |
| I-405 Stride North - NE 85th Station | 2024 | 2026 | 2029 |
| I-405 Stride North (no parking) – all elements except NE 85th Station | 2024 | 2027 | 2029 |
| I-405 Stride South (no parking) | 2024 | 2026 | 2028 |
| North Sammamish Park-and-Ride | 2024 | 2045 | 2045 |
| SR 522/NE 145th Stride - Lake Forest Park parking | 2024 | 2044 | 2044 |
| SR 522/NE 145th Stride - parking (all but Lake Forrest Park) | 2024 | 2034 | 2034 |
| SR 522/NE 145th Stride (no parking) | 2024 | 2026 | 2028 |
| South Corridor | | | |
| SR 162 Bus Investments | 2024 | 2045 | 2045 |
| Systemwide | | | |
| Bus Base North | 2024 | 2025 | 2027 |
| Bus on Shoulder - Snohomish & Pierce improvements | 2024 | 2045 | 2045 |
| Bus on Shoulder - South King improvements | 2024 | Suspended | - |
| ST2 Bus Base | 2026 | 2045 | 2045 |

* The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.

Regional Express & Stride Bus Base North



Project Summary

Scope The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

Phase Final Design

Budget \$499.5 Million (Baseline July 2023)

Schedule Baseline Revenue Service: December 2027 (incl. float)



Map of Project Alignment

Key Project Activities

- Received 90% design. Constructability review underway.
- Ongoing coordination with City of Bothell staff to resolve issues with its newly adopted Transfer of Development Rights code.
- BT014 GCCM Contractor, Hoffman Construction has selected Valley Electric as Electrical Contractor-Construction Manager (ECCM) and Dimensional Innovations as Specialty Contractor-Construction Manager (SCCM) Shelter Fabricator. Contracts expected in December.
- Canary Park Business Center Owners Association (CPBCOA) has amended CC&Rs and have been distributed to ownership for vote.
- Continued coordination of BT014 schedule with other civil contracts that are delivering platforms for the BRT program.
- Fleet purchase orders are being finalized. The purchase order for double decker buses has been executed.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period the total net expenditure was \$0.0M; cost attributed \$0.2M in GEC construction and program management, \$0.1M for Sound Transit staff, \$0.1M in other small expenditures, offset by -\$0.4M in GEC Final Design (progress was over estimated last month as activities focused on review of 90% deliverables and prepared the 100%).

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$41.9 | \$9.3 | \$8.2 | \$41.9 | \$0.0 |
| Preliminary Engineering | \$2.0 | \$1.6 | \$1.6 | \$2.0 | \$0.0 |
| Final Design | \$29.8 | \$16.1 | \$13.3 | \$29.8 | \$0.0 |
| 3rd Party Agreements | \$7.1 | \$0.1 | \$0.1 | \$7.1 | \$0.0 |
| Right-of-Way (ROW) | \$44.8 | \$36.2 | \$35.7 | \$44.8 | \$0.0 |
| Construction | \$354.3 | \$0.0 | \$0.0 | \$354.3 | \$0.0 |
| Construction Services | \$19.5 | \$0.0 | \$0.0 | \$19.5 | \$0.0 |
| Total | \$499.5 | \$63.4 | \$58.9 | \$499.5 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

Bus Base North project budget was baselined in July 2023 with a total contingency of \$142.M. The current total project contingency balance of \$142.3M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

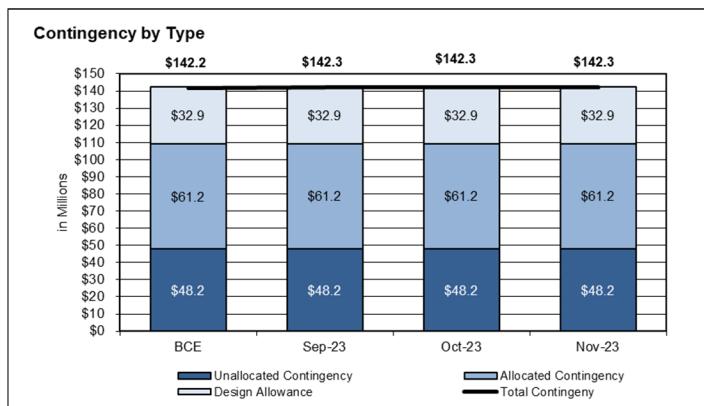
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the UAC reflects no change.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

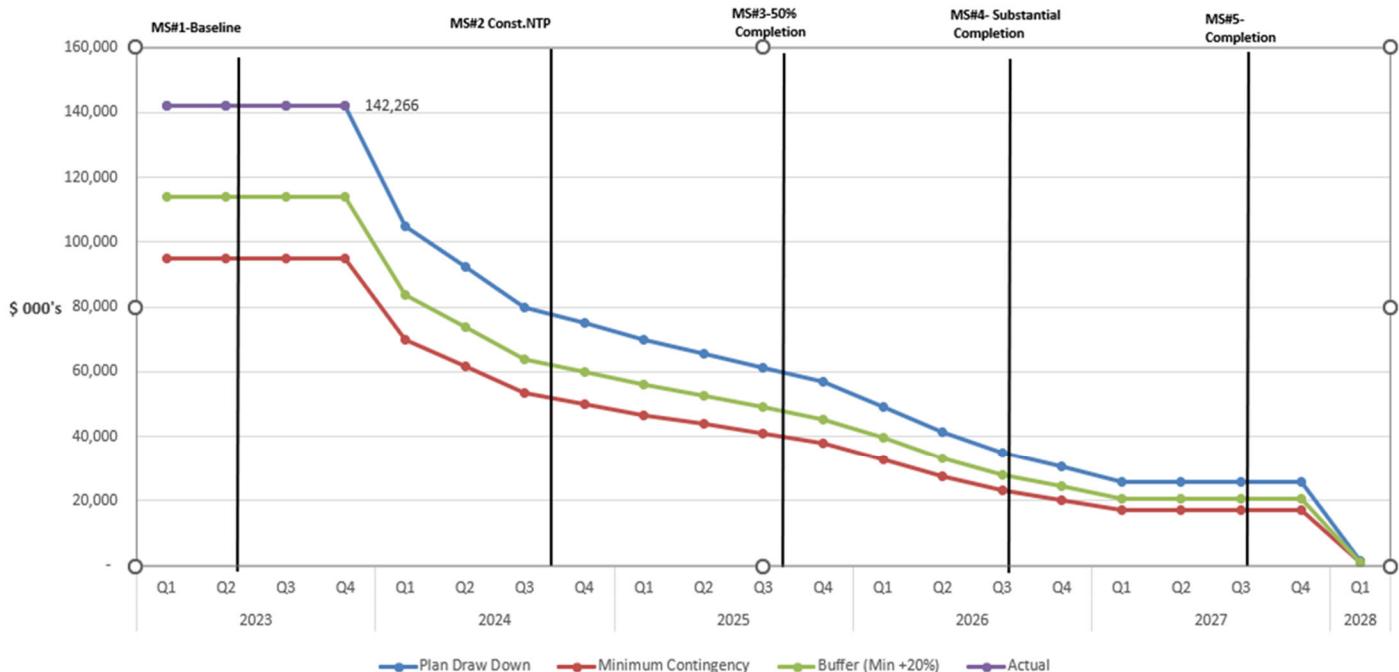
Contingency Status (Monthly)

| Type | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$32.9 | 6.6% | \$32.9 | 7.5% |
| Allocated Contingency | \$61.2 | 12.3% | \$61.2 | 13.9% |
| Unallocated Contingency | \$48.2 | 9.6% | \$48.2 | 10.9% |
| Total: | \$142.2 | 28.5% | \$142.3 | 32.3% |

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are the top risks for the project:

- Cost pressure due to higher inflation, higher construction costs, permit conditions.
- Delays in the platform handover by other civil construction contracts to BT014 (Stations) would cause their construction schedules to be delayed. The team needs to maintain and encourage a close coordination with all civil construction contracts.
- Concerns regarding potential for redesign of Parking Deck Ventilation after submission needs to be coordinated with City of Bothell.
- Potential for long lead times on equipment for Battery Electric Bus (BEB). Team is examining options to purchase switchgear equipment early to ensure two BEB charging sites are available for vehicle testing by Q3 2025.
- Addressing the CPBCOA Codes, Covenants, and Restrictions (CC&R) and other concerns. Sound Transit is actively working with the CPBCOA to resolve CC&R issues during design including negotiating a modified access easement over the Business Park private road network.
- Construction of 20th Ave SE Road improvements need to be coordinated with CPBCOA
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.

Closely Monitored Issues

- Timely resolution of issues related to the City of Bothell's newly adopted Transfer of Development Rights code.
- Working with the CPBCOA to amend the CC&R.
- Working with the City of Bothell to complete the Conditional Use Permitting process.
- Construction cost escalation in the region.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and adjacent property owners during the project. Sound Transit is working closely with the City of Bothell on the Bus Base North project.

This month's focus included, but not limited to the following:

- No new updates.

Regional Express & Stride Bus Base North



Project Schedule

The Bus Base North (BBN) current schedule progress for November 2023 for BT001 is shown below. The BBN project continues to work the on the 90% Structural Design Drawing Package.

Next upcoming Schedule Milestone is Milestone #2 - Construction NTP, scheduled in Q4 2024.

The BBN forecasted Revenue Service Date is Q4 2027.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | |
|---|-------------|-----------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |
| ST3 Bus Rapid Transit - BRT | 10-Aug-20 A | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| BRT - Bus Base North Integrated Project Schedule | 10-Aug-20 A | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Final Design | 13-Apr-22 A | 15-Aug-24 | | | | | | | | | | | | | | | | | | | |
| BT001 - BBN - Final Design | 13-Apr-22 A | 15-Aug-24 | | | | | | | | | | | | | | | | | | | |
| 30% Design Package - BT001 | 13-Apr-22 A | 31-Aug-22 | | | | | | | | | | | | | | | | | | | |
| 60% Design Package - BT001 | 06-Jun-22 A | 31-Aug-23 | | | | | | | | | | | | | | | | | | | |
| 90% Design Package - BT001 | 06-Mar-23 A | 04-Dec-23 | | | | | | | | | | | | | | | | | | | |
| 100% Design Package - BT001 | 27-Nov-23 A | 05-Mar-24 | | | | | | | | | | | | | | | | | | | |
| Issue for Bid (IFB) - BT001 | 06-Mar-24 | 14-May-24 | | | | | | | | | | | | | | | | | | | |
| BT001 Issue for Construction (IFC) | 15-May-24 | 15-Aug-24 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - ROW | 10-Aug-20 A | 25-Apr-27 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Permits/Agreements | 04-Apr-22 A | 27-Jun-24 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Construction | 13-Feb-24 | 03-Dec-26 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Construction Procurement | 13-Feb-24 | 22-Jan-25 | | | | | | | | | | | | | | | | | | | |
| BT001 - BBN Construction Procurement - DBB | 13-Feb-24 | 22-Jan-25 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Construction | 25-Nov-24 | 03-Dec-26 | | | | | | | | | | | | | | | | | | | |
| BT001 - BBN - Construction | 25-Nov-24 | 03-Dec-26 | | | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Activation | 25-Nov-24 | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| BT001 - BBN - Activation | 25-Nov-24 | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| Activation | 25-Nov-24 | 02-Dec-26 | | | | | | | | | | | | | | | | | | | |
| Post Construction | 03-Dec-26 | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| Project Float | 03-Dec-26 | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| Revenue Service/Open for Service | 31-Dec-27 | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |
| BBN - Open for Service (December 31, 2027) | | 31-Dec-27 | | | | | | | | | | | | | | | | | | | |

Critical Path Analysis

The current critical path for BBN is through the Final Design by the GEC, then construction procurement, following by civil construction and finishes and then systems integration and testing.

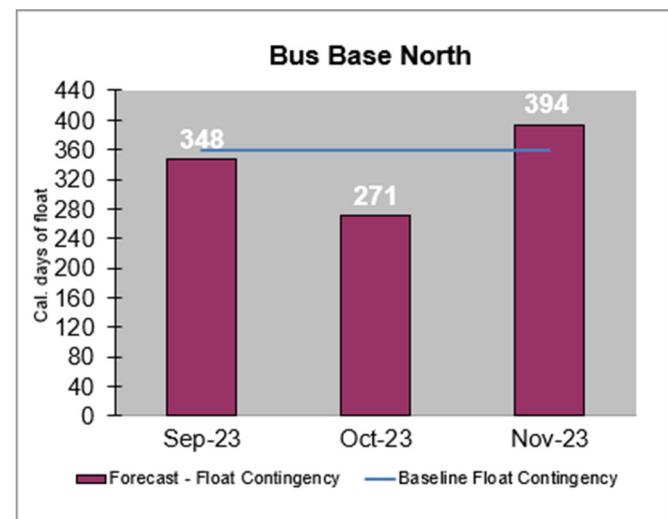
Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit's proposed use for the property, developing project requirements, and permitting/agreements.

| Activity Name | Start | Finish | Timeline | | | | | | | | | | | | | | | | |
|---|-------------|-----------|----------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|----|
| | | | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | |
| | | | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| ST3 Bus Rapid Transit - BRT | 02-Nov-23 A | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| BRT - Bus Base North Integrated Project Schedule | 02-Nov-23 A | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Final Design | 02-Nov-23 A | 15-Aug-24 | | | | | | | | | | | | | | | | | |
| BT001 - BBN - Final Design | 02-Nov-23 A | 15-Aug-24 | | | | | | | | | | | | | | | | | |
| 90% Design Package - BT001 | 02-Nov-23 A | 04-Dec-23 | ◆ | | | | | | | | | | | | | | | | |
| 100% Design Package - BT001 | 27-Nov-23 A | 05-Mar-24 | ◆ | ◆ | | | | | | | | | | | | | | | |
| Issue for Bid (IFB) - BT001 | 06-Mar-24 | 14-May-24 | ◆ | ◆ | | | | | | | | | | | | | | | |
| BT001 Issue for Construction (IFC) | 15-May-24 | 15-Aug-24 | ◆ | ◆ | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Permits/Agreements | 01-Dec-23 | 27-Jun-24 | ◆ | ◆ | ◆ | ◆ | ◆ | | | | | | | | | | | | |
| BT001 - Bus Base North - Construction | 24-Jun-24 | 03-Dec-26 | | | | | | | | | | | | | | | | | |
| BT001 - Bus Base North - Construction Procurement | 24-Jun-24 | 22-Jan-25 | | | | | | ◆ | ◆ | ◆ | ◆ | | | | | | | | |
| BT001 - Bus Base North - Construction | 25-Nov-24 | 03-Dec-26 | | | | | | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ | ◆ |
| BT001 - Bus Base North - Activation | 03-Dec-26 | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| BT001 - BBN - Activation | 03-Dec-26 | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| Post Construction | 03-Dec-26 | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| Project Float | 03-Dec-26 | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| Revenue Service/Open for Service | 31-Dec-27 | 31-Dec-27 | | | | | | | | | | | | | | | | | |
| BBN - Open for Service (December 31, 2027) | | 31-Dec-27 | | | | | | | | | | | | | | | | | ◆ |

Project Float

Bus Base North was baselined with 360 days of float from the target Open for Service December 31, 2027.

The November 2023 schedule update shows that float is 34 days above the 360 days in the baseline schedule. Indicating a possible earlier forecast completion. Findings from a constructability review indicate that durations allocated in the schedule, coupled with the initiating site work in the winter, may be insufficient, potentially leading to an extended construction timeline. The team will continue to monitor and evaluate the schedule and if necessary, implement mitigation plans to avoid or minimize schedule delays.



Regional Express & Stride Bus Base North



Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

| Property Acquisition Status | | | | | |
|-----------------------------|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 6 | 6 | 5 | 1 | 0 | 0 |

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing actual staffing is about the same as the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants support the project completes the design and moves toward construction in 2024.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---|--------------------------------|-----------------------------------|----------|
| ST Staff | 7.7 | 6.6 | 1.1 |
| Consultants | 43.0 | 43.1 | (0.1) |
| TOTAL | 50.7 | 49.7 | 1.0 |
| <i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i> | | | |

Sound Transit Board Actions

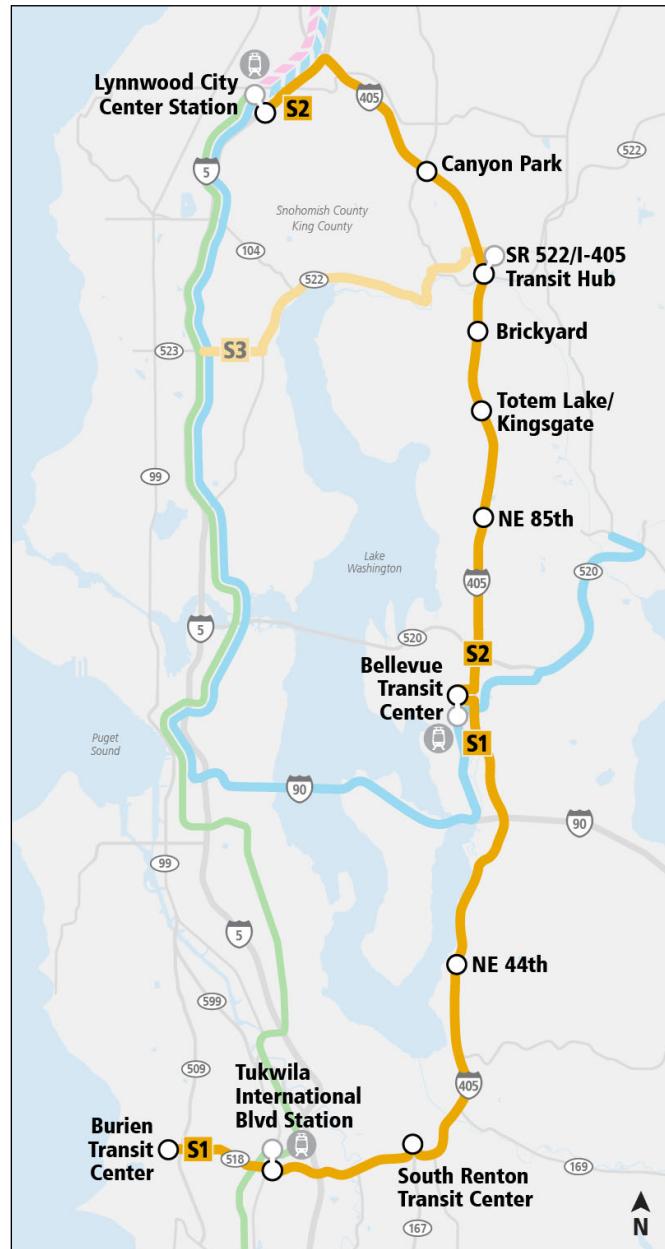
| Board Action | Description | Date |
|--------------|-------------------------|------|
| | No Actions this period. | |

Regional Express & Stride I-405 Bus Rapid Transit



Project Summary

| | |
|------------------|---|
| Scope | Launch a Bus Rapid Transit (BRT) system along the I-405 corridor. |
| Limits | Approximately 37 miles between Lynnwood and Burien |
| Alignment | I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes. |
| Stations | Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center |
| Phase | Final Design |
| Budget | \$1.269 Billion (Baseline July 2023) |
| Schedule | Baseline Revenue Service: S1: September 2028 (incl. float) S2: June 2029 (incl. float) |



Map of Project Alignment

Key Project Activities

- Project team assessing the path forward for Tukwilla International Boulevard Station (TIBS project), considering new data that can trigger high cost fish barrier removal.
- Project team is finalizing a term sheet with private developer for access modifications/betterment to Stride TIBS station.
- SRTC Conditional Use Permit application and 90% design submittal anticipated in March 2024.
- Continue working with City of Bellevue staff to finalize location of Bus layover facility close to Bellevue Transit Center.
- Plan to submit Conditional Use Permit application right after the 90% design submittal expected in March 2024.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by \$12.8M total; cost attributed to \$11.4M for construction of NE 44th, NE 85th and Brickyard projects, \$0.4M for final design and program management by the GEC, \$0.3M for TIBS PE, \$0.2M in Sound Transit staff costs, \$0.5M for other small project expenditures.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$52.2 | \$21.7 | \$19.9 | \$52.2 | \$0.0 |
| Preliminary Engineering | \$43.5 | \$42.4 | \$40.2 | \$43.5 | \$0.0 |
| Final Design | \$26.1 | \$13.5 | \$8.9 | \$26.1 | \$0.0 |
| Third Party Agreements | \$5.8 | \$1.6 | \$1.0 | \$5.8 | \$0.0 |
| Right-of-Way (ROW) | \$53.5 | \$35.5 | \$29.3 | \$53.5 | \$0.0 |
| Construction | \$963.6 | \$627.6 | \$117.5 | \$963.6 | \$0.0 |
| Construction Services | \$30.2 | \$1.8 | \$1.0 | \$30.2 | \$0.0 |
| Vehicles | \$94.1 | \$77.1 | \$0 | \$94.1 | \$0.0 |
| Total | \$1,269.0 | \$821.1 | \$217.9 | \$1,269.0 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Regional Express & Stride I-405 Bus Rapid Transit



Contingency Management

I-405 was baselined in July 2023 with a total contingency of \$224.4M. The current total project contingency balance of \$216.0M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects no change.

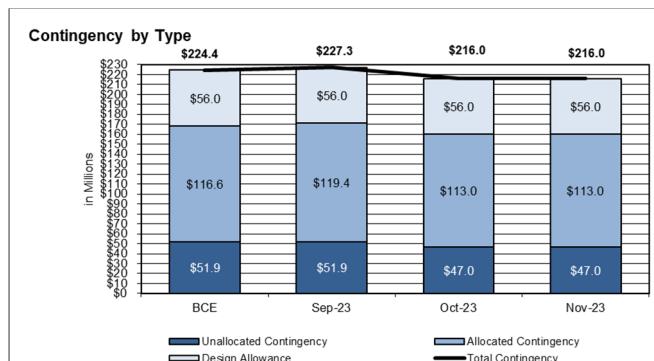
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency was used to secure a predictable price for the fleet, with controlled escalation, and thereby reduce future cost risks.

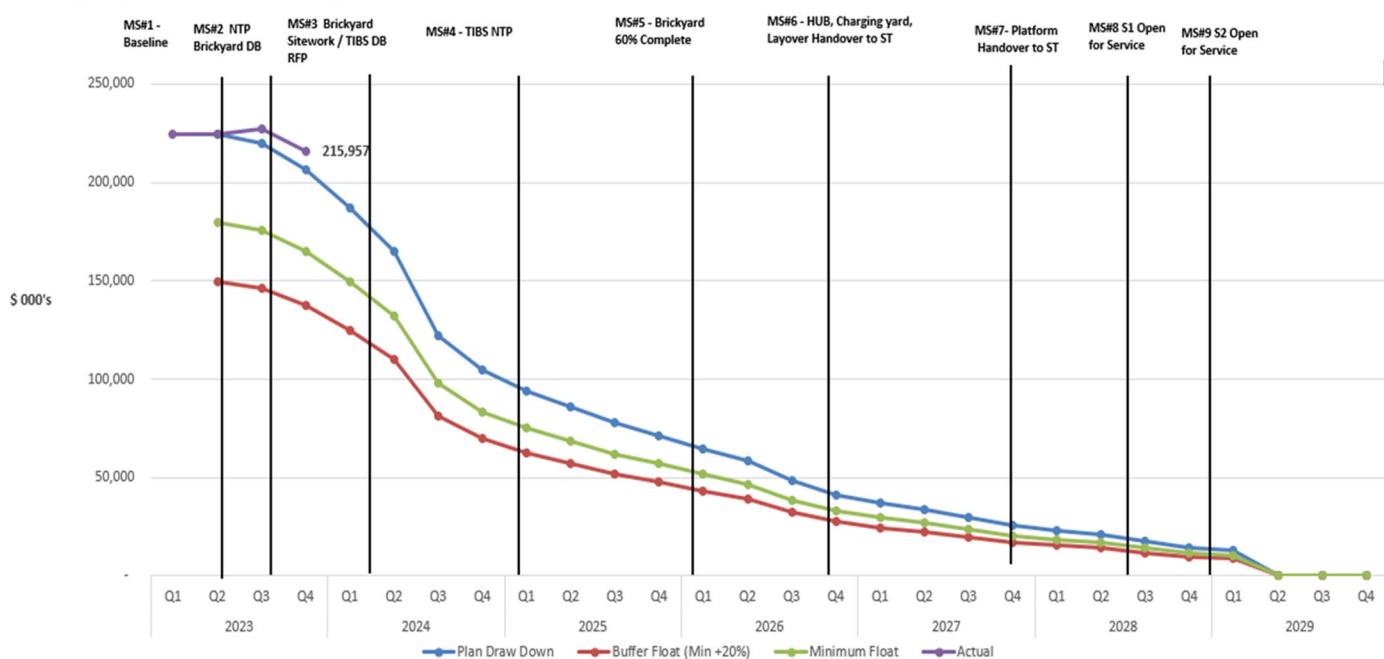
Contingency Status (Monthly)

| Type | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$56.0 | 4.4% | \$56.0 | 5.3% |
| Allocated Contingency | \$116.6 | 9.2% | \$113.0 | 10.7% |
| Unallocated Contingency | \$51.9 | 4.1% | \$47.0 | 4.5% |
| Total: | \$224.4 | 17.7% | \$216.0 | 20.5% |

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Working with City of Renton to progress CUP application for South Renton Transit Center and requests for design modifications.
- The bus layover location decision in Bellevue continues to be delayed pending decision from the city. This could impact overall I-405 program schedule and extend ROW acquisition timeframe.
- Uncertainties related to TIBS. The project team is assessing the path forward for the Tukwila Int'l Blvd. Station (TIBS) project, considering new data that would potentially lead to costly fish barrier removals.

Closely Monitored Issues

- Determining and decide on the next steps for TIBS project, in light of new information.
- Timely selection and decision for the bus layover and charging location near the Transit Center in the City of Bellevue.
- Construction cost inflation and market condition.
- Address the bus price inflation risk. The team is in negotiation with the bus manufacturer to cap the price escalation, instead of leaving it tied to the Producer Price Index.
- Working with King County Metro to secure the funding for SRTC betterment and finalize the funding agreement.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period, the project team performed the following:

- One email updated, sent to roughly 2,700 subscribers.
- Received no comments from the public.
- Coordinated with WSDOT around 85th and Brickyard projects.

Regional Express & Stride I-405 Bus Rapid Transit



Project Schedule

S1: I-405 S

The Integrated Project Schedule presented below. The process to establish the weighted percent complete of all the Service Line construction contracts is in development as there are some projects that are being managed by WSDOT.

Sound Transit is managing BT105 S. Renton Transit Center and BT102 Burien TC to Bellevue TC.

- BT102 Burien TC to Bellevue TC is currently in the 60% Final Design phase and scheduled to be complete in Q2 2024.
- BT105 S. Renton Transit Center is currently in the 60% Final Design phase and scheduled to be complete in Q2 2024.
- BT122 TIBS project is being managed by WSDOT.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.

Regional Express & Stride I-405 Bus Rapid Transit



Project Schedule continued

S2: I-405 N

The Integrated Project Schedule presented below. The process to establish the weighted percent complete of all the Service Line construction contracts is in development as there are some projects that are being managed by WSDOT.

WSDOT is managing BT224 Transit Hub—Brickyard and Canyon Park Station and BT223 NE 85th Station.

- BT224 Transit Hub—Brickyard and Canyon Park Station is forecasted to start design and construction in Q4 2023.
- BT223 NE 85th Station began Phase 1 work (installation of temporary connections) and forecasted to be in Phase 2 Q4 2023.

Sound Transit is managing BT212 Poplar Way Loop Widening.

- BT212 Poplar Way Loop Widening is currently in the 60% Final Design and forecasted to be completed Q1 2024.

There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405 North Express Toll Lanes Improvement Project.

| Activity ID | Activity Name | Start | Finish | Project Timeline | | | | | | | | | | | | | | | |
|--|---|------------|------------|------------------|----|----|------|----|----|------|----|----|------|----|----|------|----|----|------|
| | | | | 2024 | | | 2025 | | | 2026 | | | 2027 | | | 2028 | | | 2029 |
| Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Sound Transit 3 | | 30-Jul-21A | 30-Jun-29 | | | | | | | | | | | | | | | | |
| ST3 - System-wide Improvements | | 30-Jul-21A | 30-Jun-29 | | | | | | | | | | | | | | | | |
| ST3 Bus Rapid Transit - BRT | | 30-Jul-21A | 30-Jun-29 | | | | | | | | | | | | | | | | |
| BRT - S2 - I-405N | | 30-Jul-21A | 30-Jun-29 | | | | | | | | | | | | | | | | |
| BRT - S2 - Final Design | | 28-Apr-23A | 11-Feb-25 | | | | | | | | | | | | | | | | |
| BT212 - Poplar Way Loop Widening - Final Design | | 28-Apr-23A | 11-Feb-25 | | | | | | | | | | | | | | | | |
| BT212 Final Design - 60% Design Package | | 28-Apr-23A | 27-Mar-24 | | | | | | | | | | | | | | | | |
| BT212 Final Design - 90% Design Package | | 27-Mar-24 | 30-Sep-24 | | | | | | | | | | | | | | | | |
| BT212 Final Design - 100% Design Package | | 19-Aug-24 | 12-Dec-24 | | | | | | | | | | | | | | | | |
| BT212 - Issue for Bid (IFB) | | 13-Nov-24 | 13-Jan-25 | | | | | | | | | | | | | | | | |
| BT212 - Issue for Construction (IFC) | | 14-Jan-25 | 11-Feb-25 | | | | | | | | | | | | | | | | |
| BRT - S2 - ROW | | 30-Jul-21A | 16-Jun-25 | | | | | | | | | | | | | | | | |
| BRT - S2 - Permits/Agreements | | 19-Aug-24 | 02-Apr-25 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction | | 22-Feb-22A | 14-Nov-28 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction Procurement | | 22-Feb-22A | 18-Jun-25 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction Procurement - Sound Transit | | 13-Nov-24 | 18-Jun-25 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction Procurement - WSDOT | | 22-Feb-22A | 17-Dec-23 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction | | 25-Jan-23A | 14-Nov-28 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction - Sound Transit | | 18-Jun-25 | 02-Sep-26 | | | | | | | | | | | | | | | | |
| BT212 - Poplar Way Loop - Construction - DBB | | 18-Jun-25 | 02-Sep-26 | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction - WSDOT | | 25-Jan-23A | 14-Nov-28 | | | | | | | | | | | | | | | | |
| BT224 - Transit Hub - Brickyard and Canyon Park Stations - Construction - DB | | 14-Sep-23A | 14-Nov-28 | | | | | | | | | | | | | | | | |
| BT223 - NE 85th Station - Construction - DB | | 25-Jan-23A | 26-Mar-27 | | | | | | | | | | | | | | | | |
| BT212 NE 44th Station - WSDOT Construction | | 03-Apr-23A | 15-Jan-25 | | | | | | | | | | | | | | | | |
| BRT - S2 - Activation | | 14-Sep-23A | 30-Jun-29 | | | | | | | | | | | | | | | | |
| BRT - S2 - Activation | | 14-Sep-23A | 30-Jun-29 | | | | | | | | | | | | | | | | |
| Activation | | 14-Sep-23A | 03-Oct-28 | | | | | | | | | | | | | | | | |
| Post Construction | | 06-Jul-28 | 30-Jun-29 | | | | | | | | | | | | | | | | |
| System Integration Testing | | 06-Jul-28 | 03-Oct-28 | | | | | | | | | | | | | | | | |
| Project Float | | 18-Aug-28 | 30-Jun-29 | | | | | | | | | | | | | | | | |
| Revenue Service | | 03-Oct-28 | 30-Jun-29 | | | | | | | | | | | | | | | | |
| A110 | S2 - Earliest Possible to Open for Service based on SC Date | | 03-Oct-28 | | | | | | | | | | | | | | | | |
| A1110 | S2 - Open for Service (Jun 30, 2029) | | 30-Jun-29* | | | | | | | | | | | | | | | | |

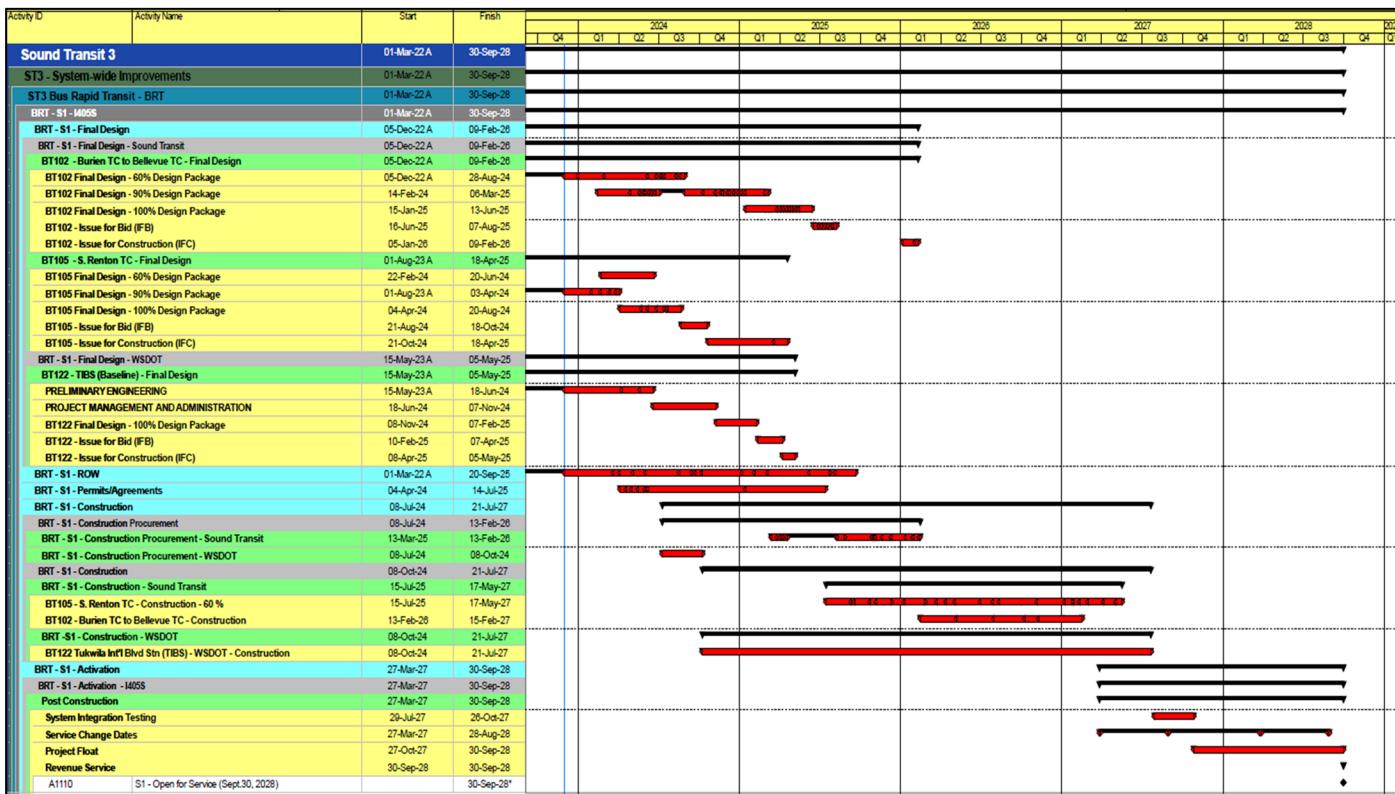
Regional Express & Stride I-405 Bus Rapid Transit



Critical Path Analysis

S1: I-405 S

The current critical path for the I-405 BRT project is through BT122 TIBS (WSDOT) project, commissioning and testing, and project float contingency to service line activation.



Regional Express & Stride I-405 Bus Rapid Transit



Critical Path Analysis continued

S2: I-405 N

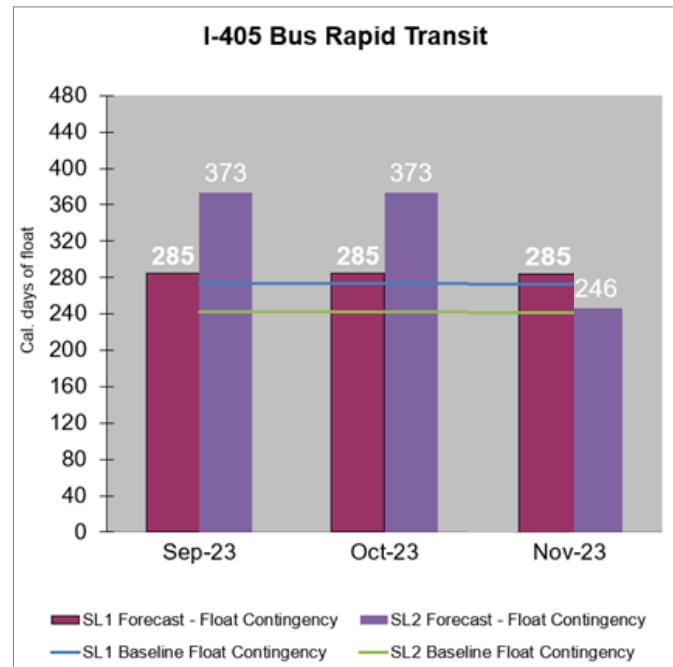
The current critical path for S2 project is WSDOT BT224 Transit Hub—Brickyard and Canyon Park Stations Installation of Charging Yard and Platform Handovers to begin S2 System Integration and Testing.

| Activity ID | Activity Name | Start | Finish | Z0A | | | | | Z0B | | | | | Z0C | | | | | Z0D | | | | | Z0E | | | | | | | |
|--|---------------|-------------|-----------|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|----|----|----|
| | | | | 01 | 02 | 03 | 04 | 01 | 02 | 03 | 04 | 01 | 02 | 03 | 04 | 01 | 02 | 03 | 04 | 01 | 02 | 03 | 04 | 01 | 02 | 03 | 04 | 01 | 02 | 03 | 04 |
| Sound Transit 3 | | 26-Mar-23 A | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ST3- System-wide Improvements | | 26-Mar-23 A | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ST3 Bus Rapid Transit - BRT | | 26-Mar-23 A | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - I-405N | | 26-Mar-23 A | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction | | 26-Mar-23 A | 14-Nov-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction Recurrence | | 08-May-25 | 18-Jun-25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction Procurement - Sound Transit | | 08-May-25 | 18-Jun-25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BT212 - Poplar Way Loop Widening - CN Procurement - DBB | | 08-May-25 | 18-Jun-25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction | | 26-Mar-23 A | 14-Nov-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction - Sound Transit | | 18-Jun-25 | 02-Sep-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BT212 - Poplar Way Loop - Construction - DBB | | 18-Jun-25 | 02-Sep-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Construction - WSDOT | | 26-Mar-23 A | 14-Nov-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BT224 - Transit Hub - Brickyard and Canyon Park Stations - Construction - DB | | 18-Sep-23 A | 14-Nov-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BT223 - NE 55th Station - Construction - DB | | 26-Mar-23 A | 26-Mar-27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BT212 NE 44th Station - WSDOT Construction | | 03-Apr-23 A | 15-Jan-25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Activation | | 06-Jul-28 | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BRT - S2 - Activation | | 06-Jul-28 | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Post Construction | | 06-Jul-28 | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| System Integration Testing | | 06-Jul-28 | 03-Oct-28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Project Float | | 18-Aug-28 | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Revenue Service | | 30-Jun-29 | 30-Jun-29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

I-405 Float

S1 was initially baselined with the Open for Service Date of September 30, 2028, including a float contingency of 274 days. The current schedule indicates a potential for early opening, leading to additional days of float. However, this forecast has not yet accounted for potential delays arising from uncertainties in the scope and funding of the TIBS project. Consequently, the float contingency is maintained at 285 days, the same as the previous month's forecast.

S2 was baselined with the Open for Service Date of June 30, 2029, including a float contingency of 242 days. Current schedule forecasts 246 days of float and possible early opening. Although the amount of float remains higher than baseline, it represents a substantial reduction compared to the previous two months. The change stems from revised dependencies in the current schedule. The substantial completion of WSDOT's I-405 North ETL project is now assumed as a prerequisite for S2 launch, due to the absence of a proper milestone in the schedule. This conservative approach has resulted in a reduced amount of float. A proper milestone will be added in the next update, possibly increasing float.



Regional Express & Stride I-405 Bus Rapid Transit



Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

| Property Acquisition Status | | | | | |
|-----------------------------|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 44 | 44 | 15 | 7 | 5 | 5 |

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing the actual FTE below the Planned FTE monthly average. Sound Transit is addressing the resource constraint to ensure proper support of the projects in design and construction.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|-----------------------------|--------------------------------|----------|
| ST Staff | 12.9 | 11.7 | 1.2 |
| Consultants | 32.0 | 29.1 | 2.9 |
| TOTAL | 44.9 | 40.8 | 4.1 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160*

Sound Transit Board Actions

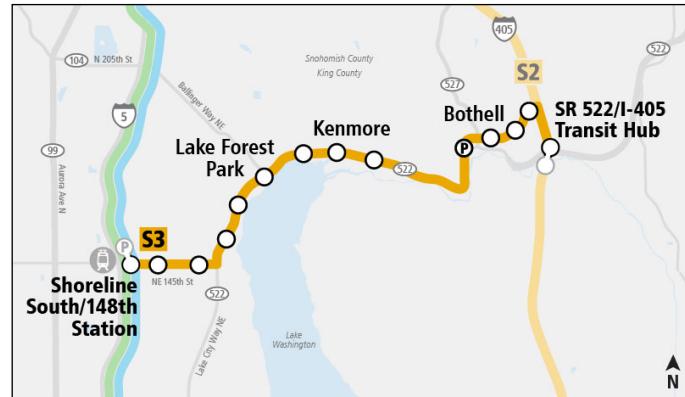
| Board Action | Description | Date |
|--------------|------------------------|------|
| | No action this period. | |

Regional Express & Stride SR 522/NE 145th Street Bus Rapid Transit



Project Summary

| | |
|------------------|--|
| Scope | Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus. |
| Limits | Approximately 8 miles between Shoreline and Bothell |
| Alignment | The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes. |
| Stations | 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell. |
| Systems | BRT Operations & Transit Signal Priority |
| Phase | Final Design |
| Budget | \$581.5 Million (Baselined July 2023) |
| Schedule | Baseline Revenue Service: June 2028 (incl. float) |



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Developing 100% design submittal with anticipation that BT305 reaches 100% milestone in February 2024, followed by BT307 in March, and BT306 in May.
- Segmented S3 line into three civil construction contracts for risk reduction: BT305 (NE 145th), BT306 (Lake Forest Park) and BT307 (Kenmore and Bothell).
- Continued collaboration with City of Lake Forest Park and community groups to address aesthetic concerns with retaining walls, and tree preservation.
- Ongoing coordination with University of Washington Bothell/Cascadia College developer Capstone for the construction of Eastbound Beardslee Station platform. Construction drawings updated and sent to Capstone. The team is working with UWB and Capstone to finalize and execute agreement.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by \$2.2M; cost attributed to \$1.2M in final design and program management with the GEC, \$0.2M for Sound Transit staff, and \$0.8M in ROW and other small project expenditures.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$57.8 | \$17.5 | \$16.1 | \$57.8 | \$0.0 |
| Preliminary Engineering | \$15.8 | \$15.3 | \$15.3 | \$15.8 | \$0.0 |
| Final Design | \$43.4 | \$33.4 | \$24.6 | \$43.4 | \$0.0 |
| 3rd Party Agreements | \$7.4 | \$2.0 | \$1.1 | \$7.4 | \$0.0 |
| Right-of-Way (ROW) | \$89.6 | \$9.2 | \$6.3 | \$89.6 | \$0.0 |
| Construction | \$303.4 | \$36.2 | \$30.9 | \$303.4 | \$0.0 |
| Construction Services | \$25.8 | \$0 | \$0.0 | \$25.8 | \$0.0 |
| Vehicles | \$38.3 | \$29.6 | \$0 | \$38.3 | \$0.0 |
| Total | \$581.5 | \$143.3 | \$95.0 | \$581.5 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The SR-522 BRT project budget was baselined in July 2023 with a total contingency of \$113.3M. The current total project contingency balance of \$111.7M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

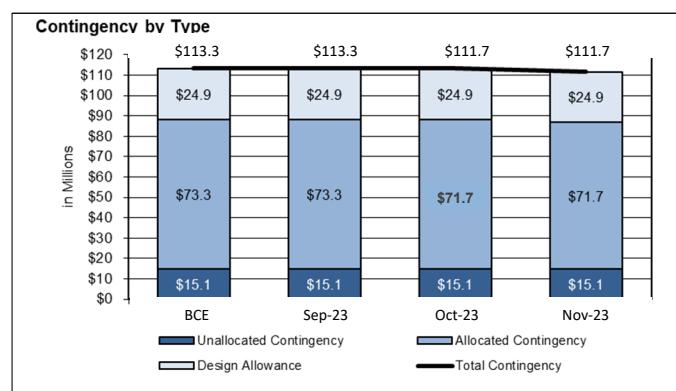
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects no change.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

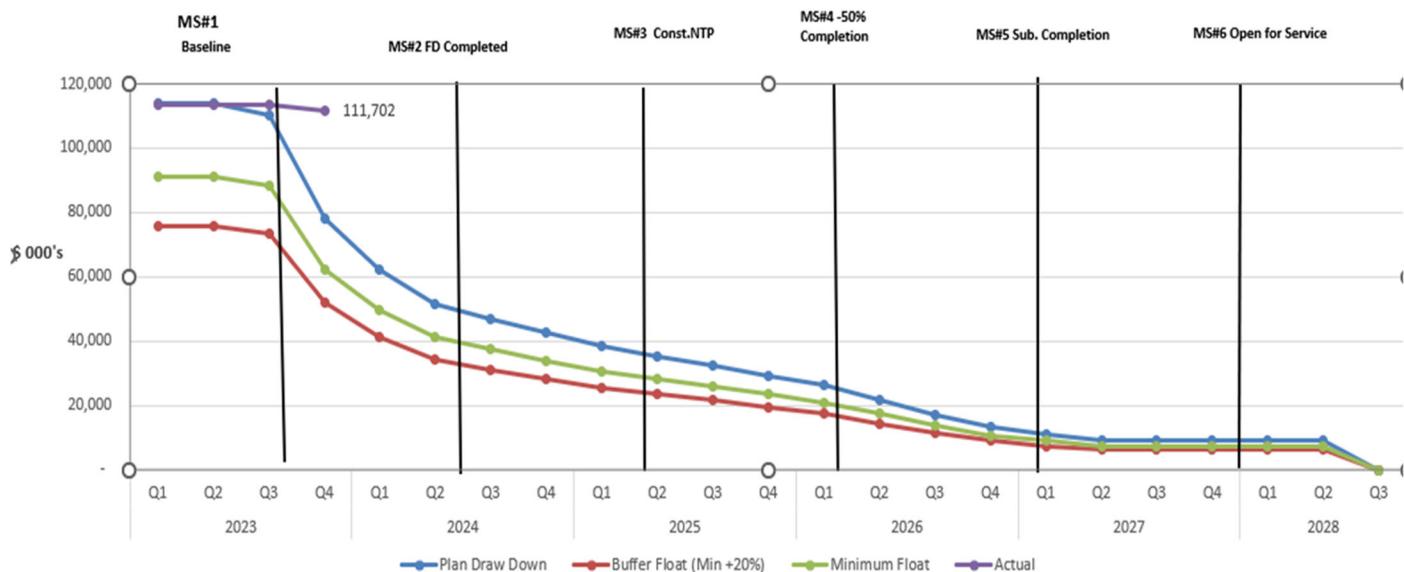
Contingency Status (Monthly)

| Type | Baseline | | Current Status | |
|-------------------------|----------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$24.9 | 4.3% | \$24.9 | 5.1% |
| Allocated Contingency | \$73.3 | 12.6% | \$71.7 | 14.7% |
| Unallocated Contingency | \$15.1 | 2.6% | \$15.1 | 3.1% |
| Total: | \$113.3 | 19.5% | \$111.7 | 23.0% |

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are the top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Coordinating with multiple utility owners to obtain their concurrence and support of the project for utility relocations to occur on schedule.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners such as City of Lake Forest Park and WSDOT on the project development, design refinements, and permitting. City of Lake Forest Park has advanced interim code updates for retaining wall design and tree replacement along the corridor.
- Staff workload shortages are affecting AHJs design review and permitting timelines.
- Lake Forest Park permitting processes and requirements are complex, which could affect timeline for obtaining permits for the BT306 segment to begin construction.

Closely Monitored Issues

- Minimize design progress disruption that may lead to delays.
- Advance the pedestrian bridge design around the Bsche'tla Creek.
- Late design changes required by AHJs are affecting the schedule due to additional right-of-way requirements. Attempts to lessen this impact by expediting Civil Certification were delayed after the affected community's appeal to the CEO and board resulted in postponing the action until January for additional discussions.
- Obtain concurrence from Utility owners/operators on the design and timing for relocations.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project.

During this reporting period project team performed the following:

- Responded to two community questions and/or concerns.
- Held one project update briefing for city managers.
- Coordinated with stakeholders around upcoming station naming outreach.

Regional Express & Stride

SR 522/NE 145th Street Bus Rapid Transit



Project Schedule

The November 2023 summary schedule reflects the repackaging of SR 522 into three parts with a total program completion of Q3 2028 (June 30, 2028 with float). The SR 522 / S3 repackaging into three parts: BT305 NE 145th Seattle/Shoreline Stations and Roadway, BT306 Lake Forest Park, Kenmore Stations and Roadway, and BT307 Bothell Stations and Roadway.

All projects are in the 100% Final Design phase proceeding into the issue of the Issue for Bid packages in Q1 2024. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

Sound Transit contributed construction funding to certain city(s)/AHJ where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.

| Activity ID | Activity Name | Start | Finish | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | |
|--|--|------------|------------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|
| | | | | Q1 | Q2 | Q3 | Q4 |
| Sound Transit 3 | | 20-Jul-20A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| ST3 - System-wide Improvements | | 20-Jul-20A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| ST3 Bus Rapid Transit - BRT | | 20-Jul-20A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - SR522 | | 20-Jul-20A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Final Design | | 01-Nov-21A | 01-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT305 - SR 522/NE 145th St - Seattle/Shoreline | | 01-Nov-21A | 01-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT305 Final Design - 60% Design Package | | 01-Nov-21A | 26-Jan-23A | | | | | | | | | | | | | | | | | | | | |
| BT305 Final Design - 90% Design Package | | 15-Sep-22A | 11-Aug-23A | | | | | | | | | | | | | | | | | | | | |
| BT305 Final Design - 100% Design Package | | 01-Jun-23A | 28-Feb-24 | | | | | | | | | | | | | | | | | | | | |
| BT305 Issue for Bid (FB) | | 20-Feb-24 | 03-Jul-24 | | | | | | | | | | | | | | | | | | | | |
| BT305 Issue for Construction (IFC) - DETAILS in P6 but not in MSP file | | 20-Jun-25 | 01-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/Bothell Way NE - Final Design | | 01-Nov-21A | 01-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 Final Design - 60% Design Package | | 01-Nov-21A | 26-Jan-23A | | | | | | | | | | | | | | | | | | | | |
| BT306 Final Design - 90% Design Package | | 15-Sep-22A | 11-Aug-23A | | | | | | | | | | | | | | | | | | | | |
| BT306 Final Design - 100% Design Package | | 01-Jun-23A | 21-May-24 | | | | | | | | | | | | | | | | | | | | |
| BT306 Issue for Bid (FB) | | 22-May-24 | 24-Sep-24 | | | | | | | | | | | | | | | | | | | | |
| BT306 Issue for Construction (IFC) | | 19-Feb-25 | 01-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522 Kenmore/Bothell and Bothell City Streets Road Improvements - Final Design | | 17-Dec-21A | 31-Jan-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 Final Design - 60% Design Package | | 17-Dec-21A | 18-Nov-22A | | | | | | | | | | | | | | | | | | | | |
| BT307 Final Design - 90% Design Package | | 17-Feb-23A | 31-Oct-23A | | | | | | | | | | | | | | | | | | | | |
| BT307 Final Design - 100% Design Package | | 23-Jun-23A | 15-Apr-24 | | | | | | | | | | | | | | | | | | | | |
| BT307 Issue for Bid (FB) | | 28-Mar-24 | 19-Jul-24 | | | | | | | | | | | | | | | | | | | | |
| BT307 Issue for Construction (IFC) | | 18-Oct-24 | 31-Jan-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - ROW | | 20-Jul-20A | 20-Oct-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 SR522 Right of Way Acquisition (ROW) | | 20-Jul-20A | 20-Oct-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Permits/Agreements | | 12-Mar-22A | 13-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT305 - SR 522/NE 145th St - Seattle/Shoreline - Permits | | 01-Jun-23A | 13-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/Bothell Way NE - Permits | | 12-Mar-22A | 15-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522 Kenmore/Bothell and Bothell City Streets Road Improvements - Permits | | 20-Oct-22A | 02-Aug-24 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Construction | | 14-Dec-23 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Construction Procurement | | 14-Dec-23 | 18-May-25 | | | | | | | | | | | | | | | | | | | | |
| BT305 - SR 522/NE 145th St - Seattle/Shoreline - Permits - CN Procurement - DBB | | 14-Dec-23 | 07-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/Bothell Way NE - CN Procurement - DBB | | 22-May-24 | 18-May-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522 Kenmore/Bothell and Bothell City Streets Road Improvements - CN Procurement - DBB | | 28-May-24 | 10-Feb-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Construction | | 10-Feb-25 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| BT305 - SR 522/NE 145th St - Seattle/Shoreline - 90% Construction | | 30-Aug-25 | 23-Oct-28 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522 Kenmore/Bothell and Bothell City Streets Road Improvements - 90% Construction | | 10-Feb-25 | 13-Sep-28 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/Bothell Way NE - 90% Construction | | 30-Jul-25 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| SR 522 BRT | | 30-Jul-25 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Activation | | 01-Dec-23 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Activation | | 01-Dec-23 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| Activation | | 01-Dec-23 | 05-Jun-27 | | | | | | | | | | | | | | | | | | | | |
| Post Construction | | 27-Mar-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| System Integration Testing | | 05-Jun-27 | 02-Sep-27 | | | | | | | | | | | | | | | | | | | | |
| Service Change Dates | | 27-Mar-27 | 27-Mar-28 | | | | | | | | | | | | | | | | | | | | |
| Project Float | | 03-Sep-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| Revenue Service | | 02-Sep-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| A1110 | Service Line #3 - Earliest Possible to Open for Service based on SC Date | | 02-Sep-27 | | | | | | | | | | | | | | | | | | | | |
| A1180 | Service Line #3 - Open for Service (Jun 30, 2028) | | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |

Regional Express & Stride

SR 522/NE 145th Street Bus Rapid Transit



SR 522 Critical Path

The November 2023 critical path of SR 522 indicates that the BT306 SR 522/Bothell Way NE section, with a platform handover date completion in 2nd QTR 2026 and a substantial completion Q4 2026, is the longest path to the start of S3 system integration testing and route finalization activity required to open for service (June 30, 2028 with float).

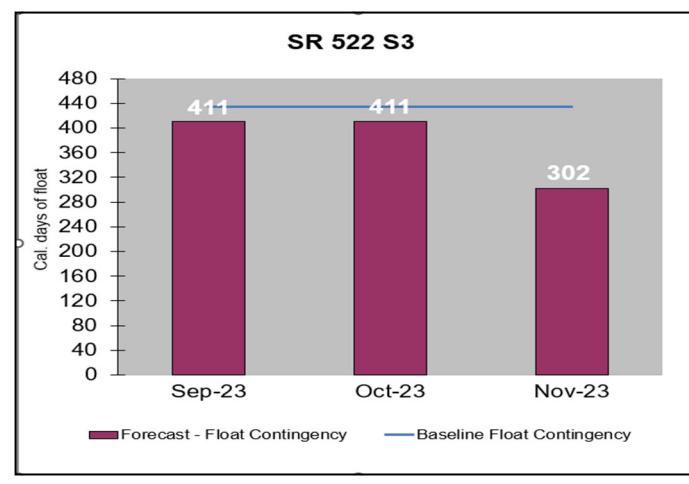
Sound Transit contributed construction funding to certain city(s)/AHJ where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.

| Activity ID | Activity Name | Original Duration | Start | Finish | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | | 2028 | | | |
|--|--|-------------------|------------|-----------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|
| | | | | | Q4 | Q1 | Q2 | Q3 |
| Sound Transit 3 | | 1857 | 01-Jun-23A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| ST3 - System-wide Improvements | | 1277 | 01-Jun-23A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| ST3 Bus Rapid Transit - BRT | | 1277 | 01-Jun-23A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - SR522 | | 1277 | 01-Jun-23A | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Final Design | | 539 | 14-Aug-23A | 01-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/NE 145th St - Seattle/Shoreline | | 30 | 20-Jun-25 | 01-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT305 Issue for Construction (IFC) - DETAILS in P6 but not in MSP file | | 30 | 20-Jun-25 | 01-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT308 - SR 522/Bothell Way NE - Final Design | | 453 | 14-Aug-23A | 01-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 Final Design - 100% Design Package | | 243 | 14-Aug-23A | 01-May-24 | | | | | | | | | | | | | | | | | | | | |
| BT306 Issue for Bld (IFB) | | 87 | 22-May-24 | 24-Sep-24 | | | | | | | | | | | | | | | | | | | | |
| BT306 Issue for Construction (IFC) | | 30 | 19-Feb-25 | 01-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522/Kenmore/Bothell and Bothell City Streets Road Improvements - Final Design | | 30 | 18-Dec-24 | 31-Jan-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 Issue for Construction (IFC) | | 30 | 18-Dec-24 | 31-Jan-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - ROW | | 822 | 22-Jul-23A | 20-Oct-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 & SR522 Right of Way Acquisition (ROW) | | 822 | 22-Jul-23A | 20-Oct-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Permits/Agreements | | 555 | 01-Jun-23A | 14-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/NE 145th St - Seattle/Shoreline - Permits | | 555 | 01-Jun-23A | 14-Aug-25 | | | | | | | | | | | | | | | | | | | | |
| BT308 - SR 522/Bothell Way NE - Permits | | 470 | 01-Jun-23A | 15-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522/Kenmore/Bothell and Bothell City Streets Road Improvements - Permits | | 279 | 25-Jun-24 | 02-Aug-24 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Construction | | 845 | 22-May-24 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Construction Procurement | | 247 | 22-May-24 | 16-May-25 | | | | | | | | | | | | | | | | | | | | |
| BT305 - SR 522/NE 145th St - Seattle/Shoreline - Permits - CN Procurement - DBB | | 36 | 13-Feb-25 | 07-Apr-25 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/Bothell Way NE - CN Procurement - DBB | | 247 | 22-May-24 | 16-May-25 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522/Kenmore/Bothell and Bothell City Streets Road Improvements - CN Proc | | 57 | 14-Nov-24 | 10-Feb-25 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Construction | | 666 | 10-Feb-25 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| BT305 - SR 522/NE 145th ST - Seattle/Shoreline - 50% Construction | | 289 | 30-Aug-25 | 23-Oct-26 | | | | | | | | | | | | | | | | | | | | |
| BT307 - SR 522/Kenmore/Bothell and Bothell City Streets Road Improvements - 50% Co | | 401 | 10-Feb-25 | 12-Sep-26 | | | | | | | | | | | | | | | | | | | | |
| BT306 - SR 522/Bothell Way NE - 50% Construction | | 547 | 30-Jul-25 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| SR 522 BRT | | 547 | 30-Jul-25 | 03-Oct-27 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Activation | | 462 | 27-Mar-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| BRT - S3 - Activation | | 462 | 27-Mar-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| Post Construction | | 462 | 27-Mar-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| System Integration Testing | | 90 | 05-Jun-27 | 02-Sep-27 | | | | | | | | | | | | | | | | | | | | |
| Service Change Date | | 367 | 27-Mar-27 | 27-Mar-28 | | | | | | | | | | | | | | | | | | | | |
| Project Float | | 302 | 03-Sep-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| Revenue Service | | 302 | 02-Sep-27 | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |
| A1110 | Service Line #3 - Earliest Possible to Open for Service based on SC Date | 0 | | 02-Sep-27 | | | | | | | | | | | | | | | | | | | | |
| A1180 | Service Line #3 - Open for Service (Jun 30, 2028) | 0 | | 30-Jun-28 | | | | | | | | | | | | | | | | | | | | |

Project Float

SR 522 Bus Rapid Transit was baselined with 434 days and a target Open for Service Date of June 30, 2028. Current November 2023 schedule forecasts that there are 302 days of float remaining and Open for Service Date is still on target.

Right of Way acquisition continues to be the critical path to the start of construction for S3. Late design changes led to the need to acquire additional ROW, some of which are now projected to be available after April 2025 if condemnation of those parcels is required. One possible mitigation is to make the parcels available after construction notice to proceed (NTP). See also Closely Monitored Issues.



Right of Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

| Property Acquisition Status | | | | | |
|-----------------------------|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION | | | | RELOCATION | |
| Total Acquisitions* | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 202 | 202 | 47 | 3 | 29 | 0 |

**All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.*

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Relocations: Based on number of affected individuals

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Planned FTE is an annual projection. Overall, the data is showing the actual FTE above the Planned FTE monthly average. The project team is monitoring the staffing level to ensure proper support of project to complete the design, permitting, and ROW acquisitions ahead of construction.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|-----------------------------|--------------------------------|--------------|
| ST Staff | 13.0 | 14.5 | (1.5) |
| Consultants | 54.0 | 57.9 | (3.9) |
| TOTAL | 67.0 | 72.4 | (5.4) |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|------------------------|------|
| | No Action this period. | |

Progress Report Sounder Program



Sounder trains travel between Lakewood and Seattle with regular runs weekday mornings and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawks games.

November | 2023



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



DuPont Extension: Project will plan, design and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements. Preliminary project budgets established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Puyallup Station Access Improvements: Project includes environmental documentation, design and construction of station access improvements at or around Puyallup Station. The purpose of this project is to accommodate and encourage future demand for Sounder ridership in an economically efficient and environmentally sustainable manner.

Sounder South Capacity Expansion: Project establishes a program of capital elements that will improve South Sounder access, capacity, and services in response to increase in demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. The elements included in this representative project will be refined during future phases of project development and are subject to change.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

Sumner Kent Auburn Station Parking Access Improvements: Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder Stations. In January 2023 the Sound Transit Board authorized Resolution No. R2023-02, which combined the project budgets for Sumner, Kent, and Auburn Stations Parking and Access Improvements projects into one project baseline budget with shared contingencies. The combined project budget will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

Sounder Commuter Rail Program Overview



Program Budget

The Authorized Project Allocation reflects the budget for each project through the approved project phase. As projects advance through design into construction the budget will be amended to reflect Board approved actions.

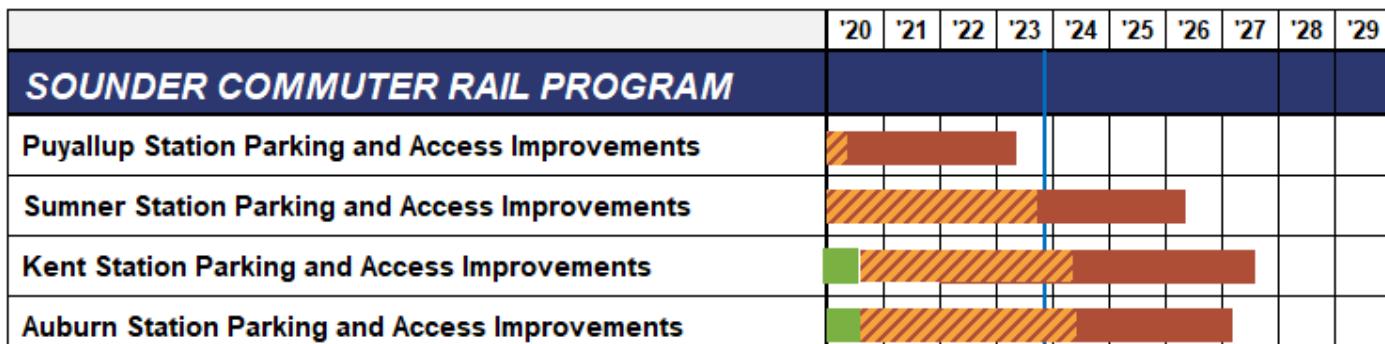
Table figures are shown in millions.

| Project | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| DuPont Extension | \$8.6 | \$2.7 | \$0.0 | \$8.6 | \$0.0 |
| Lakewood Station Access Improvements | \$6.2 | \$4.2 | \$3.2 | \$6.2 | \$0.0 |
| Sounder South Capacity Expansion | \$34.8 | \$16.4 | \$7.9 | \$34.8 | \$0.0 |
| South Tacoma Station Access Improvements | \$5.8 | \$4.2 | \$3.2 | \$5.8 | \$0.0 |
| Sumner, Kent and Auburn SPAI | \$359.7 | \$107.0 | \$52.9 | \$359.7 | \$0.0 |
| Total | \$415.1 | \$134.5 | \$67.1 | \$415.1 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



KEY:

- Planning** (hatched indicates possible early work into FD phase)
- Final Design** (hatched indicates possible Design-Build; incl procurement)
- Construction** (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)
- Recovery Plan Float to RSD**

Sounder Commuter Rail Program Overview



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

| Project | Original ST2 - ST3 Service Year | 2021 Realignment Initial Target / Affordable * Service Year | Anticipated Service Year |
|---|---------------------------------|---|--------------------------|
| North Corridor | | | |
| Edmonds & Mukilteo Parking & Access | 2024 | 2034 | 2034 |
| South Corridor | | | |
| Auburn Station Parking & Access Improvements | 2024 | 2025 | 2027 |
| Kent Station Parking & Access Improvements | 2024 | 2025 | 2027 |
| Lakewood Station Parking & Access Improvements | 2030 | 2032 | 2030 |
| Platform Extensions | 2031 | 2036 | 2036 |
| S Tacoma Station Parking & Access Improvements | 2030 | 2032 | 2030 |
| Sounder Additional Service | 2036 | 2046 | 2046 |
| Sounder extension to DuPont | 2036 | 2045 | 2045 |
| ST3 Sounder Access Improvements - Pierce | 2031 | 2031 | 2036 |
| ST3 Sounder Access Improvements - South King | 2031 | 2041 | 2041 |
| Sumner Station Parking & Access Improvements | 2024 | 2025 | 2026 |
| Tacoma Dome Station Parking & Access Improvements | 2030 | 2032 | 2033 |
| Systemwide | | | |
| Sounder Maintenance Base | 2026 | 2034 | 2034 |

** The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.*

Sounder Commuter Rail DuPont Extension



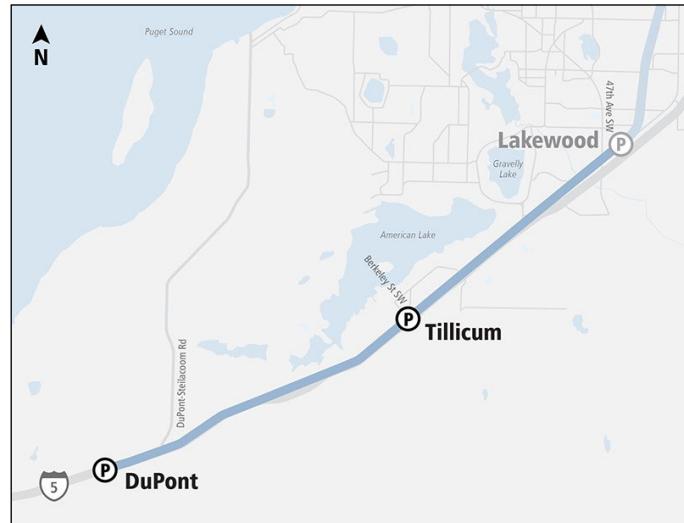
Project Summary

Scope This project will extend Sounder service from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements.

Phase Planning Phase 2—Conceptual Engineering and Environmental for track & signals only

Budget \$8.6 Million

Schedule Target Date: 2045



DuPont Extension in Pierce County

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- The Federal Railroad Administration (FRA) awarded a \$10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, is for conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County. The projects initiated in June 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold CRISI grant meetings monthly.
- The Project Management Plan was approved by the FRA on August 23, 2023.
- Conceptual engineering design work on the project began corridor survey work and track alignment concepts.
- Staff have been developing a recommendation for an environmental class of action determination.

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by \$31.5K with the majority of the amount coming from staff costs for Phase 2 - Conceptual Engineering and Environmental Assessment activities.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$2.6 | \$0.0 | \$0.0 | \$2.6 | \$0.0 |
| Preliminary Engineering | \$5.3 | \$2.7 | \$0.0 | \$5.3 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 3rd Party Agreements | \$0.2 | \$0.0 | \$0.0 | \$0.2 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$0.5 | \$0.0 | \$0.0 | \$0.5 | \$0.0 |
| Total | \$8.6 | \$2.7 | \$0.0 | \$8.6 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule.
- Splitting the project into a distinct track & signal and station components may lead to future design rework.
- Delays to ROW acquisition process may impact the schedule.
- Potential FRA staff changes could impact timely decision making and deliverable approval.

Community Engagement

- None to report during this period.

Project Schedule

The schedule below represents an initial high level Master Schedule, which will continue to develop over time. The project team completed the Work Plan, Estimate Budget and Draft Schedule along with Project Management Plan in August 2023. Draft NEPA environmental review is expected to be completed by Q4 2025. Conceptual Engineering and Environmental review planned to be completed by Q2 2026. Board identification of Preferred Alternatives planned for Q2 2026. Revenue Service Date planned by Q4 2045.

| Activity Name | Start | Finish | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|-------------|-------------|------|------|------|------|------|
| - Sounder DuPont Segment 3 - Tracks & Stations - Master Schedule | Jan-02-23 A | Dec-30-45 | Q | Q | Q | Q | Q |
| - Preliminary Engineering | Jan-02-23 A | Dec-31-37 | | | | | |
| + Pre - Conceptual Engineering | Mar-07-23 A | May-11-23 A | | | | | |
| - Conceptual Engineering / Environmental - Ph-II | Jan-02-23 A | Dec-31-36 | | | | | |
| - Conceptual Engineering/ Environmental - Milestones | Apr-28-26 | May-28-26 | | | | | |
| Phase Gate II - Select Delivery Method - (Tracks and Signals) | Apr-28-26 | Apr-28-26 | | | | | |
| ST Board Identifies Preferred Alternatives | May-28-26 | May-28-26 | | | | | |
| - Conceptual Engineering/Environmental - Track Work (Ph - II) | Jan-02-23 A | Apr-24-26 | | | | | |
| Preparation of Estimate/Schedule by Consultant- Phase II - Segment 3 | Jul-24-24 | Sep-04-24 | ■ | | | | |
| Completion of Project Cost Estimate and Schedule - Phase II - Segment 3 | | Sep-04-24 | ◆ | | | | |
| Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 3 | Sep-05-24 | Sep-18-24 | ■ | | | | |
| Quantitative Risk Assessment - Phase II - Segment 3 | Sep-19-24 | Sep-24-24 | ■ | | | | |
| Post-QRA Budget and Schedule Refinement - Phase II - Segment 3 | Sep-25-24 | Nov-05-24 | ■ | | | | |
| CE/NEPA/Environmental - Complete - Phase II - Segment 3 | Apr-24-26 | Apr-24-26 | | | | | |
| + CE Task 1 - Project Management | Jan-02-23 A | Aug-25-23 A | ■ | | | | |
| - CE Task 2 - NEPA Report | Jun-12-23 A | Apr-23-26 | ■ | | | | |
| - CE Task 2.1 - Draft NEPA | Jun-12-23 A | Oct-20-25 | ■ | | | | |
| Conceptual Engineering - Task 2 | Jun-12-23 A | Jul-23-24 | ■ | | | | |
| Prpare Draft NEPA | Jul-24-24 | Apr-23-25 | ■ | | | | |
| Review Draft NEPA by ST | Apr-24-25 | Jun-23-25 | ■ | | | | |
| Incorporate Comments for Draft NEPA | Jun-24-25 | Oct-17-25 | ■ | | | | |
| Approve Draft NEPA | Oct-20-25 | Oct-20-25 | ■ | | | | |
| + CE Task 2.2 - Final NEPA | Oct-21-25 | Apr-23-26 | ■ | | | | |
| + Conceptual Engineering/Environmental - Stations (Ph - II) | Jan-03-34 | Dec-31-36 | ■ | | | | |
| + Preliminary Engineering - Ph-III | Apr-27-26 | Dec-31-37 | ■ | | | | |
| + Right of Way | Apr-25-26 | Dec-21-27 | ■ | | | | |
| + Final Design | Jan-03-40 | Dec-31-42 | ■ | | | | |
| + Construction | Dec-31-42 | Jul-03-45 | ■ | | | | |
| + Post Construction | Sep-09-43 | Dec-30-45 | ■ | | | | |
| + Revenue Service | Dec-30-45 | Dec-30-45 | | | | | |

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs are an annual projection and remains constant from month to month. The Year-to-Date (YTD) Performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels due to the later than anticipated start date for the Conceptual Engineering phase of the track and signal project. Over time, the variance should trend closer to planned as the project.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|------------|
| ST Staff | 1.6 | 0.3 | 1.3 |
| Consultants | 3.2 | 1.9 | 1.3 |
| TOTAL | 4.8 | 2.2 | 2.6 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|------------------------|------|
| | No Action this period. | |

Sounder Commuter Rail Lakewood Station Access Improvements



Project Summary

Scope This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase Planning Phase 2—Conceptual Engineering and Environmental

Budget \$6.2 Million

Schedule Target Date: 2030

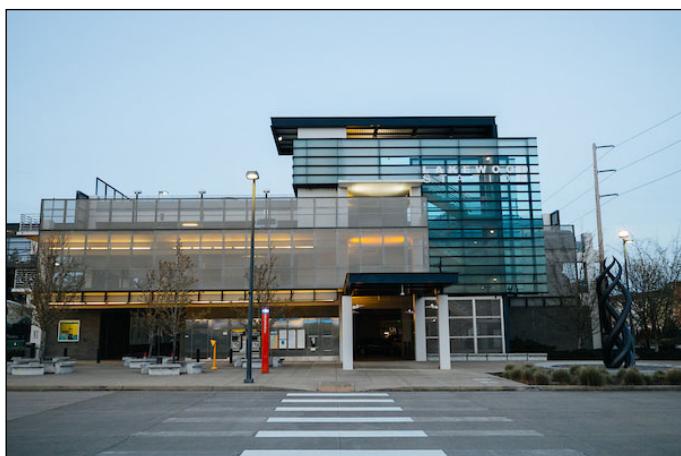
** This project is in development and project report will be updated quarterly effective June 2023.*



Lakewood Station in Pierce County

Key Project Activities

- Finalized Conceptual Designs for all proposed improvements.
- Finalized Conceptual Design cost estimates.
- Completed a Quantitative Risk Assessment and Value Engineering Workshop.
- Continued developing SEPA Checklist.



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Sounder Commuter Rail

Lakewood Station Access Improvements



Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by \$348K with the majority of the amount coming from staff costs, outreach, Phase 2 — Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$2.2 | \$1.0 | \$1.0 | \$2.2 | \$0.0 |
| Preliminary Engineering | \$3.3 | \$2.8 | \$1.9 | \$3.3 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 3rd Party Agreements | \$0.4 | \$0.3 | \$0.3 | \$0.4 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$0.3 | \$0.1 | \$0.0 | \$0.3 | \$0.0 |
| Total | \$6.2 | \$4.2 | \$3.2 | \$6.2 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Sounder Commuter Rail

Lakewood Station Access Improvements



Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. This quarter, team completed SEPA checklist and Review and finalized methodology reports and community engagement.

Selection of delivery method was completed Q4 2023. Board selection of projects to be build is planned for Q1 2024.

The target open for service date for this project is planned for Q4 2030.

| Activity Name | Start | Finish | 2024 | 2025 | 2026 | 2027 |
|---|-------------|-------------|-----------|-----------|-----------|-----------|
| Lakewood Station Access Improvements - Master Schedule | Feb-18-20 A | Dec-31-30 | Q Q Q Q Q | Q Q Q Q Q | Q Q Q Q Q | Q Q Q Q Q |
| Preliminary Engineering | Feb-18-20 A | Oct-07-25 | | | | |
| + Phase I - Alternative Analysis | Feb-18-20 A | Mar-10-22 A | | | | |
| + Phase II - Conceptual Engineering | Apr-04-22 A | Mar-28-24 | | | | |
| Board Selects Projects to be Build | Mar-28-24 | Mar-28-24 | | | | |
| Conceptual Engineering | Apr-04-22 A | Mar-26-24 | | | | |
| Contracts Finalizing DEA Change Orders (7 & 8 or 9?) - Actual Date 4/4/2022 | Apr-04-22 A | Apr-04-22 A | | | | |
| ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV | Apr-04-22 A | Apr-18-22 A | | | | |
| Phase II - NTP | May-02-22 A | May-02-22 A | | | | |
| DEA Prepares PMP and External Engagement Plan | Apr-19-22 A | Jun-09-22 A | | | | |
| Alignment and Parcel Maps - Submitted for Pricing - Not Applicable | Aug-24-22 A | Aug-24-22 A | | | | |
| Prepare and Finalize Risk Register | Apr-03-23 A | Apr-27-23 A | | | | |
| Prepare Cost Estimate | May-02-22 A | Jun-01-23 A | | | | |
| Cost Estimates Review and Approval - Preferred Alt. | Jun-01-23 A | Jun-30-23 A | | | | |
| Consultant prepare for QRA Session | Jun-01-23 A | Jul-05-23 A | | | | |
| QRA Session | Jul-06-23 A | Jul-07-23 A | | | | |
| Submit, Review and Approve Cost Estimate | Jun-28-23 A | Jul-31-23 A | | | | |
| Finalize Schedule and Cost Estimates Per QRA Session Output | Jul-07-23 A | Aug-04-23 A | | | | |
| Project Delivery Workshop | Sep-13-23 A | Sep-13-23 A | | | | |
| Value Engineering | Sep-12-23 A | Sep-15-23 A | | | | |
| External Engagement | May-02-22 A | Dec-04-23 A | | | | |
| Finalize SEPA, Check List and Review | Jun-01-22 A | Dec-08-23 A | | | | |
| Prepare for Gate 2: Select Delivery Method | Aug-04-23 A | Dec-11-23 A | | | | |
| Phasegate #2 Meeting - Select Delivery Method | Dec-12-23 A | Dec-12-23 A | | | | |
| DEA Performss and Completes CE/ENV | May-02-22 A | Dec-27-23 A | | | | |
| Publish SEPA | Jan-02-24 | Jan-23-24 | | | | |
| Phase 2 Draft SEPA and CE | May-02-22 A | Feb-06-24 | | | | |
| Prepare for Board Meeting | Feb-07-24 | Mar-07-24 | | | | |
| Prepare for Gate 3: Complete Environmental and Enter Design/Construction - march 2024 | Dec-12-23 A | Mar-20-24 | | | | |
| Phase Gate #3 Meeting | Mar-26-24 | Mar-26-24 | | | | |
| + City of Lakewood Permits | Mar-31-23 A | May-05-23 A | | | | |
| + Phase III - Preliminary Engineering | Mar-28-24 | Oct-07-25 | | | | |
| + Permits and Agreements | Jun-01-23 A | Dec-05-29 | | | | |
| + Right of Way | Mar-26-24 | Feb-27-26 | | | | |
| + Final Design | Mar-29-24 | Aug-17-26 | | | | |
| + Construction | Aug-12-24 | Mar-30-28 | | | | |
| + Post Construction | Mar-28-28 | Dec-31-30 | | | | |

Sounder Commuter Rail Lakewood Station Access Improvements



Community Engagement

- We launched an online open house on September 19 with updates to the community about our designs, and a survey about the Priority 2 proposals.
- We staffed information tables: Samoa Day on July 29, Springbrook Connections End of Summer Celebration on August 19, Festival de la Familia on September 9, Lakewood Farmers Market on September 19, and Springbrook Connections Community Meal on September 23.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the SEPA Checklist is still under development and has more staff review cycles. As this work advances, we anticipate more staff will be needed.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|--------------|
| ST Staff | 1.7 | 1.7 | 0.0 |
| Consultants | 4.0 | 4.1 | (0.1) |
| TOTAL | 5.7 | 5.9 | (0.2) |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-------------------------|------|
| | None action this period | |

Sounder Commuter Rail Sounder South Capacity Expansion



Program Summary

Scope This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services, and access in response to increased demand.

Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

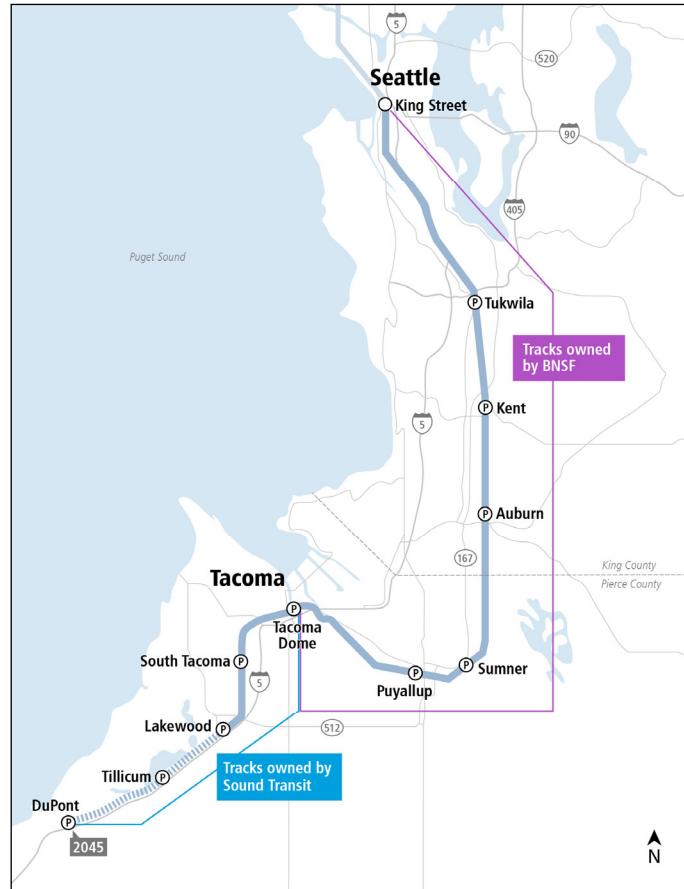
The Sounder South Strategic Plan to be updated that includes a program of proposed capital projects.

Phase Planning

Budget \$34.8 Million

Schedule Target Dates: 2036-2046, varies by Program Element

** This project is in development and project report will be updated quarterly effective June 2023.*



Sounder South Capacity map alignment

Program Key Activities

- The Federal Railroad Administration (FRA) awarded a \$10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County (Sounder Rail Track & Signal Project). The projects were initiated in Q2 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold grant-related coordination meetings monthly.
- SSCE program elements and project specific activities are detailed in their own sections below.

The King Street Station Platform Area Improvement Project and the Sounder Rail Track & Signal Project are summarized on the next pages followed by the common program reporting elements.

King Street Station Platform Improvements

This project extends platforms and improves access and pedestrian circulation at King Street Station to accommodate 10-car trains and passengers. Project elements may include improvements for vertical circulation of passengers to and from the platform, expanded pick-up/drop-off areas, improvements to crossing 4th Ave South, and other improvements that would improve passenger experience at the station platform.

Key Activities

- Started laying out design assumptions to inform the Conceptual Design.
- Drafted Environmental Methodology Memos.

Community Engagement

- Planning for Phase 2 community engagement and coordinating with the West Seattle and Ballard Link Extensions projects.

Sounder Rail Track & Signal Project

This project is currently advancing planning only to add second mainline tracks to several single track segments between Tacoma and DuPont on the Sound Transit-owned Lakewood Subdivision and a small segment of the BNSF right-of-way in Tacoma. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along Sound Transit's right-of-way in Pierce County. Project elements may include additional crossovers and improvements to at-grade crossings to increase capacity and reliability for Sounder S Line, Amtrak Cascades and Amtrak Coast Starlight service. This project currently does not include any passenger-facing elements such as new stations or access improvements.

Key Activities

- The Project Management Plan was approved by the FRA on August 23, 2023.
- Conceptual engineering design work on the project has begun with corridor survey work and track alignment concepts.
- Staff have been developing a recommendation for an environmental class of action determination.

Community Engagement

- Published project information on the Sound Transit website under the Sounder South Capacity Expansion program page.
- Finalized an external engagement plan.

Strategic Plan Update

Sound Transit completed the Sounder South Strategic Plan in March 2020 prior to the COVID pandemic. The plan suggested priorities and outlined a recommended schedule to implement Sounder South projects to address demand and capacity concerns: Platform Extensions, Additional Roundtrips (includes BNSF agreement and track & signal improvement projects), Access Improvement Projects and Vehicles. The plan prioritized the implementation of platform extension projects to meet demand for the high peak period daily ridership, at the time. Given the changes to ridership patterns resulting from the pandemic, Sound Transit is updating the Sounder South Strategic Plan and reexamining investment priorities and the current peak-focused service model.

Key Activities

- Initiated research on demographics population along the Sounder South corridor between Seattle and DuPont and began review of peer commuter rail agencies strategic plans
- Held external stakeholders meetings with the following groups: inter-agency staff and corridor leadership of elected officials along rail corridor; and also met with railroad organizations BNSF Railway and WSDOT Rail Office

Community Engagement

- We launched an online open house on September 27 to ask the public for input on the plan update. Publicity included a press release, social media posts, listserv update, posters at community locations, and coordination with agency and community partners.
- We also staffed information tables at the Sumner High School football game on September 28 and at Southcenter Mall on September 30. And we held focus groups with residents in Lakewood and Tacoma.

BNSF Platform Extension

This project focuses on extending platforms at Sounder South stations on the BNSF right-of-way (Tukwila, Kent, Auburn, Sumner, Puyallup) to accommodate 10-car trains, up from the existing 7-car trains. Project elements may include and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

While most stations have a logical path to extend platforms, Auburn Station is physically constrained by Main Street and a BNSF track connection to Stampede Pass restricting options to extend platforms, requiring additional alternatives evaluation to determine future improvements in the platform area.

Key Activities

- The Auburn Platform Extension alternative analysis is complete. For the BNSF Platform Extension Project, that includes the Auburn Platform Extension Project, initiation of conceptual engineering and environmental review is paused consistent with the schedule identified in the capital program realignment and continued low ridership on the Sounder South corridor.

Community Engagement

- Community engagement is expected to begin when conceptual engineering begins.

Program Reporting Elements

While in the planning phase, priority projects are being managed under a shared budget, schedule, and staffing plan.

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures shown are in millions.

This period expenditures increased by \$1.2M with the majority of the amount coming from staff costs, outreach, third party coordination, and Phase 2—Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) * | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|------------------------------|-------------------------------|
| Administration | \$9.9 | \$3.6 | \$3.6 | \$9.9 | \$0.0 |
| Preliminary Engineering | \$20.4 | \$12.0 | \$3.7 | \$20.4 | \$0.0 |
| Third Party Agreements | \$1.3 | \$0.6 | \$0.5 | \$1.3 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$3.1 | \$0.2 | \$0.0 | \$3.1 | \$0.0 |
| Total | \$34.8 | \$16.4 | \$7.9 | \$34.8 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Sounder Commuter Rail

Sounder South Capacity Expansion



Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. Pierce County Rail Capacity and Reliability Improvement SSCE Segment 1 & 2 Schedule has been added . The second Mainline Track Study and Report were finalized and completed in July 2021. Auburn Platform Alternative Analysis was completed in Jan. 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022. Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022.

King Street Station Phase II started September 2022, and is expected to complete in Q3 2024. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.

For Pierce County Rail Capacity and Reliability, team completed Work Plan, Budget and Schedule and Project Management Plan in August 2023. NEPA Draft is expected to complete Q4 2025 and final completion of Phase II is planned for Q2 2026.

| Activity Name | Start | Finish | 2024 | 2025 | 2026 | 2027 |
|---|-------------|-----------|------|------|------|------|
| | Start | Finish | Q1 | Q2 | Q3 | Q4 |
| Sounder South Capacity Expansion - Master Schedule | Sep-26-22 A | Dec-31-46 | | | | |
| Sounder South Platform Extensions | Jun-06-23 A | Jun-06-24 | | | | |
| Alternative Analysis - (Ph - I) | Jun-06-23 A | Jun-06-24 | | | | |
| Alternative Analysis | Jun-06-23 A | Jun-06-24 | | | | |
| King St Station - CE thru Final Completion | Sep-26-22 A | Jul-02-35 | | | | |
| Conceptual Engineering/Environmental - King St Station | Sep-26-22 A | Feb-27-25 | | | | |
| King St. Station - Platform Improvements - Phase II | Sep-26-22 A | Sep-17-24 | | | | |
| Amtrak / BNSF Platform Area Negotiations | Feb-08-23 A | Oct-17-24 | | | | |
| 90 Day wait period for FTA Review of NEPA submittal | Sep-18-24 | Dec-16-24 | | | | |
| FTA Issues Approval of NEPA | Dec-17-24 | Dec-17-24 | | | | |
| Phase 2 - Board Reaffirms Preferred Alternatives | Feb-27-25* | Feb-27-25 | | | | |
| Right of Way | Dec-25-25 | Aug-22-27 | | | | |
| Preliminary Engineering - (Ph - III) | Feb-28-25 | Jan-22-26 | | | | |
| Final Design | Oct-06-25 | Oct-16-28 | | | | |
| Construction | Oct-17-28 | Apr-12-34 | | | | |
| Post Construction | Apr-13-34 | Jul-02-35 | | | | |
| Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1 | Jun-12-23 A | Dec-31-46 | | | | |
| Conceptual Engineering/Environmental - (Ph - II) | Jun-12-23 A | Apr-24-26 | | | | |
| Preparation of Estimate/Schedule by Consultant- Phase II - Segment 1 & 2 | Jul-24-24 | Sep-04-24 | | | | |
| Completion of Project Cost Estimate and Schedule - Phase II - Segment 1 & 2 | | Sep-04-24 | | | | |
| Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 1 & 2 | Sep-05-24 | Sep-18-24 | | | | |
| Quantitative Risk Assessment - Phase II - Segment 1 & 2 | Sep-19-24 | Sep-24-24 | | | | |
| Post-QRA Budget and Schedule Refinement - Phase II - Segment 1 & 2 | Sep-25-24 | Nov-05-24 | | | | |
| CE/NEPA/Environmental - Complete - Phase II - Segment 1 & 2 | Apr-24-26 | Apr-24-26 | | | | |
| CE Task 2 - NEPA Report | Jun-12-23 A | Apr-23-26 | | | | |
| CE Task 2.1 - Draft NEPA | Jun-12-23 A | Oct-20-25 | | | | |
| CE Task 2.2 - Final NEPA | Oct-21-25 | Apr-23-26 | | | | |
| Right of Way | Apr-25-26 | Dec-21-27 | | | | |
| Preliminary Engineering - (Ph - III) | Apr-27-26 | Sep-24-27 | | | | |
| Final Design | Jan-03-40 | Dec-31-42 | | | | |
| Construction | Dec-31-42 | Jun-30-45 | | | | |
| Post Construction | Jun-30-45 | Dec-31-46 | | | | |
| BNSF Platform Extension - CE thru Final Completion | Jan-09-24 | Dec-31-36 | | | | |
| ST Platform Extension - CE thru Final Completion | Jan-02-26 | Dec-31-36 | | | | |

Risk Management

The following are the top project-wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Third party, stakeholders or internal ST scope changes could lead to delays in the schedule and cost increases while reaching concurrence
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

The staffing variance is attributed to the majority of the SSCE Program's conceptual engineering and environmental activities being on pause from Q1 2022 to Q3 2022.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---|--------------------------------|-----------------------------------|----------|
| ST Staff | 3.8 | 4.0 | (0.2) |
| Consultants | 8.7 | 6.8 | 1.9 |
| TOTAL | 12.5 | 10.8 | 1.7 |
| <i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i> | | | |

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No action this period | |

Sounder Commuter Rail South Tacoma Access Improvements



Project Summary

Scope This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting, weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase Planning Phase 2—Conceptual Engineering and Environmental Review

Budget \$5.8 Million

Schedule Target Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



South Tacoma Station in Pierce County

Key Project Activities

- Completed review of draft Conceptual Designs and are working to finalize.
- Developed a draft Conceptual Design cost estimate and are working to finalize.
- Completed a Quantitative Risk Assessment and a Value Engineering Workshop.
- Started developing the SEPA check-list.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures are shown in millions.

This period expenditures increased by \$486K with the majority of the amount coming from staff costs, Phase 2 —Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

| Project Phase | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC)* | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|-----------------------------|-------------------------------|
| Administration | \$1.8 | \$0.9 | \$0.9 | \$1.8 | \$0.0 |
| Preliminary Engineering | \$3.6 | \$3.0 | \$2.2 | \$3.6 | \$0.0 |
| Final Design | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Construction Services | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 3rd Party Agreements | \$0.1 | \$0.0 | \$0.0 | \$0.1 | \$0.0 |
| Construction | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| Light Rail Vehicles | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| ROW | \$0.3 | \$0.3 | \$0.0 | \$0.3 | \$0.0 |
| Total | \$5.8 | \$4.2 | \$3.2 | \$5.8 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Project Schedule

Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. In March 2022, Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. QRA and associated documents were finalized this quarter. Team continued to work on completing the Conceptual Design, cost estimate, SEPA checklist and methodology and community engagement.

Selection of delivery method is expected Q1 2024. Board selection of projects to be built is planned for end of Q1 2024.

The target open for service date is planned for Q4 2030.

| Activity Name | Start | Finish | 2024 | 2025 | 2026 | 2027 |
|--|-------------|-------------|------|------|------|------|
| South Tacoma Station Access Improvements - Master Schedule | Feb-18-20 A | Dec-31-30 | Q1 | Q2 | Q3 | Q4 |
| Preliminary Engineering | Feb-18-20 A | Apr-24-25 | | | | |
| Phase 1 - Alternative Analysis | Feb-18-20 A | Mar-10-22 A | | | | |
| + Alternative Analysis Admin | Feb-18-20 A | Aug-05-21 A | | | | |
| + Alternative Analysis Procurement | Sep-25-20 A | Dec-04-20 A | | | | |
| + Alternative Analysis | Oct-01-20 A | Mar-10-22 A | | | | |
| Phase II - Conceptual Engineering | Apr-04-22 A | Mar-28-24 | | | | |
| Board Selects Project to be Build - march 24 | Mar-28-24 | Mar-28-24 | | | | |
| Conceptual Engineering | Apr-04-22 A | Mar-21-24 | | | | |
| Contracts to Execute Change Orders (7 & 8) for DEA | Apr-04-22 A | Apr-04-22 A | | | | |
| ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV | Apr-18-22 A | Apr-18-22 A | | | | |
| Phase II - NTP | May-02-22 A | May-02-22 A | | | | |
| DEA Prepares PMP & External Engagement Plan | Apr-18-22 A | Jun-10-22 A | | | | |
| Alignment and Parcel Maps - Submitted for Pricing - Not Applicable | Aug-24-22 A | Aug-24-22 A | | | | |
| Risk Register | Apr-03-23 A | Apr-27-23 A | | | | |
| Prepare Cost Estimate | Dec-01-22 A | Aug-29-23 A | | | | |
| Consultant to prepare for QRA Session | Jul-12-23 A | Aug-29-23 A | | | | |
| Project Delivery Workshop - October 2023 | Sep-13-23 A | Sep-13-23 A | | | | |
| Value Engineering - Planned for September 2023 | Sep-12-23 A | Sep-15-23 A | | | | |
| Finalize Schedule and Cost Estimates Per QRA Session Output | Oct-02-23 A | Oct-13-23 A | | | | |
| QRA Session - Planned August 21, 2023 | Aug-30-23 A | Oct-30-23 A | | | | |
| Submit, Review and Approve Cost Estimate - finish jan 24 | Oct-02-23 A | Jan-05-24 | | | | |
| External Engagement | May-23-22 A | Jan-24-24 | | | | |
| DEA Performs and Completes CE/ENV | May-02-22 A | Feb-01-24* | | | | |
| Finalize SEPA, Check List and Review | Sep-22-22 A | Feb-01-24 | | | | |
| Prepare for Gate 2: Select Delivery Method | Nov-22-23 A | Feb-29-24 | | | | |
| Phase 2 Draft SEPA and CE ends march 2024 | May-02-22 A | Mar-04-24 | | | | |
| Phasegate #2 Meeting - Confirm Delivery Method - march | Mar-05-24 | Mar-05-24 | | | | |
| Prepare for Board Meeting | Mar-06-24 | Mar-20-24 | | | | |
| Publish SEPA | Mar-21-24 | Mar-21-24 | | | | |
| + City of Tacoma Permits | Mar-01-23 A | Apr-28-23 A | | | | |
| + Phase III - Preliminary Engineering | Mar-29-24 | Apr-24-25 | | | | |
| + Permits and Agreements | Jun-01-23 A | Oct-16-24 | | | | |
| + Right of Way | Mar-05-25 | Sep-08-26 | | | | |
| + Final Design | Apr-25-25 | Jan-05-28 | | | | |
| + Construction Procurement | Jan-06-28 | Aug-09-28 | | | | |
| + Construction | Aug-12-24 | Jan-17-30 | | | | |
| + Post Construction | Oct-17-29 | Dec-31-30 | | | | |

Community Engagement

- We launched an online open house on December 12 with updates to the community about our designs, and a survey about the Priority 2 proposals.
- We staffed an information table at the STAR Center on December 18.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Currently the project is trending under the planned staffing needs as the conceptual design and reports and environmental review are still under development. As we work to finalize the Conceptual Design, cost estimate and SEPA Check-list, we anticipate more staff time will be needed.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|--------------|
| ST Staff | 1.3 | 1.4 | (0.1) |
| Consultants | 4.0 | 4.0 | 0.0 |
| TOTAL | 5.3 | 5.4 | (0.1) |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|-----------------------|------|
| | No action this period | |

Project Summary

Scope

The project provides additional commuter parking at the Sounder stations located in the cities of Sumner, Kent and Auburn. All three locations will have a new multi-story garage and potentially some amount of new surface parking stalls with the goal of building up to the environmentally cleared stall count within the project budget. Additionally, the project includes vehicular and pedestrian access improvements to the rail stations, non-motorized improvements, and associated utility, roadway, traffic, stormwater, lighting, and landscape improvements. The Kent station also includes an option to include scope for a bus layover facility for King County Metro.

Phase

Complete Environmental / Enter Design & Construction

Budget

\$359.7 Million

Schedule

Baseline Revenue Service:
Sumner March 2026
Auburn March 2027
Kent June 2027



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements

Key Project Activities

Sumner:

- Received Design Review Application approval from the City of Sumner.
- Contractor submitted 100% sitework plans.
- Received Site Development permit comments from City of Sumner.

Kent:

- Received conditional approval of critical deviations from the City of Kent.
- Executed betterment agreement with King County Metro for a bus layover to be incorporated into the project.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- City of Auburn real property interests are in negotiations.



Auburn Station Parking & Access Improvements

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

This period expenditures increased by \$3.4M. The incurred cost increased from \$49.5M to \$52.9M. The majority of costs are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner Station design-build construction contract.

Cost Summary by Phase

| Project Phase | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration | \$29.1 | \$29.1 | \$10.9 | \$10.8 | \$29.1 | \$0.0 |
| Preliminary Engineering | \$8.4 | \$8.4 | \$8.2 | \$8.2 | \$8.4 | \$0.0 |
| Final Design | \$1.0 | \$1.0 | \$0.0 | \$0.0 | \$1.0 | \$0.0 |
| Construction Services | \$29.1 | \$29.1 | \$17.9 | \$5.3 | \$29.1 | \$0.0 |
| 3rd Party Agreements | \$8.2 | \$8.2 | \$7.9 | \$6.6 | \$8.2 | \$0.0 |
| Construction | \$258.2 | \$258.2 | \$50.8 | \$11.0 | \$258.2 | \$0.0 |
| ROW | \$25.7 | \$25.7 | \$11.2 | \$10.9 | \$25.7 | \$0.0 |
| Total | \$359.7 | \$359.7 | \$107.0 | \$52.9 | \$359.7 | \$0.0 |

Cost Summary by SCC

| SCC Element | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 20 Stations | \$135.3 | \$135.3 | \$39.3 | \$6.8 | \$135.3 | \$0.0 |
| 30 Support Facilities | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| 40 Sitework & Special Conditions | \$85.1 | \$85.1 | \$6.4 | \$0.6 | \$85.1 | \$0.0 |
| 50 Systems | \$5.1 | \$5.1 | \$0.0 | \$0.0 | \$5.1 | \$0.0 |
| Construction Subtotal (10 - 50) | \$225.5 | \$225.5 | \$45.8 | \$7.4 | \$225.5 | \$0.0 |
| 60 ROW, Land | \$24.5 | \$24.5 | \$11.2 | \$10.9 | \$24.5 | \$0.0 |
| 80 Professional Services | \$92.5 | \$92.5 | \$50.0 | \$34.6 | \$92.5 | \$0.0 |
| 90 Unallocated Contingency | \$17.2 | \$17.2 | \$0.0 | \$0.0 | \$17.2 | \$0.0 |
| Total (10 - 90) | \$359.7 | \$359.7 | \$107.0 | \$52.9 | \$359.7 | \$0.0 |

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of \$77.0M. The current total project contingency balance of \$72.6M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects no change.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

| Type | Baseline | | Current Status | |
|-------------------------|---------------|-------------------|------------------|---------------------|
| | Amount | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance | \$22.1 | 6.1% | \$15.8 | 5.1% |
| Allocated Contingency | \$37.7 | 10.5% | \$40.3 | 13.1% |
| Unallocated Contingency | \$17.2 | 4.8% | \$16.5 | 5.4% |
| Total: | \$77.0 | 21.4% | \$72.6 | 23.7% |

Contingency by Type

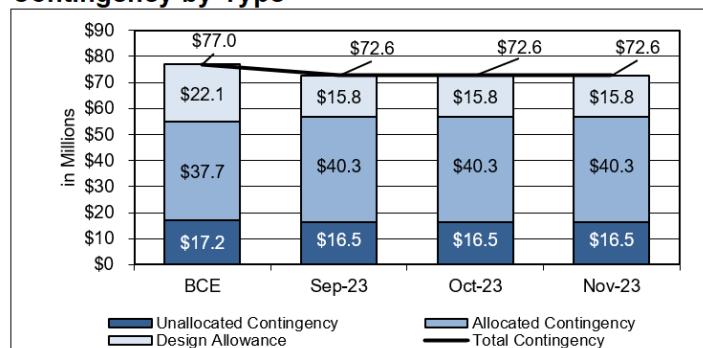
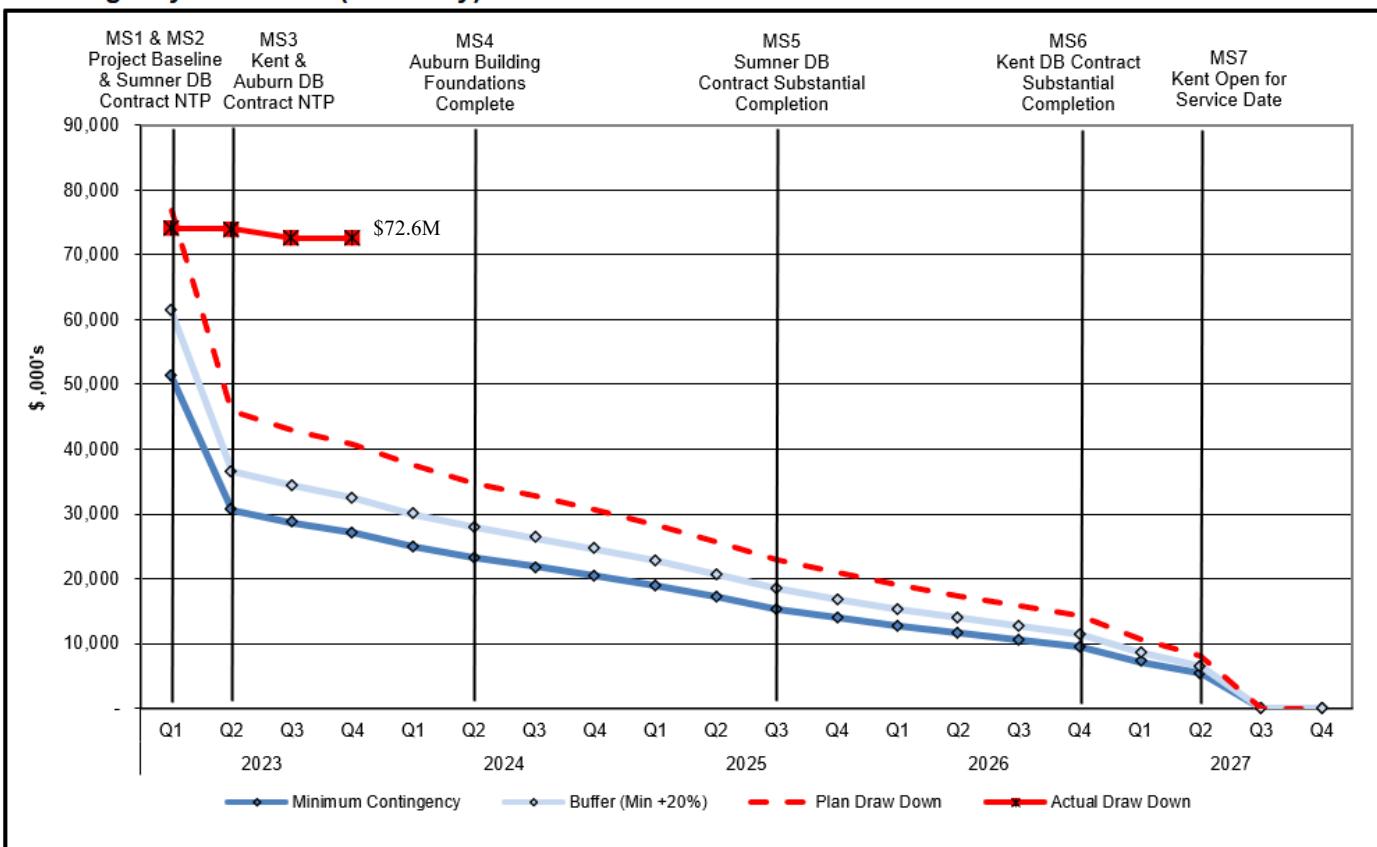


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Risk Management

The following are the top project wide risks:

- Design review and permitting process could delay project.
- Project changes that occur during final design that require additional environmental review could delay project.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Complexity of property acquisition could result in a project delay and cause budget overrun in Auburn.
- Constrained staffing resources could impact project delivery.

Project Schedule

Board approved Baseline for the combined three projects on Jan. 26, 2023. The Approved Baseline open for service dates are Sumner - Q1 2026, Auburn - Q1 2027, and Kent - Q2 2027. All the above Open for Service Dates remain intact this update cycle. Milestone schedules for the combined three projects are shown below.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn proposals were received in March 2023. Notice of Intent to Award to Auburn Contractor was issued end of June 2023. Kent revised proposals were received and reviewed in July 2023. Sumner Design-Build Notice to Proceed was in February 2023. DP01 100% Design Drawings are currently under Quality Control. Consultant is working on DP02 for Structural and Architectural and Permitting follow-ups along with submittals preparation. Existing building demo completed and site preparations continue this month.

Kent Notice to Proceed is expected end of Q4 2023. Auburn Notice to Proceed is planned for mid Q1 2024.

| Activity Name | Start | Finish | 2024 | | | | 2025 | | | | 2026 | | | | 2027 | | | |
|--|-------------|-------------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|
| | | | Q1 | Q2 | Q3 | Q4 |
| S300018 - Sumner Station Parking and Access Improvements - DB APR MS | Jan-26-23 A | Mar-31-26 | | | | | | | | | | | | | | | | |
| ST Board Approves Project Baseline - Phase Gate 4 - Sumner | Jan-26-23 A | Jan-26-23 A | | | | | | | | | | | | | | | | |
| MS03 CS Issues DB NTP - Sumner | Feb-27-23 A | Feb-27-23 A | | | | | | | | | | | | | | | | |
| NTP - Start Construction - Early Civil Work - Demo, Util Relocates | Oct-23-23 A | | | | | | | | | | | | | | | | | |
| MS03B All Issue For Construction (IFC) Design Packages Complete | | | | | | | | | | | | | | | | | | |
| MS01 Commissioning Complete - Substantially Complete (MS Review) | | | | | | | | | | | | | | | | | | |
| Operational Readiness Period | Oct-03-25 | Dec-01-25 | | | | | | | | | | | | | | | | |
| Open for Service Date - Baseline (Including Project Float) (MS Review) | | | | | | | | | | | | | | | | | | |
| S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline | Jan-26-23 A | Mar-31-27 | | | | | | | | | | | | | | | | |
| Board Approves Project Baseline - Phase Gate 4 - Auburn | Jan-26-23 A | Jan-26-23 A | | | | | | | | | | | | | | | | |
| MS03 CS Issues DB NTP - Auburn | Feb-14-24* | Feb-14-24 | | | | | | | | | | | | | | | | |
| NTP Start Construction - Early Civil Work - Demo, Util Relocates - July 5 2024 | Dec-10-24 | | | | | | | | | | | | | | | | | |
| MS03B All Issue For Construction (IFC) Design Packages Complete | | | | | | | | | | | | | | | | | | |
| MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review) | | | | | | | | | | | | | | | | | | |
| Operational Readiness Period | Dec-29-26 | Feb-26-27 | | | | | | | | | | | | | | | | |
| Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review) | | | | | | | | | | | | | | | | | | |
| S300035 - Kent Station Parking and Access Improvements -DB MS Baseline | Jan-26-23 A | Jun-30-27 | | | | | | | | | | | | | | | | |
| ST Board Approves Project Baseline - Phase Gate 4 - Kent | Jan-26-23 A | Jan-26-23 A | | | | | | | | | | | | | | | | |
| MS03 CS Issues DB NTP - Kent | Dec-29-23 | Dec-29-23 | | | | | | | | | | | | | | | | |
| NTP Early Construction - Civil Work - Demo, Util Relocates - Kent | Oct-25-24 | | | | | | | | | | | | | | | | | |
| MS03B All Issue For Construction (IFC) Design Packages Complete | | | | | | | | | | | | | | | | | | |
| MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) | | | | | | | | | | | | | | | | | | |
| Operational Readiness Period - Kent | Dec-22-26 | Feb-19-27 | | | | | | | | | | | | | | | | |
| Open for Service Date - Baseline (Including Project Float) - Kent (MS Review) | | | | | | | | | | | | | | | | | | |

Closely Monitored Issues

- Sumner permitting process has required extensive coordination.
- Complexity of property acquisition in Auburn could result in a project delay and cause budget overrun.

Community Engagement

- **Sumner:** Distributed Project Updates on the listserv on November 15 with an update on timing of construction activities and parking closure. Preparing communication activities to notify passengers when the Phase 1 parking closure begins.
- **Auburn:** Monitoring outreach needs for the project and are available to answer any questions.
- **Kent:** Monitoring outreach needs for the project and are available to answer any questions.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Less than anticipated level of effort by Sound Transit staff and consultants due to availability constraints of resources.

| Resource Type | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|-------------|
| ST Staff | 22.0 | 13.5 | 8.5 |
| Consultants | 16.9 | 12.2 | 4.7 |
| TOTAL | 38.9 | 25.7 | 13.2 |

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

| Board Action | Description | Date |
|--------------|------------------------|------|
| | No Action this period. | |

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (per latest schedule submittal)

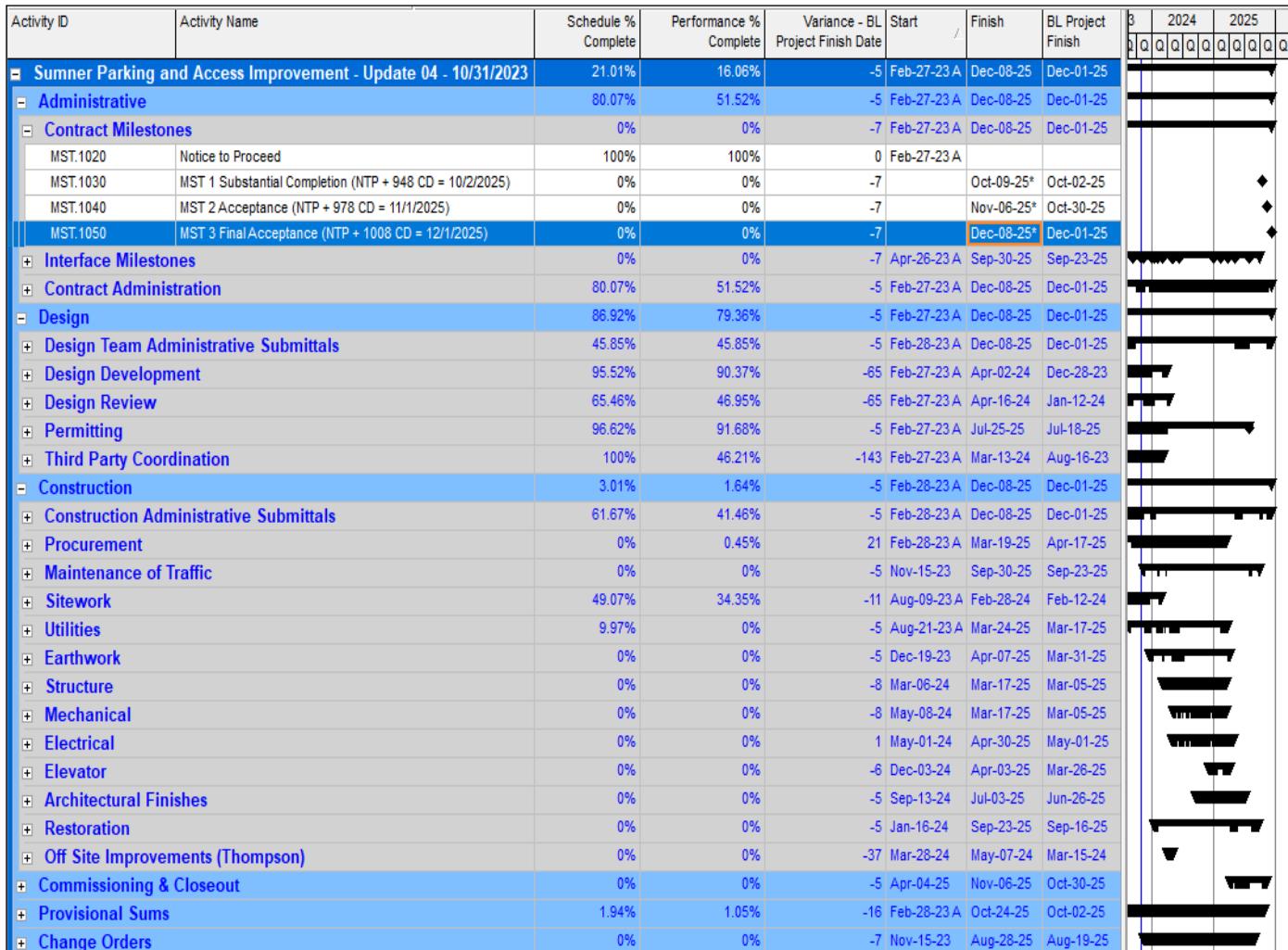
The Sumner SPAI Contractor, Harbor Pacific, is continuing work on site as follows:

- Continued design and administrative submittals.
- Completed demolition of the existing building along with limited site preparation work.
- Design 100% DP01 is in Quality Control review.
- Site Development Permits was resubmitted and currently under review by City of Sumner.
- Submitted elevator and generator submittals for designers review.

Schedule Summary

The schedule below represents the October update and is still under review. November schedule has not yet been submitted.

The October schedule shows a delay of 7 Calendar Days to Substantial Completion and Final Acceptance Dates. All of which are expected to be restored once permits are approved by City of Sumner. Sumner Project is 16.1% Complete as of end of October 2023.



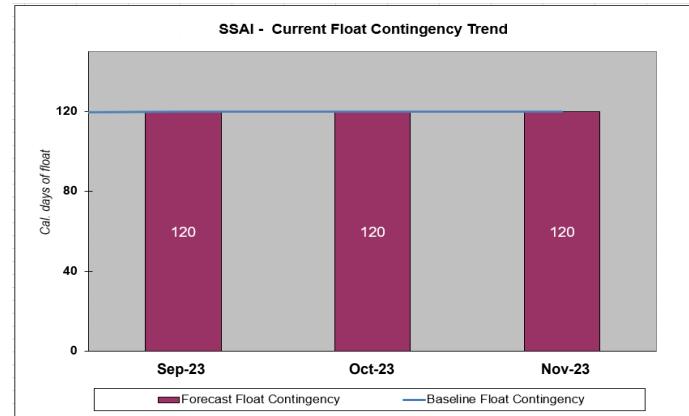
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

Sumner Station October critical path is based on the schedule Longest Path. The 112 Activities are on the Longest Path. It starts with City Review of Civil Site Development Permit, Phase 1 Site Preparation, demolition, and paving, start of Phase 2, deep storm utility installation, Abandonment of existing utilities, pile driving, garage foundations and slab on grade, garage superstructure, garage interior finishes and façade, start of Phase 3, exterior flatwork and finishes and Punchlist and final documentation submittals.

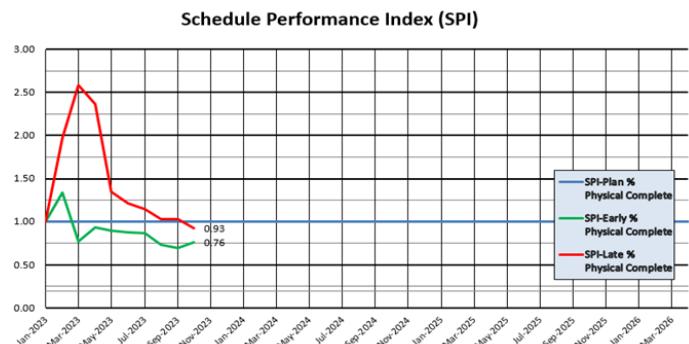
Project Float

Sumner Station Parking and Access Improvement Project was baselined with 120 days of project float. No float days have been consumed as of October schedule. Auburn and Kent Project Floats (212 days) are not covered in this analysis as those two projects have not yet been executed. Sumner Station Project target revenue service date of March 31, 2026 is unchanged.



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.76 (increase from last period). Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.93 (compared to last month late SPI of 1.03). Main contributors of the Early SPI are finalizing Design Plans for DP.01 due to delays in City responses.



Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities:

- Finalizing 100% DP02 Design.
- Submitting DP01 100% Drawings.
- Working on obtaining Site Development Permit & Building Permit.
- Completing Site preparation work.

Closely Monitored Issues:

- Acquisition of Design Review Application.
- Acquisition of Site Development Permit & Building Permit.

Cost Summary

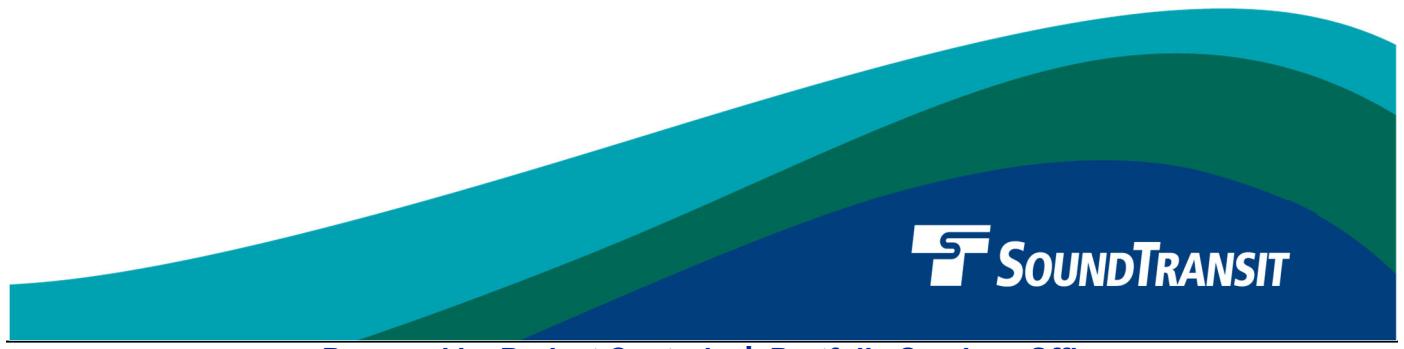
| Present Financial Status | Amount |
|--|--------------|
| SCR670 DB Contractor—Harbor Pacific Contractors | |
| Original Contract Value | \$49,000,000 |
| Change Order Value | \$1,443,143 |
| Current Contract Value | \$50,443,143 |
| Total Actual Cost (Incurred to Date) | \$8,071,994 |
| Percent Complete | 16% |
| Authorized Contingency | \$10,880,000 |
| Contingency Drawdown | \$1,443,143 |
| Contingency Index | 1.2 |



Demo of existing building

Progress Report

Capital Program Support



Prepared by Project Controls | Portfolio Services Office

Capital Program Support Grants



Current Grant Funding *(Includes only Active Executed Grants)*

| Line of Business | Grant Number | Grant / Project Description | Award Amount | Date Executed | Drawdown to Date | Status | Balance Remaining |
|--|---------------------|---|--------------|----------------------|----------------------|--------|--------------------|
| FEDERAL TRANSIT AUTHORITY | | | | | | | |
| LINK LIGHT RAIL | WA-03-0237 | University Link Extension | 684,370,641 | 09/16/2015 | 616,446,915 | Active | 67,923,726 |
| LINK LIGHT RAIL | WA-2018-013 | Hilltop Tacoma Link Extension SYGA | 74,999,999 | 05/15/2018 | 74,999,999 | Active | - |
| LINK LIGHT RAIL | WA-2019-001 | Lynnwood Link Extension FFGA | 976,082,799 | 07/29/2022 | 770,108,483 | Active | 205,974,316 |
| LINK LIGHT RAIL | WA-2020-001 | Federal Way Link Extension | 790,000,000 | 06/21/2023 | 391,950,577 | Active | 398,049,423 |
| Sounder Commuter Rail | WA-2020-002 | S Sounder Capacity Expansion | 5,600,000 | 12/13/2019 | 2,588,444 | Active | 3,011,556 |
| Regional Express | WA-2020-007 | I-405 Bus Rapid Transit- Bus Procurement | 5,400,000 | 12/21/2020 | - | Active | 5,400,000 |
| LINK LIGHT RAIL | WA-2021-004 | Everett Link Extension Model Code Partner | 2,000,000 | 12/31/2020 | 377,074 | Active | 1,622,926 |
| Regional Express | WA-2021-012 | SR 522/NE 145th BRT Vehicles | 4,800,000 | 02/25/2021 | - | Active | 4,800,000 |
| Sounder Commuter Rail | WA-2021-085 | Auburn Station Access Improvements | 1,500,000 | 09/10/2021 | - | Active | 1,500,000 |
| Bus RAPID Transit | WA-2021-115 | I-405 BRT Expansion Buses | 7,255,465 | 09/18/2021 | - | Active | 7,255,465 |
| Sounder Commuter Rail | WA-2021-140 | 20 CARS/5307 Enhance at Puyallup CR Stn | 1,421,500 | 10/28/2021 | 843,076 | Active | 578,424 |
| LINK LT RAIL & Sounder Rail | WA-2022-065 | Rail State of Good Repair - PIMS | 3,668,478 | 09/15/2022 | 3,668,478 | Active | - |
| Regional Express | WA-2023-005 | SRTC CN Earmark | 3,000,000 | 03/09/2023 | - | Active | 3,000,000 |
| Regional Express | WA-2023-006 | I-405 Bus Rapid Transit- Bus Procurement | 8,437,097 | 03/22/2023 | - | Active | 8,437,097 |
| LINK LIGHT RAIL | WA-2023-007 | NE 130TH ST STATION | 3,680,650 | 09/22/2023 | - | Active | 3,680,650 |
| Regional Express | WA-2023-008 | SRTC CN, 405 Buses 5339 | 12,924,801 | 03/31/2023 | - | Active | 12,924,801 |
| LINK LT RAIL & REGIONAL EXPRES | WA-2023-014-00 | Next Gen ORCA and ORCA Lift | 4,152,000 | 05/23/2023 | 256,077 | Active | 3,895,923 |
| Regional Express | WA-2023-016 | 522 BRT BEBs Procurement | 6,272,690 | 06/01/2023 | - | Active | 6,272,690 |
| LINK LIGHT RAIL | WA-2023-064 | FWLE 2023 CIG Section 165 Funding | 61,434,801 | 09/16/2023 | - | Active | 61,434,801 |
| LINK LIGHT RAIL | WA-2023-065 | Lynnwood Link Ext 2023 CIG Section 165 | 54,099,098 | 06/16/2023 | - | Active | 54,099,098 |
| Regional Express | WA-2023-067 | 522 BRT Chargers Wkfc Dev | 9,264,000 | 09/19/2023 | - | Active | 9,264,000 |
| TOTAL FEDERAL TRANSIT AUTHORITY | | | | 2,720,364,019 | 1,861,239,123 | | 859,124,896 |
| OTHER FEDERAL | | | | | | | |
| Sounder Commuter Rail | 69A36523420120CRSWA | PC RAIL CAP/RAIL RELIABILITY IMPROV | 10,000,000 | 04/01/2023 | - | Active | 10,000,000 |
| Regional Fund | EMW-2019-RA-00014 | ATAT, Crit Evnt OT, Fac Hardening | 1,315,813 | 09/01/2019 | 1,315,813 | Active | - |
| Regional Fund | EMW-2020-RA-00022 | Crit Evnt OT, CEDO | 642,738 | 08/10/2020 | 642,738 | Active | - |
| Regional Fund | EMW-2022-RA-00008 | DSTT, CEDO | 2,963,635 | 09/06/2022 | - | Active | 2,963,635 |
| TOTAL OTHER FEDERAL | | | | 14,922,186 | 1,958,551 | | 12,963,635 |
| STATE | | | | | | | |
| Regional Fund | 19-92501-015 | Agency Energy Efficiency Project | 176,056 | 06/03/2019 | - | Active | 176,056 |
| Bus RAPID Transit | 8275-2023-1 | Stride BRT NM&TSP 23-25 RMGP | 4,818,281 | 07/01/2023 | - | Active | 4,818,281 |
| TOTAL STATE | | | | 4,994,337 | - | | 4,994,337 |
| TOTAL ALL GRANTS | | | | 2,740,280,542 | 1,863,197,674 | | 877,082,868 |

Above table as of Q3 2023. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit's mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet, and prosperity.

In 2023, Sound Transit continues to conduct a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA's Sustainability Commitment at the platinum recognition level.

Key Q3 2023 Accomplishments and Activities

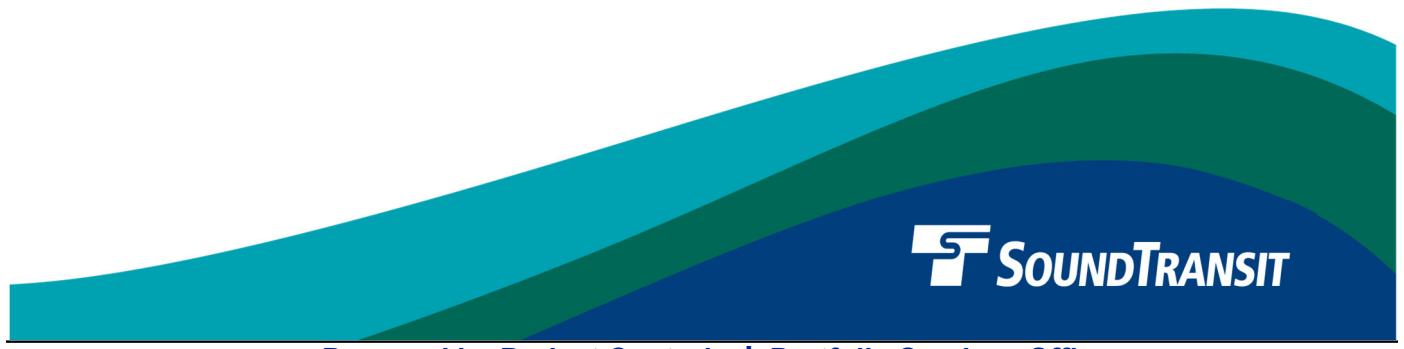
- Presented the Sustainability Progress Report to the Board of Directors.
- Launched the Zero Emissions Bus (ZEB) Working Group, a cross-departmental effort to coordinate decision making around ZEB efforts.
- Began establishing the program strategy for the Efficiency and Sustainability Program.
- Received Q1 remittance from the Washington State Clean Fuel Standard.

Key Upcoming Activities for Q4 2023

- Launch the ZEB Implementation Plan scope of work.
- Conduct the ESMS External Audit to maintain certification to the ISO 14001 standard.
- Begin drafting 2024 Environmental and Sustainability targets.
- Present to the Board of Directors on progress towards the Sustainability Plan.

Progress Report

Acronyms



Prepared by Project Controls | Portfolio Services Office

Acronyms

| | | | |
|-------------|--|--------------|--|
| AA | Alternative Analysis | FD | Final Design |
| AHU | Air Handling Units | FHWA | Federal Highway Administration |
| AHJ | Authority Having Jurisdiction | FSEIS | Final Supplemental Environmental Impact Statement |
| ALTA | American Land Title Association | FFGA | Full Funding Grant Agreement |
| BCE | Baseline Cost Estimate | FTA | Federal Transit Administration |
| BCWS | Budgeted Cost of Work | FTE | Full Time Employee |
| BIM | Building Information Modeling | GC/CM | General Contractor /Construction Management |
| BNSF | Burlington Northern Santa Fe Railway | GEC | General Engineering Contract |
| BOS | Bus on Shoulder | HVAC | Heating, Ventilation and Air Conditioning |
| BRT | Bus Rapid Transit | ICD | Integration Control Document |
| CCB | Change Control Board | IDS | International District Station |
| CCTV | Close Circuit Television | IFB | Issue for Bids |
| CDF | Controlled Density Fill | IFC | Issue for Construction, also Industry Foundation Classes |
| CHS | Capitol Hill Station | IRT | Independent Review Team |
| CM | Construction Management | IWP | Industrial Waste Permit |
| CMU | Concrete Masonry Unit | JA | Jacobs Associates |
| CO | Change Order | JARPA | Joint Aquatic Resource Permit Application |
| CPI | Cost Performance Index | KCM | King County Metro |
| CPM | Critical Path Method | LNTP | Limited Notice to Proceed |
| DAHP | Department of Archaeology & History Preservation | LRRP | Light Rail Review Panel |
| DART | Days Away, Restricted or Modified | LRT | Light Rail Transit |
| DB | Design-Build | LRV | Light Rail Vehicle |
| DBPM | Design-Build Project Management | LTK | LTK Engineering Services |
| DCE | Document Categorical Exclusion | MACC | Maximum Allowable Construction Cost |
| DECM | Design, Engineering and Construction Management | MBT | Mount Baker Tunnel |
| DEIS | Draft Environmental Impact Statement | MEPF | Mechanical/Electrical/Plumbing/Fire Sprinkler |
| DP | Design Package | MI | Mercer Island |
| DPD | Seattle Department of Planning and Development | MLK | Martin Luther King, Jr. Way |
| DSC | Differing Site Conditions | MOA | Memorandum of Agreement |
| DSDC | Design Support During Construction | MOU | Memorandum of Understanding |
| DSTT | Downtown Seattle Transit Tunnel | MOW | Maintenance of Way |
| EFC | Estimated Final Cost | MPPCV | Major Public Project Construction Variance |
| EMI | Electro Magnetic Interference | MRB | Material Review Board |
| ERC | East Rail Corridor | MUP | Master Use Permit |

Acronyms

| | | | |
|----------------|---|---------------|---|
| NB | Northbound | SCC | Standard Cost Categories |
| NCR | Notification of Change Report | SCL | Seattle City Light |
| NCTP | North Corridor Transit Partners | SDEIS | Supplemental Draft Environmental Impact Statement |
| NEPA | National Environmental Policy Act | SEPA | State Environmental Policy Act |
| NOAA | National Oceanic and Atmospheric Administration | SIP | Street Improvement Permitting |
| NPDES | National Pollutant Discharge Elimination System | SPI | Schedule Performance Index |
| NTP | Notice to Proceed | SOW | Scope of Work |
| OCS | Overhead Catenary System | SR | State Route |
| OMF | Operations and Maintenance Facility | ST | Sound Transit |
| OMSF | Operations and Maintenance Satellite Facility | START | Seattle Tunnel and Rail Team |
| PA | Public Address System | SWI | Stacy and Witbeck, Inc. |
| PE | Preliminary Engineering | TBM | Tunnel Boring Machine |
| PEP | Project Execution Plan | TCAL | Temporary Construction Airspace Lease |
| PEPD | Planning, Environment and Project Development | TCE | Temporary Construction Easement |
| PMOC | Project Management Oversight Consultant | TE | Traction Electrification |
| PSST | Pine Street Stub Tunnel | TFK | Traylor Frontier Kemper Joint Venture |
| P&R | Park and Ride | TOD | Transit Oriented Development |
| Q | Quarter | TPSS | Traction Power Substations |
| QA | Quality Assurance | TVM | Ticket Vending Machine |
| QC | Quality Control | UAC | Unallocated Contingency |
| QRA | Quantitative Risk Analysis | U-Link | University Link project |
| RE | Resident Engineer | UDS | University District Station |
| RFC | Request for Change | USFWS | U.S. Fish and Wildlife Service |
| RFD | Request for Deviation | UW | University Of Washington |
| RFI | Request for Information | UST | Underground Storage Tank |
| RFP | Request for Proposal | UWS | University of Washington Station |
| RFQ | Request for Qualifications | VAV | Variable Air Volume |
| RIR | Recordable Injury Rates | VE | Value Engineering |
| RMP | Risk Management Plan | VECP | Value Engineering Cost Proposal |
| ROD | Record of Decision | VMS | Video Management System |
| ROW | Right -of -Way | WBS | Work Breakdown Structure |
| RSD | Revenue Service Date | WDFW | Washington Department of Fish and Wildlife |
| SB | Southbound | WSDOT | Washington Department of Transportation |
| SCADA | Supervisory Central and Data Acquisition | | |
