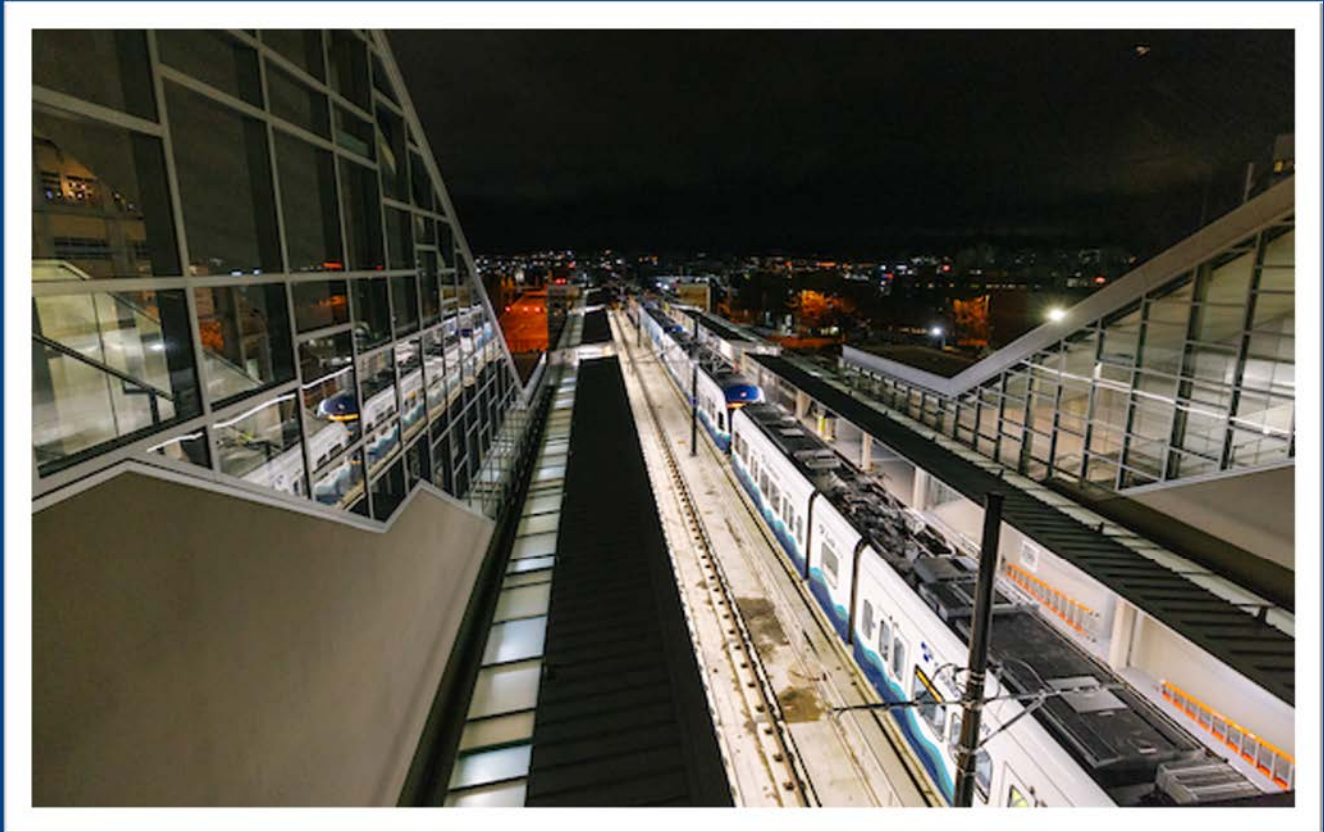


Agency Progress Report Capital Programs



Train testing at the Bellevue Downtown Station

January | 2022



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 the ST financial statements, actual cost data presented in the APR may not match the quarterly financial statements. However, the actual cost data is reconciled to the financial statements on a monthly basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Julie Parker 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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Agency Progress Report

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Sound Transit Current Service


Link Light Rail


Link 1 Line
 (Univ. of Washington – Angle Lake)


Link T Line
 (Tacoma Dome – Theater District)


Sounder


Sounder N Line
 (Everett–Seattle)


Sounder S Line
 (Lakewood/Tacoma–Seattle)


ST Express

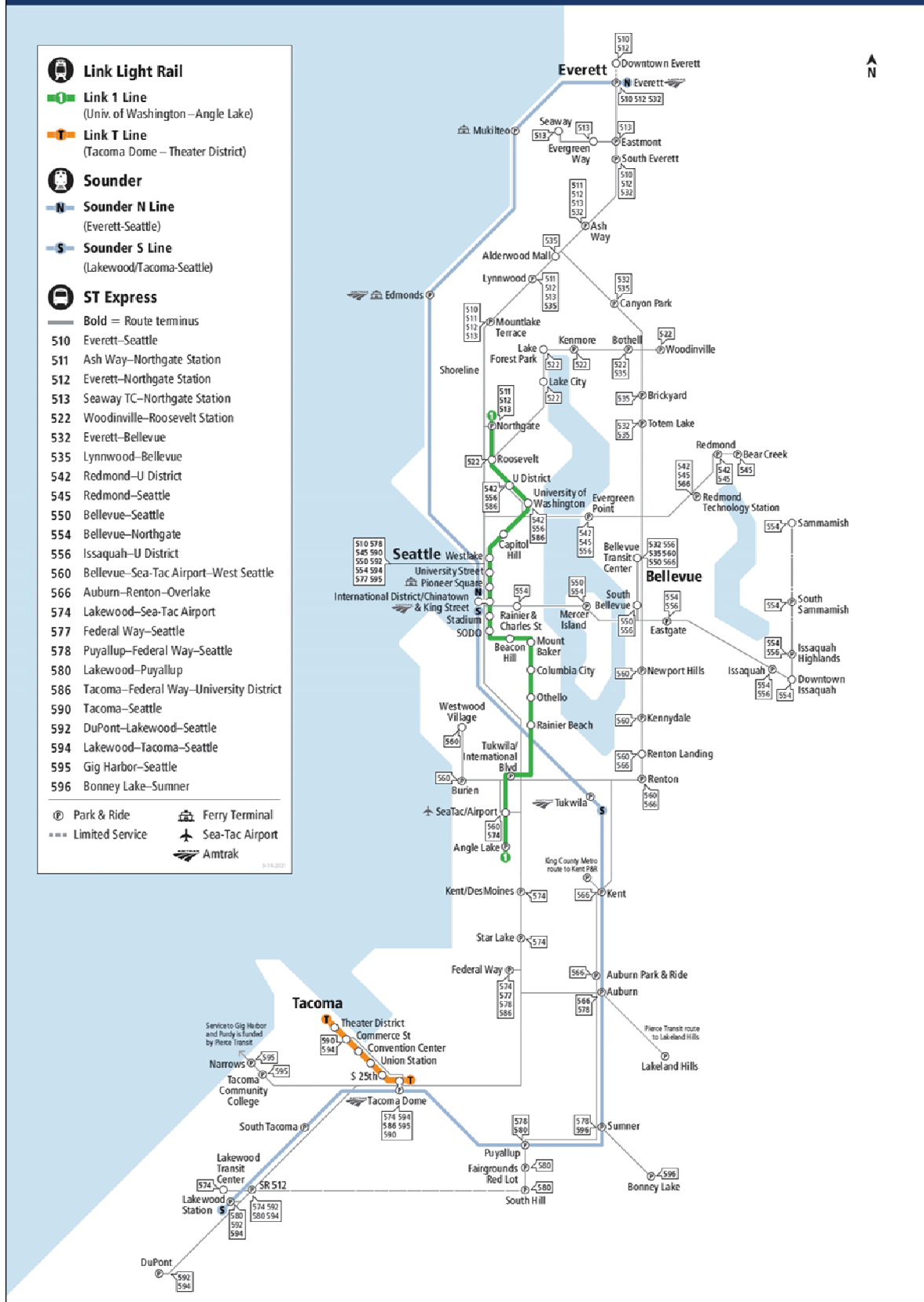
Bold = Route terminus

510 Everett–Seattle
511 Ash Way–Northgate Station
512 Everett–Northgate Station
513 Seaway TC–Northgate Station
522 Woodinville–Roosevelt Station
532 Everett–Bellevue
535 Lynnwood–Bellevue
542 Redmond–U District
545 Redmond–Seattle
550 Bellevue–Seattle
554 Bellevue–Northgate
556 Issaquah–U District
560 Bellevue–Sea-Tac Airport–West Seattle
566 Auburn–Renton–Overlake
574 Lakewood–Sea-Tac Airport
577 Federal Way–Seattle
578 Puyallup–Federal Way–Seattle
580 Lakewood–Puyallup
586 Tacoma–Federal Way–University District
590 Tacoma–Seattle
592 DuPont–Lakewood–Seattle
594 Lakewood–Tacoma–Seattle
595 Gig Harbor–Seattle
596 Bonney Lake–Sumner

 Park & Ride
 Limited Service

 Ferry Terminal
 Sea-Tac Airport
 Amtrak

5-10-2021



Sound Transit future service



Agency publishes Draft Environmental Impact Statement for extending light rail to West Seattle and Ballard

In late January, along with the Federal Transit Administration, we published the Draft Environmental Impact Statement for the West Seattle and Ballard Link Extensions project, kicking off a 90-day comment period. Members of the public can comment on the Draft EIS analysis and share their thoughts on routes and station alternatives for the next three months through April 28.

The Draft EIS was prepared in compliance with the National Environmental Policy Act and the State Environmental Policy Act. It evaluates potential impacts and benefits of project alternatives to inform the public, Tribes, government agencies and decision makers.

The West Seattle Link Extension would be about 4.7 miles and includes stations at SODO, Delridge, Avalon and Alaska Junction. The Ballard Link Extension would be about 7.1 miles from Downtown Seattle to Ballard's Northwest Market Street area and includes a new 3.3-mile rail-only tunnel from Chinatown-International District to South Lake Union and Seattle Center/Uptown. Stations would serve Chinatown-International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard.

We invited the public to attend an online open house where they can review alternatives and station options and submit formal responses. People can also provide feedback by phone, mail or email, or at upcoming virtual, and possible in-person, public meetings.

Four virtual public meetings will take place throughout March with each meeting focusing on a different segment of the line.

The Sound Transit Board will consider the analysis in the Draft EIS, as well as public, agency and Tribal comments, and additional information, before confirming or modifying the preferred alternative later this year. Sound Transit will then prepare a Final EIS. After publication of the Final EIS, the Board will make a final decision on the project to be built.

Concrete strike continues to affect Sound Transit projects

Late last year, the Teamsters ratified their multi-craft master labor agreement with the Association of General Contractors, while Gary Merlino Construction was negotiating with the Teamsters separately and has been unable to reach an agreement.

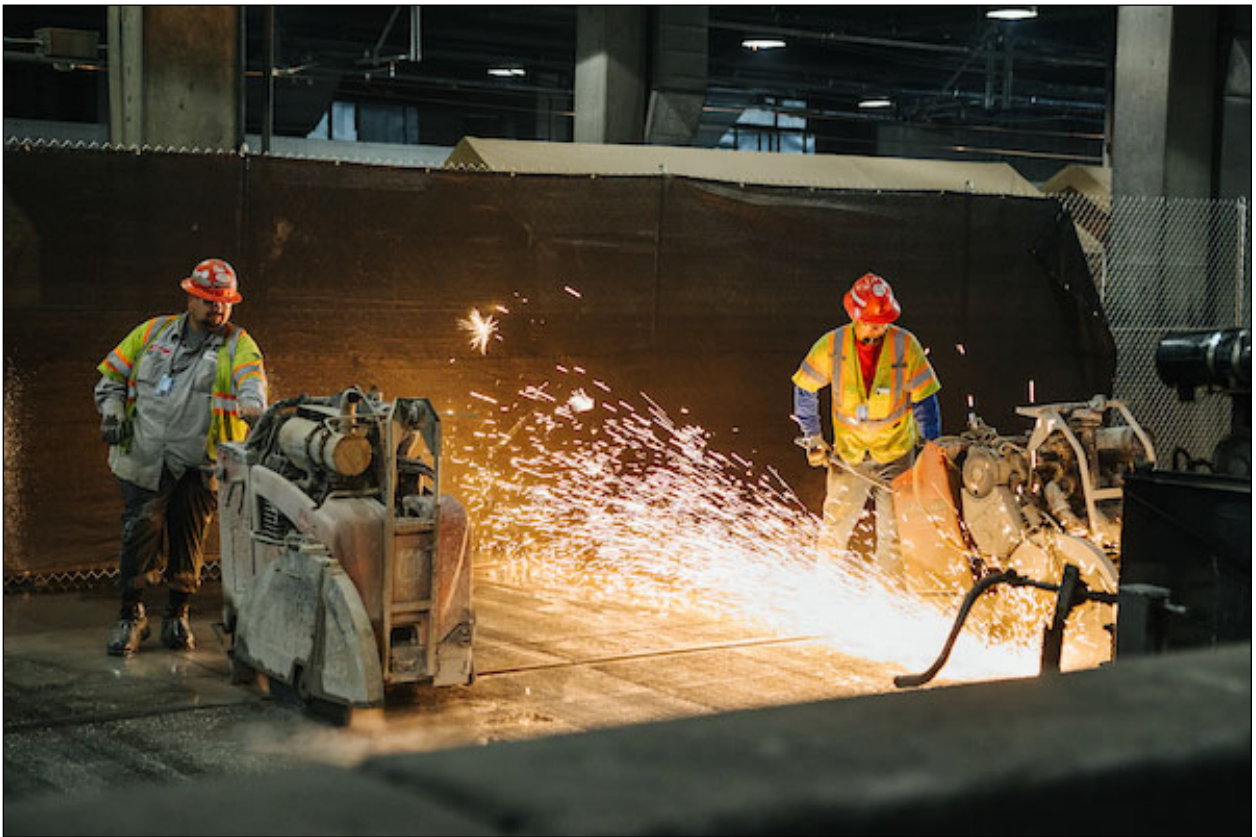
Thirty-four dump truck drivers went on strike against GMC. And on Dec. 1, they were joined on the striking picket line by concrete drivers from Stoneway Concrete, which GMC also owns. On Dec. 3, drivers from the other three union concrete companies joined the strike, shutting down all union concrete delivery in King County.

The strike is affecting three of our current projects: Federal Way Link Extension, Downtown Redmond Link Extension and Lynnwood Link Extension.

Talks between the Teamsters Local 174 and the Washington Aggregates & Concrete Association have stalled, and the parties currently have no scheduled negotiation sessions toward a new collective bargaining agreement.

As we approach the third month of the strike, we've missed delivery of about 25,000 cubic yards of concrete.

One of the most troubling aspects of the strike is the toll it is taking on the workforce. The lack of concrete means delays to associated work. As a result, our contractors have had to lay off at least 200 workers so far.



Concrete cutting and sparks during Connect 2020 construction February 10, 2020.

Progress Report

Link Light Rail Program



Link Light Rail leaving Mount Baker Station

January | 2022



Prepared by Project Controls | Portfolio Services Office

Link Light Rail Program Overview



Link Light Rail Program Overview



Downtown Redmond Link Extension: This 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: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center (formerly Overlake Transit Center).

Everett Link Extension: Everett Link Extension 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 Federal Way Link Extension adds 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.

Hilltop Tacoma Link Extension: The Hilltop Tacoma Link Extension 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.

Light Rail Vehicle (LRV) Fleet Expansion: This project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link and Lynnwood Link Extensions. The Sound Transit Board in April 2017 allowed for the procurement of 30 additional vehicles.

Link Operations and Maintenance Facility East: This project located in the City of Bellevue, includes a 160,000 square foot operations and maintenance facility that will maintain, store and deploy and expand light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 light rail vehicles.

Lynnwood Link Extension: Lynnwood Link Extension 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.

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

Tacoma Dome Link Extension: This 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 and Ballard Link Extensions: The West Seattle & Ballard Link Extensions are voter-approved projects under the ST3 Plan. West Seattle segment includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes five light rail stations. The route will run primarily on elevated guideway with a new rail-only bridge over Duwamish River. The Ballard segment 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 guideway, and a rail-only bridge over Salmon Bay.

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
Downtown Redmond Link Extension	\$1,530.0	\$971.4	\$476.2	\$1,530.0	\$0.0
East Link Extension	\$3,677.2	\$3,221.4	\$3,081.9	\$3,677.2	\$0.0
Everett Link Extension	\$188.0	\$20.4	\$11.3	\$188.0	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,829.8	\$977.0	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$226.9	\$208.1	\$252.7	\$0.0
I-90 Two-Way Transit & HOV Operations (Stage 3)	\$207.6	\$209.7	\$200.0	\$207.6	\$0.0
Light Rail Vehicle (LRV) Fleet Expansion	\$740.7	\$682.4	\$385.7	\$740.7	\$0.0
Link Operations and Maintenance Facility: East	\$449.2	\$379.9	\$377.5	\$449.2	\$0.0
Lynnwood Link Extension	\$2,771.6	\$2,443.7	\$1,639.5	\$2,771.6	\$0.0
NE 130th Street Infill Station	\$36.4	\$22.7	\$20.8	\$36.4	\$0.0
Northgate Link Extension	\$1,899.8	\$1,751.7	\$1,740.7	\$1,847.3	\$52.5
Tacoma Dome Link Extension	\$126.4	\$69.8	\$52.8	\$126.4	\$0.0
West Seattle and Ballard Link Extensions	\$286.7	\$124.8	\$117.2	\$286.7	\$0.0
Total	\$14,617.8	\$11,954.7	\$9,288.5	\$14,565.4	\$52.5

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

Link Light Rail Program Overview



Program Schedule

Schedules for active projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

Activity ID	Activity Name	Original Duration	Start	Finish	2020				2021				2022				2023				2024				2025	
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Northgate Link Extension (BASELINED)																										
A1040	Final Design	1267	04-Oct-10 A	19-May-17 A																						
A1050	Civil/Systems Construction (incl Procurements)	2907	10-May-12 A	20-Apr-22																						
A1060	Systemwide Startup/Testing/Float	1020	13-Feb-19 A	06-Oct-22																						
A1070	Revenue Service Date	0		06-Oct-22																						
Lynnwood Link Extension (BASELINED)																										
A1260	NEPA/SEPA/Draft EIS	513	02-Jan-12 A	27-Dec-13 A																						
A1270	Preliminary Engineering/Final EIS/ROD	542	02-Jan-14 A	30-Jun-15 A																						
A1280	Final Design (incl Procurement)	1276	02-Jan-15 A	28-Feb-21 A																						
A1400	Civil/Ind Early Work/Systems Construction	1689	08-Jan-19 A	09-Sep-23																						
A1540	Systemwide Startup/Testing/Float	312	10-Sep-23	17-Jul-24																						
A1550	Revenue Service Date	0		17-Jul-24																						
East Link Extension (BASELINED)																										
A1080	Final Design (incl Procurement)	1084	16-Sep-11 A	31-Jan-18 A																						
A1100	Civil/Systems Construction (incl GCCM Procure)	2766	03-Jun-14 A	31-Dec-21																						
A1380	Systemwide Startup/Testing/Float	546	01-Jan-22	30-Jun-23																						
A1160	Revenue Service Date	0		30-Jun-23																						
Downtown Redmond Link Extension (BASELINED)																										
A1560	Preliminary Engineering	574	03-Jan-17 A	30-Jul-18 A																						
A1570	Design-Build Procurement	457	25-May-18 A	24-Aug-19 A																						
A1580	Civil/Systems Construction	1553	25-Aug-19 A	24-Nov-23																						
A1590	Systemwide Startup/Testing/Float	361	25-Nov-23	19-Nov-24																						
A1600	Revenue Service Date	0		19-Nov-24																						
Federal Way Link Extension (BASELINED)																										
A1340	Phase 1/2 - Alternatives Analysis/DEIS/CE	1163	30-Jun-12 A	31-Dec-14 A																						
A1350	Phase 3 - FEIS and PE	269	30-Apr-15 A	03-Dec-18 A																						
A1360	Design-Build Procurement	477	12-Apr-18 A	07-Jun-19 A																						
A1370	Civil/Systems Construction	1649	04-May-20 A	19-Jan-24																						
A1610	Systemwide Startup/Testing/Float	347	20-Jan-24	31-Dec-24																						
A1620	Revenue Service Date	0		31-Dec-24																						
Tacoma Link Extension (BASELINED)																										
A1290	Preliminary Alternatives Analysis/Scoping/AA	322	25-Apr-10 A	13-Nov-13 A																						
A1320	EA/Preliminary Engineering	546	01-Apr-14 A	04-Nov-16 A																						
A1330	Final Design (incl Procurement)	731	04-Jan-16 A	31-May-18 A																						
A1630	Civil/Systems Construction (incl Procurement)	1649	23-Jan-18 A	20-May-22																						
A1640	Systemwide Startup/Testing/Float	488	21-Jan-22	23-May-23																						
A1650	Revenue Service Date	0		23-May-23																						
Link OMF-East (BASELINED)																										
A1410	NEPA/SEPA/Preliminary Engineering	542	02-Jan-14 A	17-Jun-16 A																						
A1420	Design-Build Procurement	741	18-Jun-16 A	18-Jun-17 A																						
A1430	Civil/Systems Construction	1078	19-Jun-17 A	28-Aug-20 A																						
A1720	Project Float	117	29-Aug-20	23-Dec-20 A																						
A1730	Project Completion Date	0		23-Dec-20 A																						
Light Rail Vehicles (BASELINED)																										
A1740	Vendor Procurement	741	24-Feb-15 A	11-Oct-16 A																						
A1750	LRV Design,Build,Deliver (thru 122nd LRV)	483	31-Aug-18 A	15-Apr-24																						
A1760	LRV Conditional Acceptance (thru 122nd LRV)	700	05-Jun-20 A	30-May-24																						

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.

Alignment The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

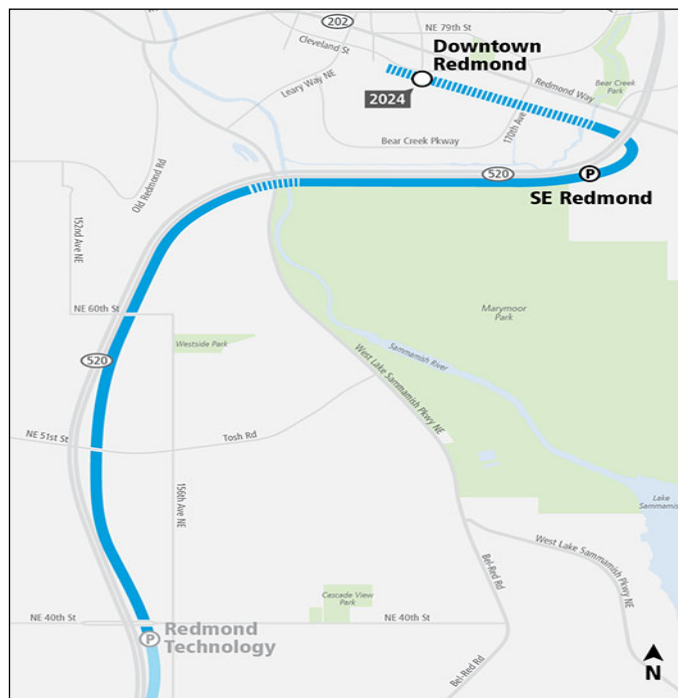
Stations Two Stations: SE Redmond (at Marymoor Park) and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.530 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Ongoing coordination with SWK Design Builder to closeout items in the Letters of Conformance for the Milestone Submittals.
- Refining deep ground rod design alternative for TPSS grounding.
- Reviewing and responding to NDC/FDCs.
- Continued working to resolve the outstanding structural items on the SE Redmond Garage.
- Field visit with WDSOT regarding access to storm water facilities in NW corner of Marymoor Park.
- Operations & Maintenance agreement discussions with WSDOT, King County and the City of Redmond.

Closely Monitored Issues

- Teamster strike that is impacting progress of work including related to concrete delivery.
- Mitigation of schedule delay related to SE Redmond garage design issues.
- Ongoing COVID-19 impact associated to labor availability and supply chain.
- L&I support for system building design review and commissioning.
- Third party utility relocations, including work with PSE to complete the NE 70th design
- PSE needs for permanent power for TPSS and analysis about whether system upgrades are required.

Link Light Rail Downtown Redmond Link Extension



Project Cost Summary

Voters approved funding for preliminary engineering for the 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. Table (below) figures in millions. 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, DRLE incurred approximately \$6.3M of expenditure. About \$5.2M of the expenditure was incurred primarily in the Construction phase for progression of design build scope and construction services. The remaining work phases made up the balance particularly in Construction Services and ROW. Total cumulative expenditure to date rose from \$469.9M to \$476.2M.

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	\$77.0	\$77.0	\$18.8	\$18.5	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.3	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$1.0	\$0.8	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.4	\$22.9	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$6.7	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$767.5	\$304.9	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$104.3	\$103.1	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$971.4	\$476.2	\$1,530.0	\$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	\$332.4	\$332.4	\$237.1	\$99.0	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$188.3	\$54.2	\$261.9	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.7	\$198.5	\$58.0	\$287.7	\$0.0
50 Systems	\$108.6	\$103.6	\$67.6	\$19.4	\$103.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$985.6	\$691.5	\$225.6	\$985.6	\$0.0
60 Row, Land	\$168.5	\$168.5	\$104.3	\$103.1	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.2	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$175.3	\$142.3	\$293.6	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$971.4	\$476.2	\$1,530.0	\$0.0

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

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The project completed its quantitative risk assessment workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment (QRA) report supported with good probability the project baseline cost and schedule assumptions. The external conditions has changed somewhat due to the Teamster's strike, but generally speaking the project's risk profile internal to the project remains somewhat stable. The Q4 2021 qualitative register update is being finalized. QRA is being planned for end of Q1 2022.

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

- **Externalities:** Covid-19 (supply chain interruptions, inefficiencies, labor availability); Teamster's Concrete Strike.
- **Organizational Capacity:** Opening three major LRT extension in 2024, agency staffing and labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified construction labor
- **Late Design Changes During Construction:** Utilities; threat and vulnerability demands; preliminary hazard designs; and owner change.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR520; flood prone areas by Sammamish River and Bear Creek; archaeological discovery; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities for utility relocations and power service.
- **Unanticipated and differing site conditions:** Grounding solution for TPSS; geotechnical conditions could increase cost and delay schedule.



Artist rendering of Downtown Redmond Station platform

Link Light Rail Downtown Redmond Link Extension



Contingency Management

DRLE project budget was baselined with a total contingency of \$435.8M. The Design Build contract has been procured and the total project contingency balance stands at \$266.0M (previously \$266.6M). 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 remains at \$4.2M. 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, AC balance shows a net draw of about \$500K bringing the balance to approximately \$183.6M.

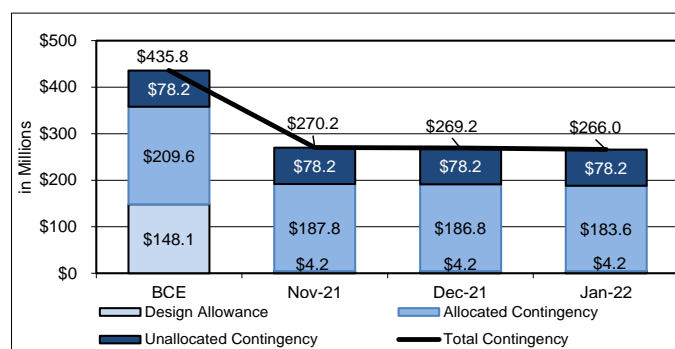
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148.1	9.7%	\$4.2	0.4%
Allocated Contingency	\$209.6	13.7%	\$183.6	17.7%
Unallocated Contingency	\$78.2	5.1%	\$78.2	7.6%
Total	\$435.8	28.5%	\$266.0	25.7%

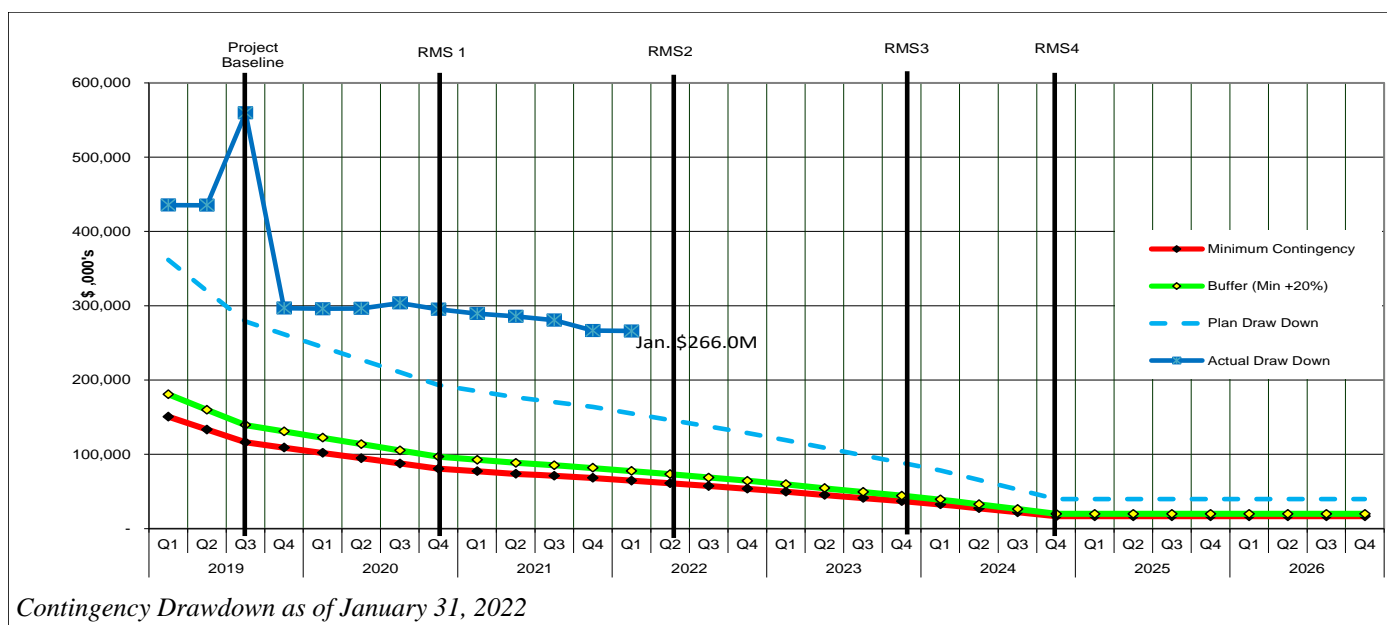
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project's total contingency drawdown trends better than plan with an overall contingency balance at approximately \$266.0M (previously \$266.6M) and remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. December's contingency drawdown netted a change of approximately \$500K due to construction changes.



Link Light Rail Downtown Redmond Link Extension



Project Schedule

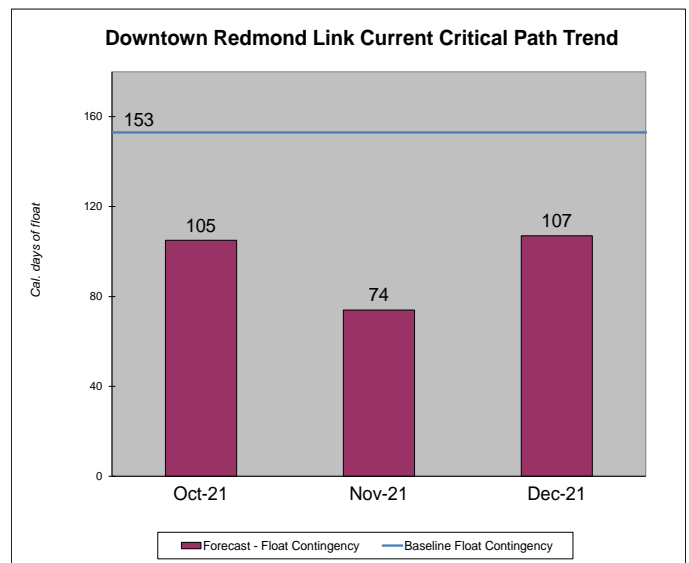
Weighted percent complete of the major construction contracts is calculated at 45.8%

The contractor's December 2021 update is presented below. After making substantial revisions to sequencing in November, updates are lagging slightly while a thorough review is conducted, so a January update has not yet been received. Due to the ongoing Teamster's strike, elements of work all across the alignment, including all cut & cover tunnels, wall construction along the at-grade guideway, substructures for both the Sammamish and Downtown Guideways, The SE Redmond Parking Garage, site restoration at Bear Creek, SR 520 ramp work at the SR 202 interchange, and wall construction at SR202/SR520 have been interrupted. The project currently continues to forecast for completion by the end of 2024.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Downtown Redmond Link Extension - Construction	09-Sep-19A	31-Dec-24												
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19A	15-Sep-24												
CONTRACT MILESTONES & INCENTIVES	09-Sep-19A	15-Sep-24												
NTP (9/9/19)	09-Sep-19A													
SVK Construction Complete		16-Nov-23												
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		17-Jun-24*												
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		15-Sep-24												
OWNER FLOAT	19-Apr-24	15-Sep-24												
UNUSUALLY SEVERE WEATHER	27-Dec-21A	18-Apr-24												
GENERAL CONDITIONS	09-Sep-19A	31-Jul-24												
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19A	03-Feb-22												
PRE-CONSTRUCTION	09-Sep-19A	02-Sep-21A												
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20A	06-Nov-23												
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20A	15-Nov-23												
LINEAR GUIDEWAY WORK	03-Jan-22	01-Dec-23												
OCC	04-Jan-22	04-Jan-22												
PUNCHLIST	02-Dec-23	31-Jan-24												
TESTING INTEGRATION / REVENUE SERVICES	03-Jan-22	16-Aug-24												
SAFETY & SECURITY CERTIFICATION	03-Jul-20A	15-Sep-24												
Downtown Redmond Link Extension - Rail Activation/Closeout	22-Jun-22	31-Dec-24												
Systems Integration & Testing	22-Jun-22	17-Jun-24												
Safety and Security Certification	22-Sep-23	21-Feb-24												
Pre-Revenue Service	18-Jun-24	15-Sep-24												
Revenue Service/Project Float	16-Sep-24	31-Dec-24												
Project Float	16-Sep-24	31-Dec-24												
Revenue Service		31-Dec-24												

Project Float

DRLE was baselined with 153 days of project float. The project is forecasting 107 days of project float as of December, due to the resequencing effort of the contractor. The continued reduction in baseline float is due to the ongoing Teamster's strike, which has not been resolved as of this report and which will continue to erode float on the project into 2022.

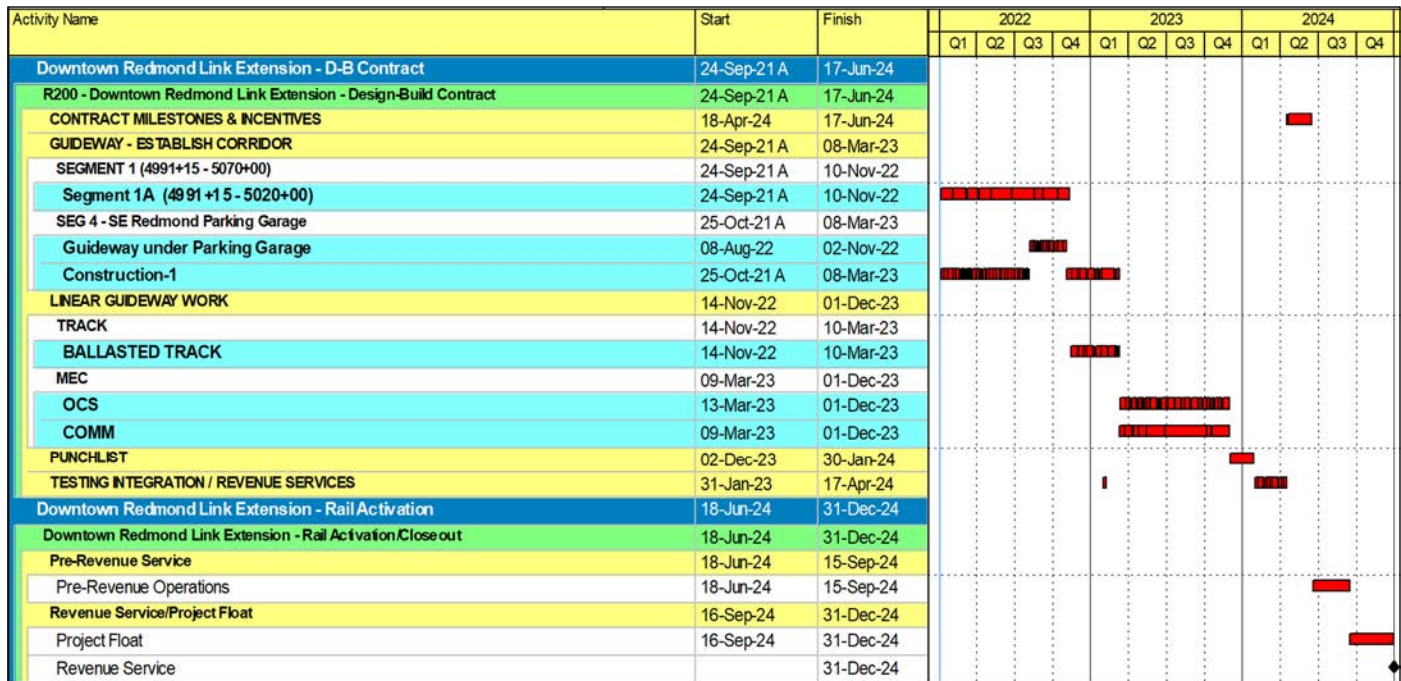


Link Light Rail Downtown Redmond Link Extension



Critical Path Analysis

The critical path for R200 in December ran through the parking garage and concurrently through the mitigation slab near Microsoft. From there, the critical path moves to the guideway through the garage, followed by OCS/Signals installation and into testing and closeout.



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.

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	88	91	73	1579	1574
<p>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</p> <p>Total Acquisitions: Defined as parcels recognizing only land, not owners</p> <p>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</p> <p>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</p> <p>Relocations: Based on number of affected individuals, in the case of DTRLE this includes relocation of storage units by impacted individuals.</p>					

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the start of construction this year and the increasing construction activities along SR 520.
- Restarted station naming process for DRLE's stations
- Continued coordination with contractor to mitigate impacts to downtown business during utility work
- Continued monitoring of concrete strike and the effects it's having to the project timeline and communication with City of Redmond and WSDOT

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 project team has updated the Planned FTE Monthly Average estimate for the year.

The variance in the utilization of consultants is due to the fact that the design build project management team are being prudently mobilized. The variance on ST Staff is probably due to lower than anticipated staff cross charges. Effectively these variance gap should trend closer to plan average over time; however, due to fluidity of the situation with COVID-19, it is hard to predict how the plan will unfold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.4	23.0	6.5
Consultants	31.6	25.8	5.8
TOTAL	61.0	48.8	12.3

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Downtown Redmond Link Extension



Construction Safety

Data/ Measure	January 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	8
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	1	1	18
Reported Near Mishaps	0	0	10
Average Number of Employees on Worksite	314	-	-
Total # of Hours (GC & Subs)	24,982	24,982	422,053
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	3.79
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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

Design:

- Refining deep ground rod design alternative for TPSS grounding.
- Reviewed and responded to Notice of Design Change / Final Design as appropriate for systems issues.
- Continued working to resolve the outstanding structural items on the SE Redmond Garage.

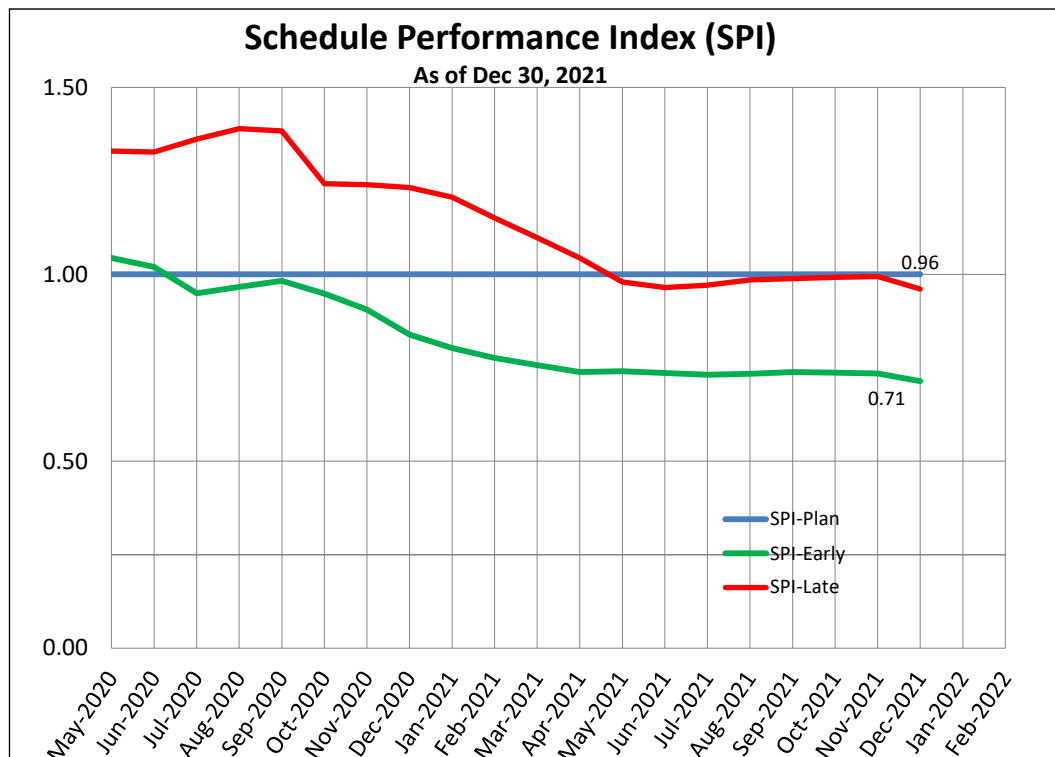
Construction:

- Cut and Cover Construction. Prep for cap beams including excavation and protection in place existing duct bank is ongoing at 40th Street. Approach slab, sidewalk and bridge barrier formwork and rebar installation is complete at 51st Street.
- SE Station and Garage area. Work to address reinforcing clearance on columns and excavation and construction of station footings and stem walls are ongoing.
- Downtown Redmond Station area. Continue superstructure work: form edge of deck and soffits, guideway deck reinforcement and stirrup installation. Continue to tie structural rebar for column and caps.

Schedule Performance Index

The December Schedule Performance Index (SPI) is presented here. The contract schedule was returned to the contractor for revision and was not submitted in time for this report. January's schedule has not been submitted.

For December, the Early Schedule Performance Index (SPI) for the project is at 0.71 for this period, and the Late SPI is at 0.96. The index under 1.0 indicates that the contractor is behind. The Early and Late Start SPI continue to lag the early finish plans.



Link Light Rail

Downtown Redmond Link Extension

Next Period's Activities

- 40th Street. Soil nail wall precast fascia support blocks being poured utilizing the mobile mixer.
- Sammamish River Crossing. Installation of work platform/formwork for guideway deck ongoing. Girder stop forming and reinforcing continue.
- Downtown Redmond Station. Continue superstructure work: form edge of deck and soffits, tie structural rebar for columns and caps. Forming/rebar installation for cap beams.

Closely Monitored Issues

- Teamster strike that is impacting progress of work including related to concrete delivery.
- Mitigation of schedule delay related to SE Redmond garage design issues.
- Ongoing COVID-19 impact associated to labor availability and supply chain.
- L&I support for system building design review and commissioning.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$719,396,000
Change Order Value	\$26,143,045
Current Contract Value	\$745,539,045
Total Actual Cost (Incurred to Date)	\$294,253,492
Percent Complete	45.8%
Alternative Concept Allowance	\$46,381,197
Authorized Contingency	\$78,875,403
Contingency Drawdown	\$26,143,045
*Contingency Index	1.38

**Excludes Betterments*



Working on girder brackets and cross bracing 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

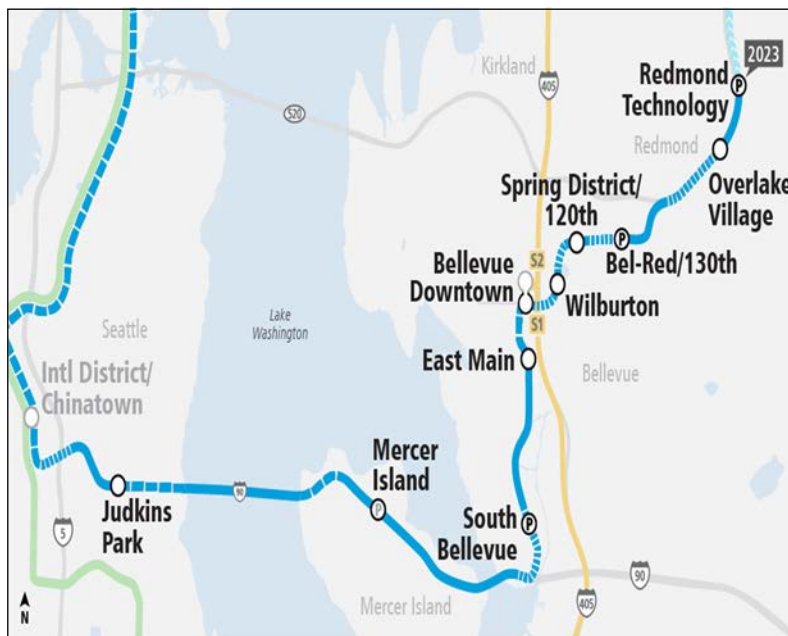
Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

Systems Signals, traction electrification, and communications (SCADA).

Phase Construction

Budget \$3.677 Billion (Baseline April 2015)

Schedule Revenue Service: June 2023



Map of East Link Extension Alignment.

Key Project Activities

- **I-90 West Segment (E130):** Progressed non-conforming track plinth grout pad remediation; continued repolarization and monitoring processes on floating bridge; installation of walkway at east ballasted track section; construct hydrant access on west portal of MI tunnel; advance expansion joint installation at IDS/Seattle Boulevard bridge; and various punch list and commissioning at JPS and MBT stations
- **Mercer Island Transit Integration (E135):** Issued Limited Notice to Proceed to contractor to initiate submittals and long lead procurements and work plans
- **South Bellevue (E320):** Ongoing track remediation; advance commissioning activities; progressed sign installation and motorized gate along 112th St; and ongoing punch list work
- **Downtown Bellevue to Spring District (E335):** Completed top soil backfill, planting south planter, and planting along 110th Ave at BDS. Continued escalator, lighting commissioning, installation of windscreen trim and chalking curtain wall at platform level, sealant platform tiles and way finders at Wilburton Station. Continued East Main Station punch list work
- **Bel-Red (E340):** Conducted rail-to-earth testing in various areas; conducted final corridor landscaping walkthrough; installed small card reader conductors and tested signals and switches along the aerial guideway
- **SR520 to Redmond Technology Station (E360):** Ongoing general punch list work and progressed NCR repair work including fence realignment on north side of bike path. OVS pedestrian bridge paperclip stair finishes and water proofing activities continued. Redmond Technology Station (RTS) garage formwork, columns, level 2/3 ramp beams, deck rebar work advanced
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication; progressed communication and signaling equipment installations at E130 and E360; Signal house delivered at E130; installed feeder cables for energization and testing; and ongoing installation of OCS wire throughout the alignment

Closely Monitored Issues

- Repair work associated with contractor quality issues at the RTS garage and I-90 track plinths
- Design corrections, scope additions, contractor performance issues, COVID-19, and the concrete strike have contributed to belated completion of the civil contracts, necessitating unanticipated overlap with systems work.
- Contractor claims on E320, E335 and E340 are measurable.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight “blindspots.”

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 effectively netted out to \$13.7M, the total expenditure to date increase from \$3.07B to \$3.08B. Project commitment remains at approximately \$3.2B with all major construction contracts in place.

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	\$118.4	\$117.7	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$250.7	\$240.6	\$283.0	\$0.0
Construction Services	\$257.5	\$254.6	\$208.5	\$197.8	\$254.6	\$2.8
3rd Party Agreements	\$52.2	\$52.2	\$38.4	\$34.9	\$52.2	\$0.0
Construction	\$2,544.3	\$2,547.1	\$2,271.0	\$2,156.8	\$2,547.1	(\$2.8)
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$298.2	\$279.6	\$279.3	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,221.4	\$3,081.9	\$3,677.2	(\$0.0)

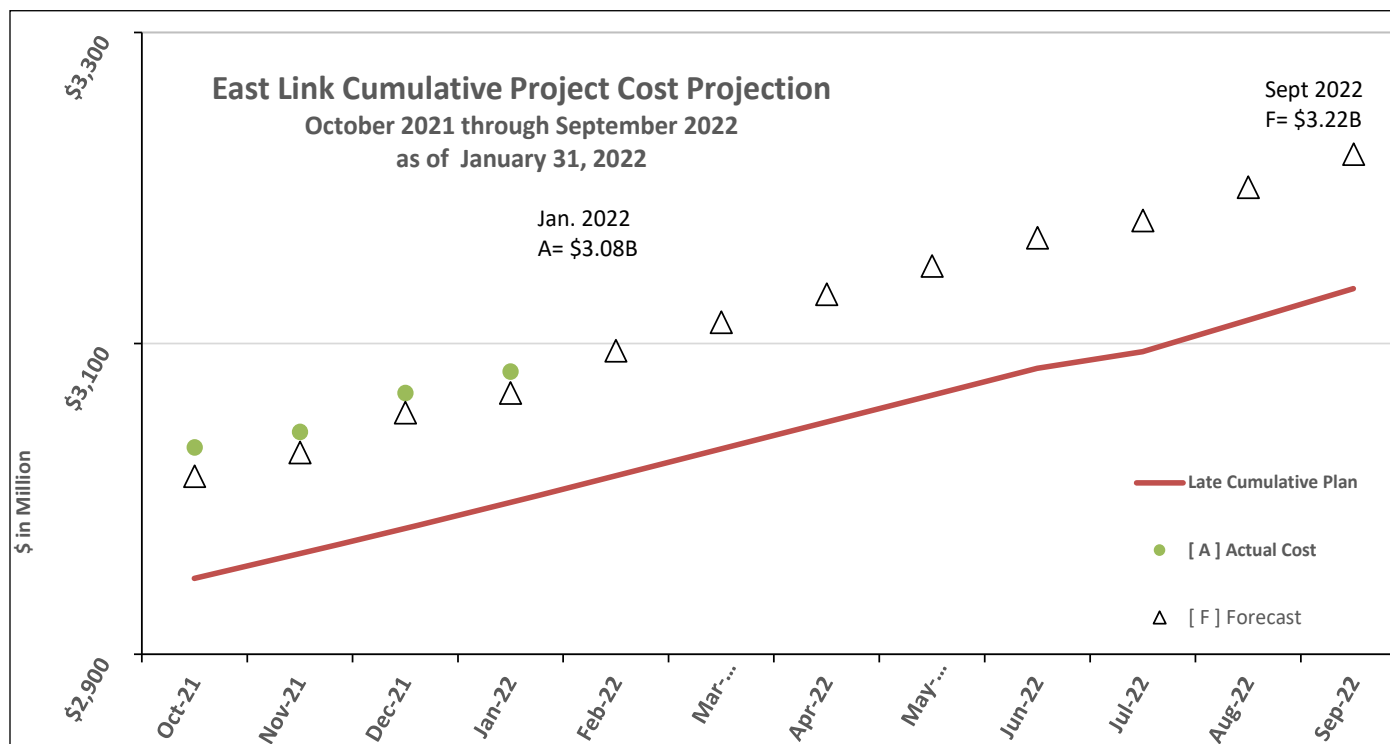
Cost Summary by SCC

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	\$979.8	\$909.3	\$910.2	\$941.5	(\$196.8)
20 Stations	\$397.7	\$485.7	\$465.5	\$445.0	\$481.1	(\$83.4)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$575.6	\$508.9	\$469.3	\$574.1	\$234.4
50 Systems	\$353.8	\$372.4	\$347.9	\$298.0	\$379.9	(\$26.1)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,413.5	\$2,231.5	\$2,122.4	\$2,376.5	(\$71.9)
60 Row, Land	\$288.5	\$288.5	\$279.6	\$279.3	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.0	\$0.8	\$2.8	\$0.0
80 Professional Services	\$898.4	\$885.8	\$709.2	\$679.4	\$885.3	\$13.1
90 Unallocated Contingency	\$182.9	\$86.6	\$0.0	\$0.0	\$124.0	\$58.8
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,221.4	\$3,081.9	\$3,677.2	(\$0.0)

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

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pick up. This period's project expenditure netted \$13.7M. Total project cost incurred progressed to \$3.08B, of which the Construction Phase's share is now a little over \$2.1B. The project expenditures continue to pick up and are predicted to rise to approximately \$3.22B by September 2022.



Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is ST's responsibility for continuously monitoring project status and associated risks.

A Quantitative Risk Assessment (QRA) workshop was completed in October 2020. The QRA Report was finalized with results documenting a good confidence that ELE will complete within the baseline cost and scheduled Revenue Service Date. The next QRA is currently planned to occur in Q2/Q3 2022. The project has Q4 qualitative risk register updates currently being updated.

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

- Externalities: COVID-19; Unhoused Encampments; Concrete Strike, Contractor quality issues.
- Design Changes: Late emerging interface issues between civil and systems work, changing permit conditions with vertical transportation and tunnel systems, additional scope items required for new safety and/or operating requirements.
- Pre-Revenue Schedule Clarity: Fully integrated schedule detailing all activities prerequisite to revenue operations required to analyze risk to revenue service date.
- Loss of Key Personnel: Loss of key personnel, including key consultants, to other projects, creates risk around oversight and administration of project.

Contingency Management

East Link project budget was baselined on April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$307.3M (previously \$39.1M). 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 remains at \$1.3M. 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, the AC balance shows a net decrease of approximately \$1.8M due to construction and construction support changes.

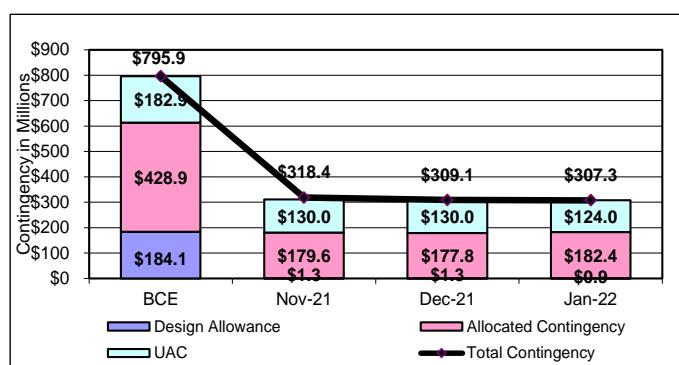
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$0.9	0.1%
Allocated Contingency	\$428.9	11.7%	\$182.4	30.6%
Unallocated Contingency	\$182.9	5.0%	\$124.0	20.8%
Total	\$795.9	21.6%	\$307.3	51.6%

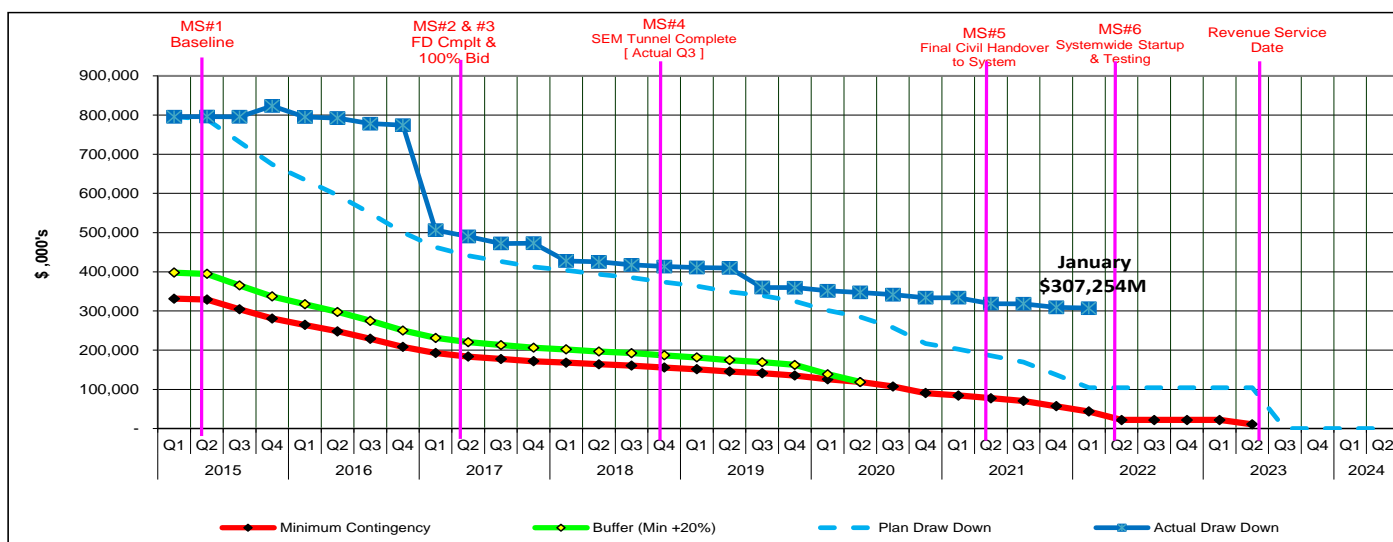
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$307.3M (previously \$39.1M). With all major construction contracts procured, it remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of December represented the monthly net decrease about \$1.8M due to various construction and construction support changes.



Contingency Drawdown as of January 31, 2022

Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below. Weighted percent complete of the major construction contracts is calculated at 95.8%.

E130 continued track plinth grout pad remediation; commissioning and punch list work.

E320 continued landscaping and irrigation; acoustical panel repair; project closeout.

E330 has achieved final acceptance.

E335 continued finish work at BDS; commissioning and punch list at E. Main, Wilburton, and 120th.

E340 performed testing and punch list, repair, and closeout work throughout the alignment.

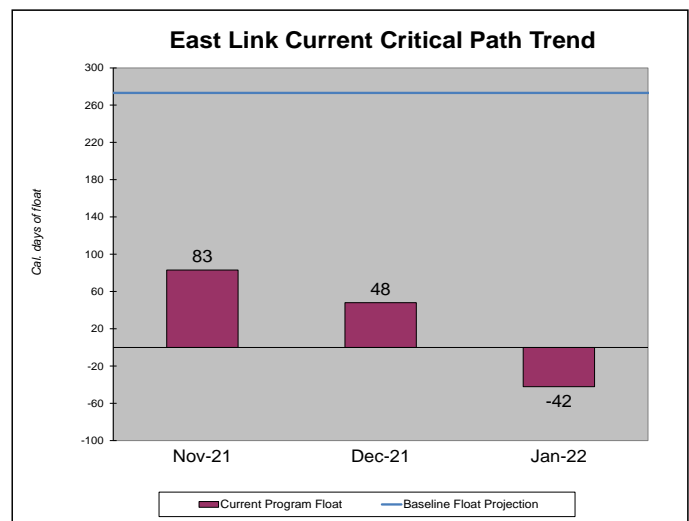
E360 continued punch list and repair work all along the alignment; continued RTS garage crack repair where possible.

E750 continued installation of communications systems at most stations; pulling signal cables; factory tested several signal houses; installation and testing of fiber optics.

Activity Name	Start	Finish	2022				2023		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sound Transit	18-Jan-15 A	12-Aug-23							
Sound Transit 2	18-Jan-15 A	12-Aug-23							
East Corridor	18-Jan-15 A	12-Aug-23							
LRT Extension - East	18-Jan-15 A	12-Aug-23							
East Link	18-Jan-15 A	12-Aug-23							
East Link Construction	18-Jan-15 A	12-Aug-23							
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	14-Sep-22							
EL 135 - Mercer Island Transit Interchange (DBB)	17-May-18 A	02-Feb-23							
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	18-Mar-22							
EL 330 - Downtown Bellevue Tunnel (DBB)	18-Jan-15 A	12-Oct-20							
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	03-Jun-22							
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	27-Oct-21							
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	05-Feb-23							
EL 750 - Systems	12-Jun-17 A	13-Jun-23							
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	14-May-23							
EL RACT - East Link Rail Activation/System Integration/Project Close out	20-Aug-21 A	12-Aug-23							
East Link Rail Activation/System Integration/Project Close out	20-Aug-21 A	12-Aug-23							
Pre-Revenue Testing & Start Up	20-Aug-21 A	11-Aug-23							
East Link System Integration Testing (LOE Summary)	20-Aug-21 A	12-May-23							
East Link Pre Revenue Operations (3 Mo)	14-May-23	11-Aug-23							
Revenue Service Window	12-Aug-23	12-Aug-23							
East Link Program Float (Baseline 273 Days)	12-Aug-23	12-Aug-23							
East Link Revenue Service Date (Baseline 30-Jun-23)		12-Aug-23*							

Project Float

East Link was baselined with 273 days of program float, and is currently forecast to finish 42 days behind the target Revenue Service Date of June 30, 2023. As work continues on the E130 plinth remediation, the need for additional repair work has been discovered, which has added several weeks to the schedule; a correction to the logical sequence from the end of the E750 contract to the beginning of pre-revenue operations has also added some time. Together, these impacts have resulted in a reduction of 90 days of float from the previous month. Sound Transit is working closely with both the E130 and E750 contractors to mitigate this impact wherever possible.



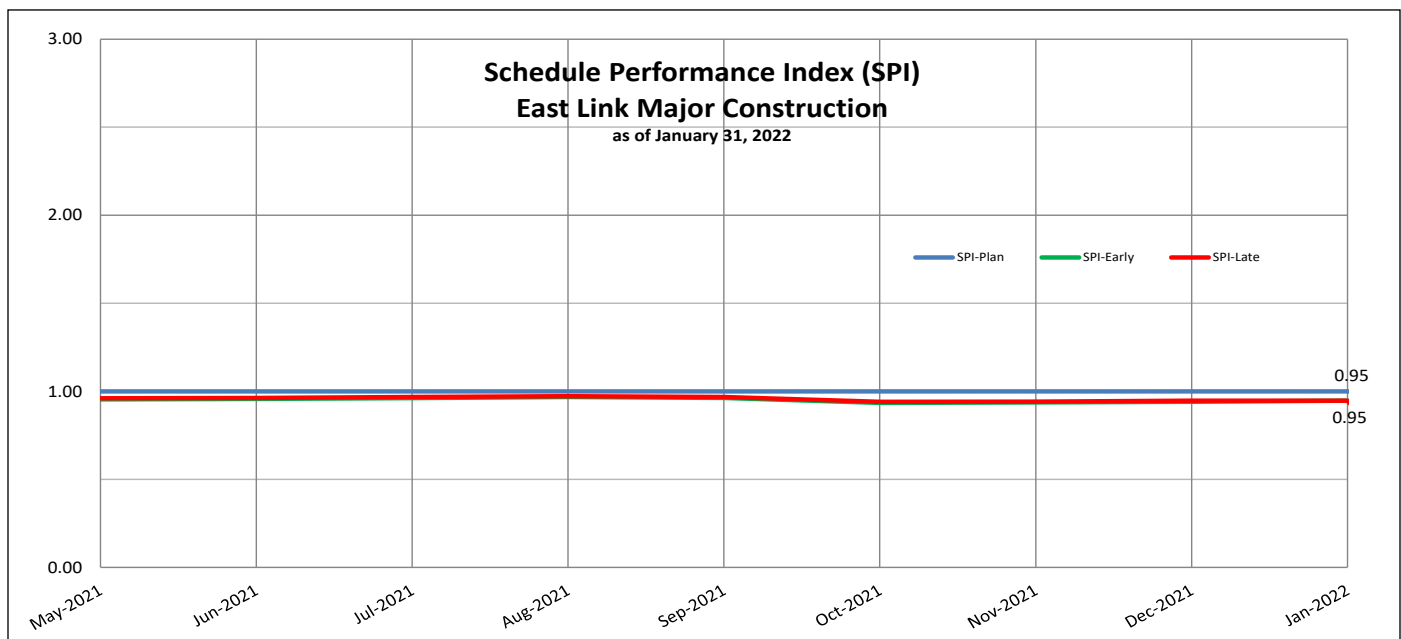
Critical Path Analysis

The East Link critical path this month continues to run through track remediation on E130, which is holding up E750 access to complete OCS and signal installation. Additional deficiencies continue to be discovered, which may result in an even longer path to completion. Other East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.

Activity Name	Start	Finish	2022				2023		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3
EL 130 - Seattle to I-90 Overpass (GC/CM)	01-Dec-20 A	22-Jun-22							
E130 Construction	01-Dec-20 A	22-Jun-22							
Construction	01-Dec-20 A	22-Jun-22							
Trackwork	01-Dec-20 A	22-Jun-22							
EL 135 - Mercer Island Transit Interchange (DBB)									
EL 320 - I-90 Overpass to S. Bellevue (DBB)									
EL 330 - Downtown Bellevue Tunnel (DBB)									
EL 335 - Downtown Bellevue to Spring District (GC/CM)									
EL 340 - Spring District to SR 520 (DBB)									
EL 360 - SR 520 to Overlake Transit Center (DB)									
EL 750 - Systems	10-Jun-22	13-May-23							
E750 Construction	10-Jun-22	13-May-23							
E750 Project	10-Jun-22	13-May-23							
E750 Engineering	01-Nov-22	17-Mar-23							
E750 Construction	10-Jun-22	13-May-23							
E750 Milestones	10-Jun-22	13-May-23							
E750 OCS	10-Jun-22	27-Oct-22							
E750 Testing and Commissioning	27-Oct-22	13-May-23							
East Link Master Schedule - Construction Interfaces	14-May-23	14-May-23							
ELRACT - East Link Rail Activation/System Integration/Project Closeout	14-May-23	12-Aug-23							
East Link Rail Activation/System Integration/Project Closeout	14-May-23	12-Aug-23							
Pre-Revenue Testing & Start Up	14-May-23	11-Aug-23							
Revenue Service Window	12-Aug-23	12-Aug-23							
East Link Program Float (Baseline 273 Days)	12-Aug-23	12-Aug-23							
East Link Revenue Service Date (Baseline 30-Jun-23)		12-Aug-23*							

Schedule Performance Index

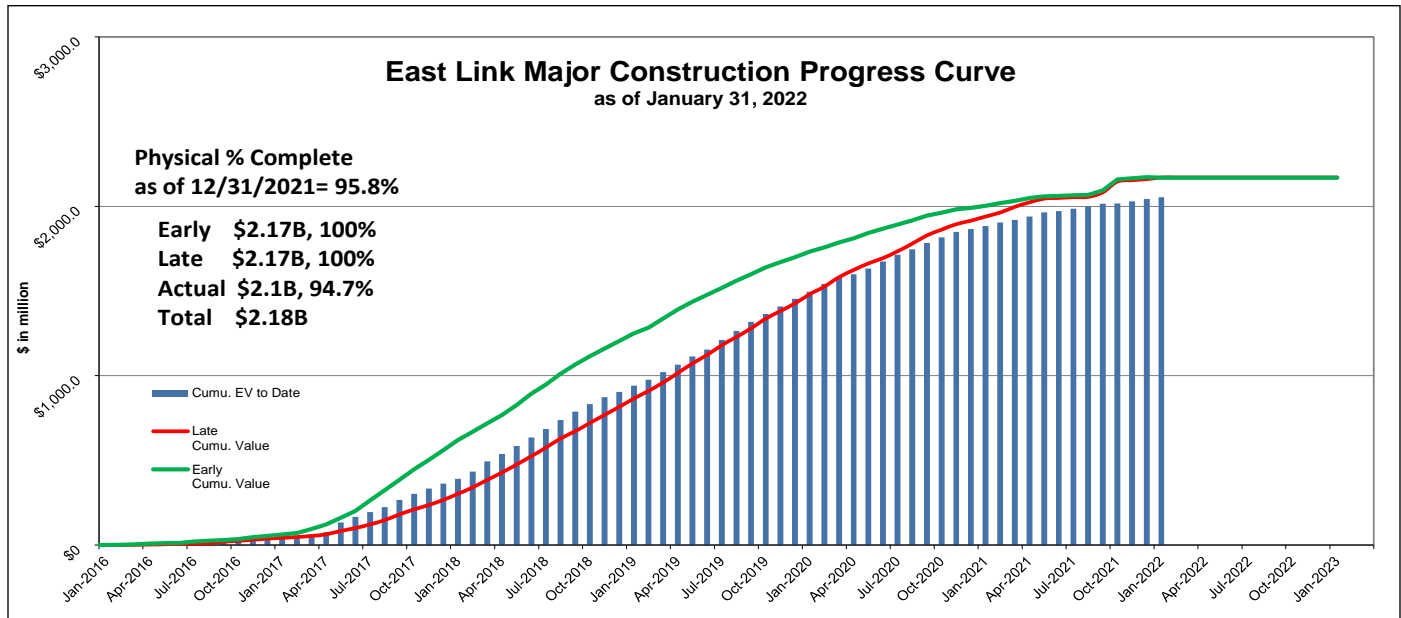
The Schedule Performance Index (SPI) for East Link's Major Construction Packages (both early and late) is at 0.95 as contractors focus on repairs, punch lists, and closeout. This number will trend steadily towards 1.0 in the coming months.



Major Construction Progress Curve

The overall physical percent complete for East Link construction is 95.8%.

The percent complete analysis is based on a weighted measurement among the seven major construction contracts' schedule, duration and cost. The graph below shows the aggregate cost progression for these construction contracts. Progress is trending behind the planned curves. The rate of progress is slow as all civil contracts are above 95% complete and remaining work is limited to repairs and closeout.



E340 Bel-Red: E340 Contractor conducting Rail to Earth testing on the embedded track section at the 130th St Station .

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for Mercer Island, Bellevue and Redmond. Communicated with numerous neighbors about upcoming major traffic changes. January's focus included, but not limited to, coordination of Surrey Down sing monument movement; Bellfield residential tree issues, working with HOPE Team on unsheltered outreach and emergency rail replacement in IDS.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, nighttime noise, traffic, access, and maintenance of traffic.

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are mostly 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
<i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i> <i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i> <i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i> <i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i> <i>Relocations: Based on number of affected individuals</i>					

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 project team has updated the Planned FTE Monthly Average estimate for the year.

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 coupled with the prolonged COVID-19 pandemic situation, the more labor resource it will take to reach the finishing line and the trickier to predict how the staffing plan will unfold

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.2	56.2	(4.0)
Consultants	97.5	132.3	(34.8)
TOTAL	149.7	188.5	(38.8)
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	January 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	91
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	2	2	295
Reported Near Mishaps	0	0	293
Average Number of Employees on Worksite	393	-	-
Total # of Hours (GC & Subs)	43,892	43,892	7,547,916
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	2.41
LTI Rate	0.00	0.00	0.40
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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.

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.

E320 South Bellevue – One 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: See following pages under Contract E320.

E330 Downtown Bellevue Tunnel – SEM Tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

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

E335 Downtown Bellevue to Spring District – Four 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: See following pages under Contract E335.

E340 Bel-Red – One light rail station, aerial and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: See following pages under Contract E340.

E360 SR520 to Redmond Technology Station – Two light rail stations; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: 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



E750 Systems: Commencement of Systems Integration testing with LRV clearance

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

Current Progress

West Segment: Continue punchlist and commissioning at JPS and MBT; advance expansion joint installation at IDS/Seattle Boulevard bridge; progress non-conforming track plinth grout pad remediation

Center Segment: Continue repolarization and monitoring processes on floating bridge; progress non-conforming track plinth grout pad remediation

East Segment: Continue pedestrian walkway installation at east ballasted track section, hydrant access construction at the west portal of MI tunnel, and punchlist items; progress non-conforming track plinth grout pad remediation

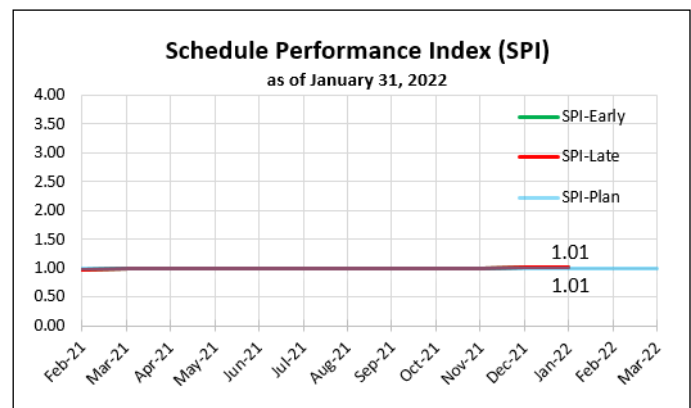
Schedule Summary

The January update forecasts a August 15, 2022, Substantial Completion date, 245 calendar days later than the contractual milestone date of Dec. 13, 2021. Within the E130 contract schedule, the critical path is driven by track remediation scope on the floating bridge. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.

Activity Name	Start	Finish	2022		
			Q1	Q2	Q3
E130 Construction	10-Mar-17 A	14-Sep-22			
Milestones	10-Mar-17 A	14-Sep-22			
Access Milestones	10-Mar-17 A	12-May-17 A			
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	14-Sep-22			
16. MS#02 - Substantial Completion of IDS Conversion - Reinstale NB Operations (10-Feb-20)		09-Feb-20 A			
16. MS#03 - Substantial Completion of IDS Conversion - Reinstale SB Operations (16-Mar-20)		23-Mar-20 A			
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (17-Nov-21)		25-Jul-22*			
16. MS#04 - Substantial Completion All Work (13-Dec-21)		15-Aug-22*			
16. MS#01 - Acceptance		24-Aug-22			
16. Acceptance		14-Sep-22			
16. Post Acceptance		14-Sep-22			
Milestone 1 Interim Dates	21-Aug-19 A	25-Jul-22			
Construction	20-Mar-17 A	24-Aug-22			
Preliminary Activities	03-Apr-17 A	08-Feb-21 A			
Sitework	23-Aug-17 A	13-Jul-20 A			
Demolition	20-Jul-17 A	04-Aug-22			
Tunnel Modifications	18-Sep-17 A	29-Mar-22			
Stations	31-May-17 A	24-Aug-22			
OCS Bases/Frames	02-Apr-18 A	21-Feb-22			
Civil/Utilities	05-Jul-17 A	10-Jun-22			
Electrical	20-Mar-17 A	23-May-22			
Structures Retrofit	20-Mar-17 A	08-Aug-22			
Trackwork	29-Jan-18 A	15-Aug-22			
Systems	26-Jun-17 A	02-Mar-22			
IDS Modification	16-Jan-19 A	27-May-22			
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A			

Schedule Performance Index

Through January, reported cumulative SPI (both early and late) is at 1.01. The E130 Substantial Completion (SC) for All Work (Milestone 4) is Dec. 13, 2021, although the contract now projects SC in Q3 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1.0. Remaining work is primarily focused on track remediation scope, commissioning, and other punch list items.



Link Light Rail East Link Extension

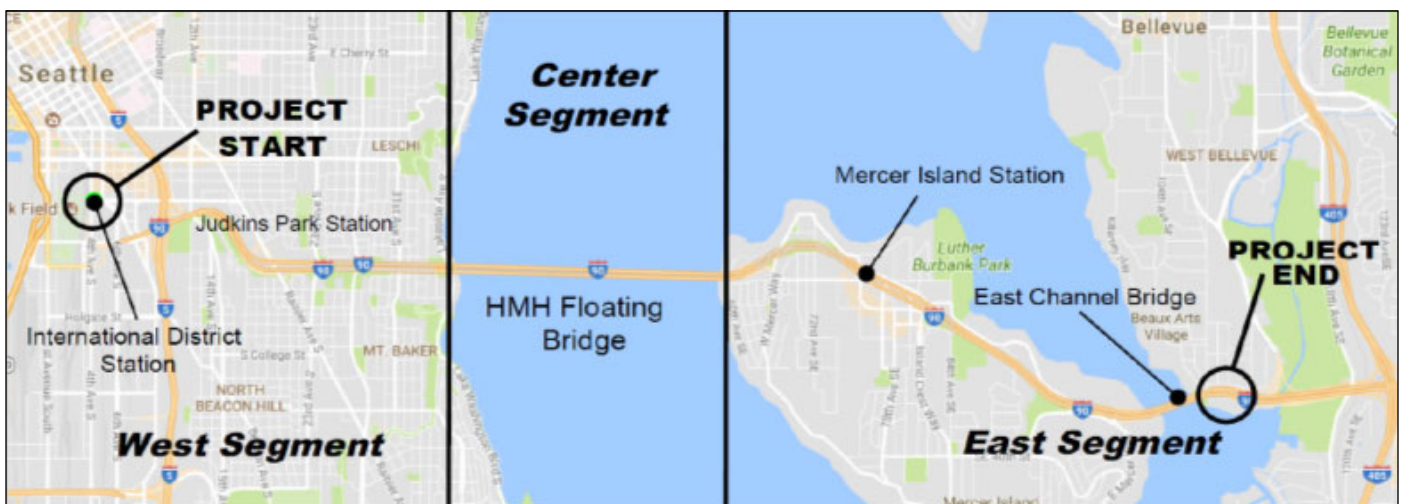
Next Period's Activities

- **West Segment:** Miscellaneous punch list, commissioning; continue plinth grout pad remediation
- **Center Segment:** Repolarization and monitoring at HMH bridge; continue plinth grout pad remediation
- **East Segment:** Miscellaneous punch list, commissioning; continue plinth grout pad remediation

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- Direct COVID-19 impacts
- NCR mitigation timeline for track plinth grout pads
- IDS: rail grinding, Milestone 3 resolution
- Concrete strike

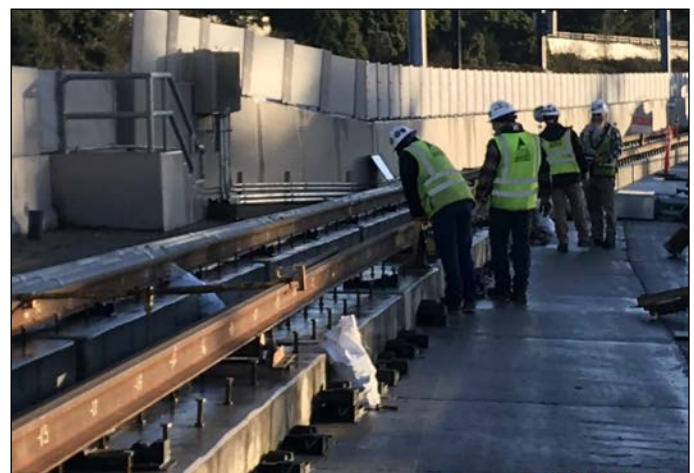
E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$44,750,167
Current Contract Value*	\$707,870,805
Total Actual Cost (Incurred to Date)	\$698,705,626
Percent Complete	96.8%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$44,750,167
Contingency Index	1.2

* Contract Value excludes Betterments



Ongoing NCR track work remediation at the East Channel Bridge

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Ongoing punchlist items

Bellevue Way SE: Ongoing punchlist items

S. Bellevue Sta./P&R: Advance commissioning activities

Wye-to-East Main: Progress sign installation, motorized gate installation in fence along 112th St

Track Work: Ongoing NCR remediation

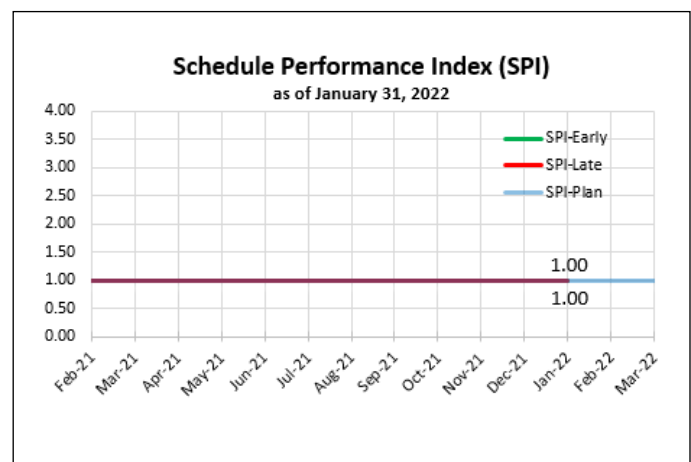
Schedule Summary

The January update forecasts a March 17, 2022, Substantial Completion date, 433 calendar days later than the contractual milestone date of Jan. 8, 2021. Within the E320 contract schedule, the critical path is driven by repair work to some acoustical panels damaged during winter storms. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.

Activity Name	Start	Finish	
E320 Construction	05-Dec-16 A	17-Mar-22	Q1
Milestones and Summary	05-Dec-16 A	17-Mar-22	
Contract Milestones	05-Dec-16 A	17-Mar-22	
Limited Notice to Proceed	05-Dec-16 A		
Notice to Proceed	13-Feb-17 A		
Milestone 3A - Clear & Grub Swaylocken (Start of "Wetland Fill Work+365D)		21-Dec-18 A	
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A	
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A	
Milestone 4 - SIDD & SCADA Complete (NTP+1160D)		27-Feb-20 A	
Milestone 2 - Final Restoration of Bellevue Way (Start+897D) *SEE NARRATIVE		29-Nov-21 A	
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		15-Feb-22*	
Milestone 6 - Required Substantial Completion (NTP+1364D)		17-Mar-22*	
Construction-1	21-Apr-17 A	25-Feb-22	
Mobilization	21-Apr-17 A	16-Jul-18 A	
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	08-Feb-22	
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	23-Feb-22	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	18-Feb-22	
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	25-Feb-22	
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A	
Area F - Swaylocken Mitigation	23-Apr-18 A	21-Dec-18 A	

Schedule Performance Index

E320 base plan called for a Substantial Completion date of November 2020. The contract is now projecting a Substantial Completion of late Q1 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. South Bellevue Garage is effectively complete. Remaining work is primarily focused on rework of track issues that require remediation, commissioning, and miscellaneous punch list items.



Link Light Rail East Link Extension

Next Period's Activities

- **I-90 Flyover:** Install TPSS gates
- **Bellevue Way SE:** Ongoing area maintenance and punch list
- **S. Bellevue Sta./P&R:** Ongoing area maintenance and punch list
- **Wye-to-East Main:** Ongoing area maintenance and punch list
- **Track Work:** Direct fixation track non-compliant items and remediation

Closely Monitored Issues

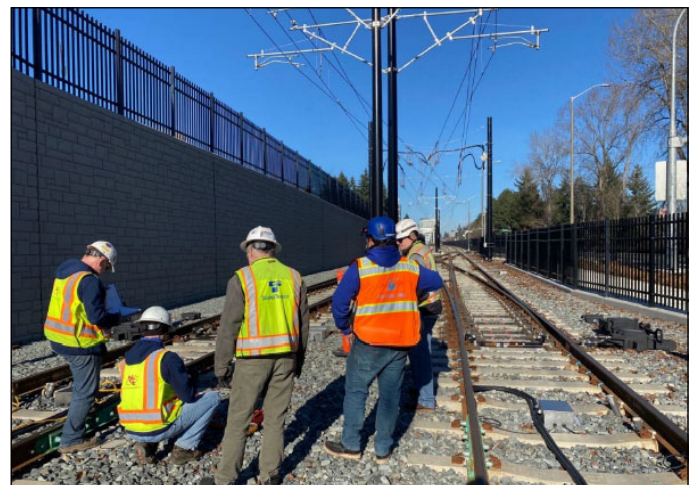
- Resolution to RFC 226 R3 Project Wide Disruptions
- COVID-19 impacts
- Resolution to Substantial Completion date
- E750 contractor access



Cost Summary

Present Financial Status	Amount
E320 Contractor - Shimmick/Parsons JV.	
Original Contract Value	\$319,859,000
Change Order Value	\$11,727,192
Current Contract Value*	\$331,551,938
Total Actual Cost (Incurred to Date)	\$328,509,125
Percent Complete	98.6%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$11,727,192
Contingency Index	3.2

*Contract Value excludes betterments and START



Track to earth testing at the ballasted double crossover section

Contract E330 – Downtown Bellevue Tunnel – Completed & Accepted

- E330 Contractor achieved Substantial Completion on July 13th, 2020.
- Sound Transit issued Final Acceptance to contractor on November 17th, 2020.



Cost Summary

Final Financial Status	Amount
E330 Contractor– Guy F Atkinson Construction, LLC.	
Original Contract Value	\$121,446,551
Change Order Value	(\$1,109,096)
Current Contract Value	\$120,337,455
Total Actual Cost	\$120,337,455
Percent Complete	100%
Authorized Contingency	\$13,256,330
Contingency Drawdown	(\$1,109,096)
Contingency Index	N/A



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

Current Progress

East Main Station: Completed installation of gutters, swing gate door commissioning, and sealing of glass canopies. Continued electrical commissioning, installing hand rails at crossing and completed catch basins at South Portal Electrical Building. Continue installing seal joints, paint touch up, station cleanup and secure bike racks.

Bellevue Downtown Station (BDS): Completed top soil backfill, planting south planter, and planting along 110th Ave. Continued installation of surface level kiosk metal panel and site cleanup, sealant tile on platforms, install public stairs hand rails. Installed bike shelter metal infill panels and remove conex from site.

Wilburton Station: Continued escalator, lighting commissioning, installation of windscreen trim and chalking curtain wall at platform level, sealant platform tiles and way finders. Commenced installation hardscape railing, ceiling tile above plaza, paint touchup and structural punch lists. Completed Metal panel caulking at plaza level, paint touch up and door hardware installation.

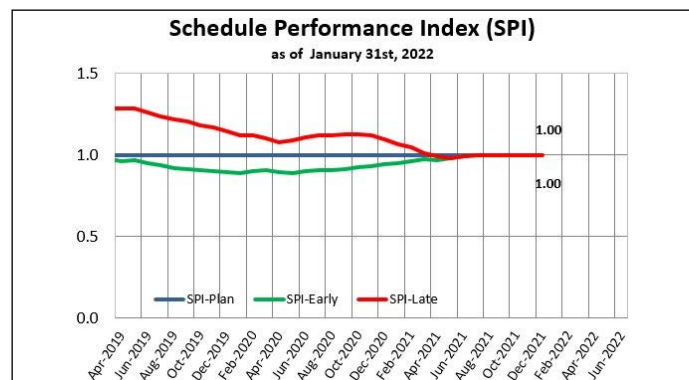
Schedule Summary

The January update forecasts a June 3, 2022, Substantial Completion date, 383 calendar days later than the contractual milestone date of May 16, 2021. Within the E335 contract schedule, the critical path is driven by switchgear at BDS, followed by tunnel commissioning. The E750 contractor has access to most work areas.

Activity Name	Start	Finish	Q1	Q2
E335 Construction	24-Apr-17 A	03-Jun-22		
Milestones	04-May-18 A	03-Jun-22		
Contract Milestones	30-Sep-18 A	03-Jun-22		
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A		
Milestone #2 - Complete SIFT's for Interface to SCADA		14-Jan-20 A		
Milestone #3 - Complete Trackway and Stations for Primary Systems Access- BTC to EOP (18-Jul-21)		27-Feb-22*		
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		14-May-22*		
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		14-May-22*		
Milestone #6 - Substantial Completion of all Work (16-May-21)		03-Jun-22*		
Calculated Milestones	04-May-18 A	03-Jun-22		
Mobilization	24-Apr-17 A	24-Apr-17 A		
Construction	24-Apr-17 A	04-May-22		
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	14-Feb-22		
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	03-May-22		
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	04-May-22		
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	08-Apr-22		
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A		
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	14-Feb-22		
Testing and Commissioning	01-Jun-20 A	15-Dec-21 A		

Schedule Performance Index

E335's base plan called for a Substantial Completion date of May 2021. The contract is now projecting a Substantial Completion of Q2 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1.0. Remaining work is primarily focused on the delayed base work at BDS and Wilburton stations, the wiring and termination of the mid-tunnel fans, and the follow-on commissioning and punch list work.



Link Light Rail East Link Extension

Next Period's Activities

- **East Main Station:** Continue on site security, erosion and maintenance, replace and repair broken tiles, punch lists item and site cleanup.
- **BDS:** Commissioning temp. power and plumbing, sealant tile on platforms, install public stairs hand rails. Install conduit for hoist light and smoke detectors.
- **Wilburton Station:** Continue commissioning activities, installing handrail for public stairs, egress stair gates. Complete unfinished handholds and doorframes, elevator entrance tiles throughout station.

Closely Monitored Issues

- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- The Contractor has received numerous correction notices from the City of Bellevue electrical inspector regarding code compliance issues related to the smoke control system and tunnel jet fan electrical disconnects. The code compliance issues are being addressed via work directives and the designer team is currently working on submitting an Alternate Materials, Methods or Modification Request (AMMMR) to the City to justify their design.



East Link– E335 alignment Downtown Bellevue to Spring Blvd.

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	\$24,451,011
Current Contract Value	\$418,249,221
Total Actual Cost (Incurred to Date)	\$406,325,556
Percent Complete	99.3%
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$24,451,011
Contingency Index	1.2



Bellevue Downtown Station platforms

Contract E340 – Bel-Red

Current Progress

Kelsey Creek Mitigation Area: Conducted punch list work. Conducted final mitigation landscaping walkthrough.

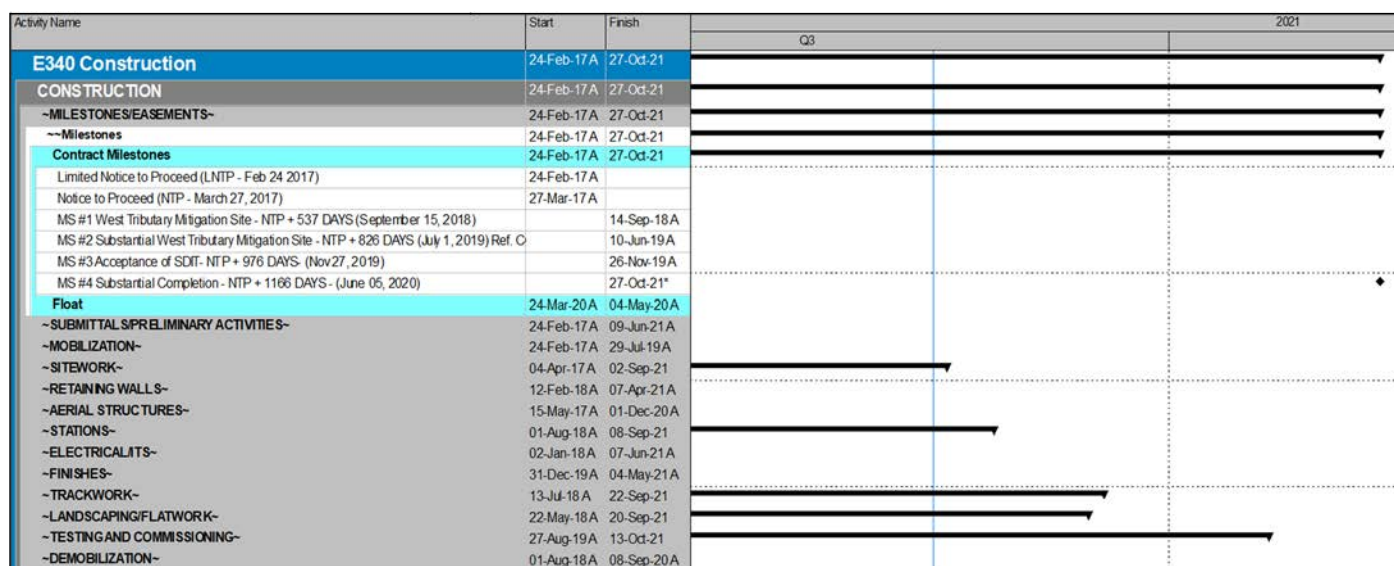
130th Ave Station: Conducted rail-to-earth (RTE) testing. Installed grounding conductor for signage. Installed smart card reader conductors. Addressed station punch list items.

NE Spring Blvd: Conducted RTE testing. Addressed corridor planting punch list items. Conducted final corridor landscaping walkthrough.

System Scope: Tested signals along the aerial guideway.

Schedule Summary

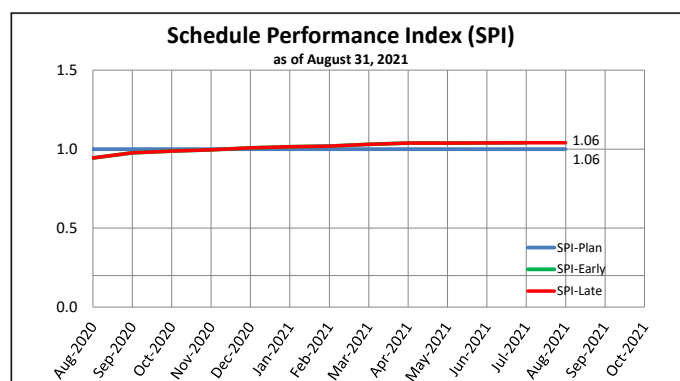
The August update forecasts an October 27, 2021 Substantial Completion date, 510 calendar days later than the contractual milestone date of June 05, 2020. Subsequent updates have not yet been received. The contractor did not pass rail-to-earth testing in January 2022, so further remediation work is underway. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.



Schedule Performance Index

E340's base plan called for a Substantial Completion date of June 2020. The contract is now a year past the plan date. At this stage, the SPI calculation has a mathematical tendency of convergence to an index of 1.0 at this late stage of the project.

Remaining work in E340 is limited to the lower cost close-out scope including commissioning work and punch lists. The project team is diligently monitoring completion despite the contractor being late with their schedule submittal.



Link Light Rail East Link Extension

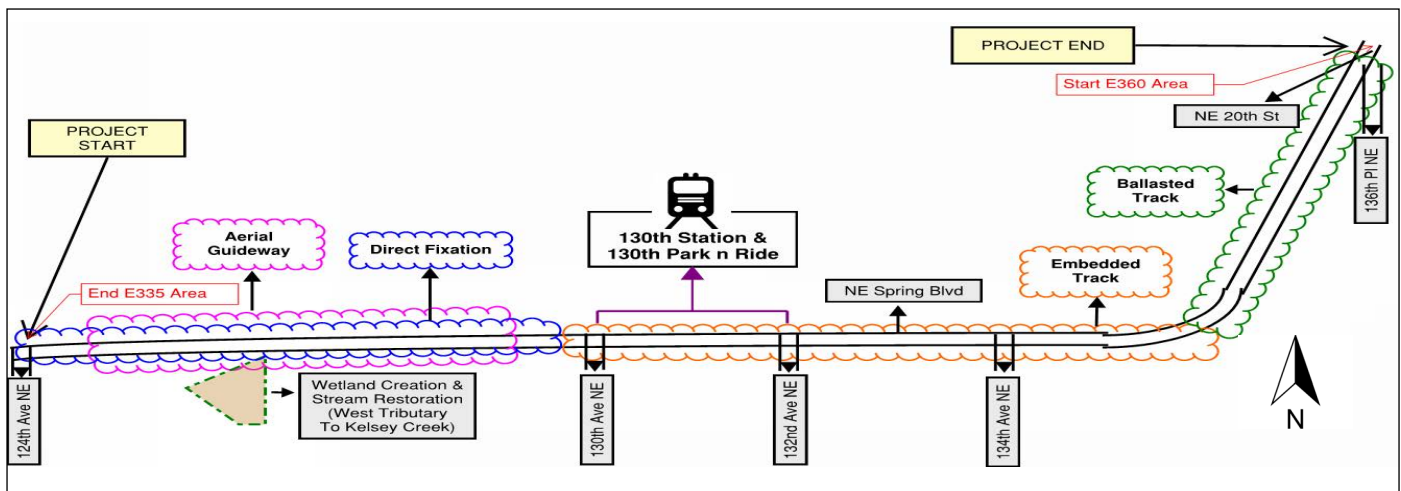
Next Period's Activities

- **Kelsey Creek Mitigation Area:** Conduct punch list work.
- **130th Ave Station:** Conduct RTE diagnostic testing. Address station punch list items.
- **NE Spring Blvd:** Address corridor planting punch list items. Conduct RTE diagnostic testing.
- **136th Pl NE:** RTE test. Address planting punch list items.
- **System Scope:** Test signals and switches along the aerial guideway.

Closely Monitored Issues

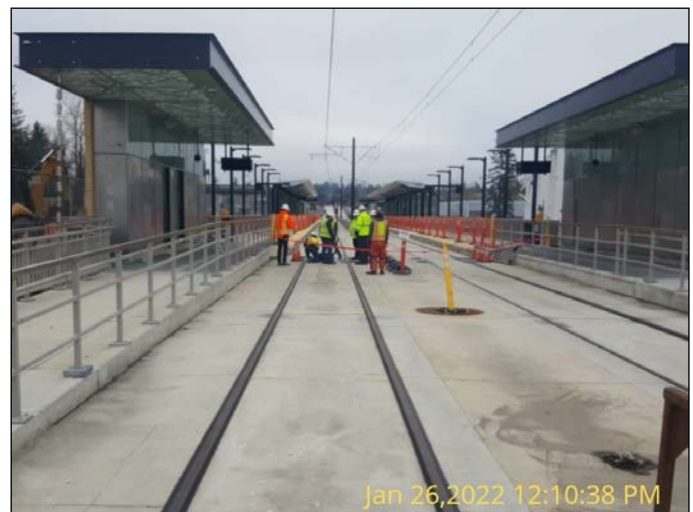
- There are non-compliant tracks in various stages of construction. The Contractor conducted the RTE testing. Needs to discuss the results of the testing and steps forward for diagnostic testing and repair.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The contractor needs to work out an agreement with the property owners where extensions are not yet granted and work has not been completed.

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$9,285,745
Current Contract Value	\$102,455,757
Total Actual Cost (Incurred to Date)	\$98,321,303
Percent Complete	98.3%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$9,285,745
Contingency Index	1.52



Rail-to-Earth testing in station area facing east.

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

Current Progress

Design: Notice of Design Change work includes Sweeper Site Access Road and Redmond Technology Station Garage.

Construction:

- Work Area (WA) #1: Park Place and Sweeper Site Vaults punch list work is ongoing.
- WA #2: Aerial Guideway punch list work advancing. At grade additional grounding for OCS foundations.
- WA #3/4: Overlake Village Station (OVS) punchlist and NCR repair work progressing. Fence realignment on north side of WSDOT bike path.
- WA #6: Redmond Technology Station punch list and NCR repair work continues. Garage columns, formwork, level 2/3 ramp beams, and deck rebar.
- WA #7: OVS Pedestrian Bridge paperclip stairs finishes and water proofing advancing.

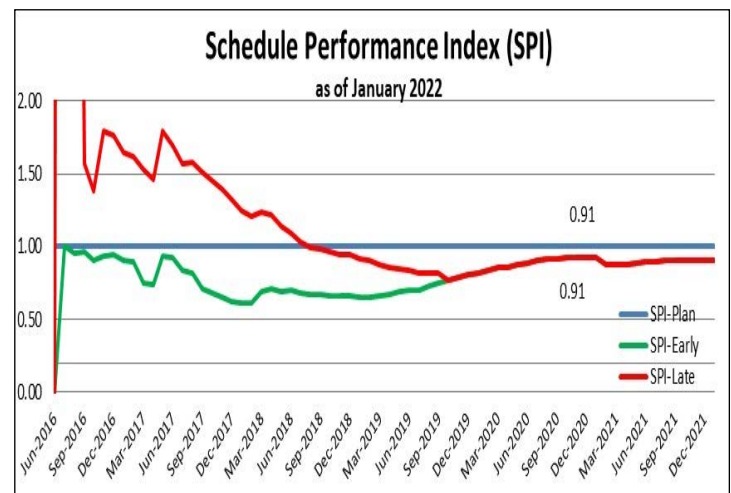
Schedule Summary

The January update forecasts a January 06, 2023, Substantial Completion date, 889 calendar days later than the contractual milestone date of July 31, 2020. Within the E360 contract schedule, the critical path is driven by repairs to the RTS garage, which is currently being delayed by the concrete strike. E750 has been granted access to all critical work areas.

Activity Name	Start	Finish	2022			
			Q1	Q2	Q3	Q4
E360 Construction	13-Jul-16 A	09-Jan-23				
Base Contract	13-Jul-16 A	09-Jan-23				
Design	13-Jul-16 A	11-May-21 A				
Construction	13-Jul-16 A	09-Jan-23				
General	13-Jul-16 A	06-Jan-23				
Project Milestones	13-Jul-16 A	06-Jan-23				
Notice to Proceed	13-Jul-16 A					
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A				
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A				
Milestone 3B Substantial Completion (31-Jul-2020)		06-Jan-23*				
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A				
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A				
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A				
WA #4 - Overlake Village Station	14-Jul-16 A	23-Feb-22				
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A				
WA #6 - Overlake Transit Center	01-May-17 A	22-Nov-22				
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A				
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	09-Jan-23				
Change Orders	24-Jul-19 A	06-Jan-23				
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	06-Jan-23				

Schedule Performance Index

E360 base plan called for a Substantial Completion date of July 2020. The contract is now projecting a Substantial Completion of Q4 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. The lagging in the SPI is primarily due to the impasse on the commercial resolution of the deleted RTS Pedestrian Bridge work that is still part of the EV plan. Also, the Substantial Completion has been held back due to the necessity of the partial rebuild of the RTS Garage. Remaining EV work on the contracted work ranges from commissioning to miscellaneous punch list. The project team is diligently monitoring completion and Systems has access to this segment of their work.



Link Light Rail East Link Extension

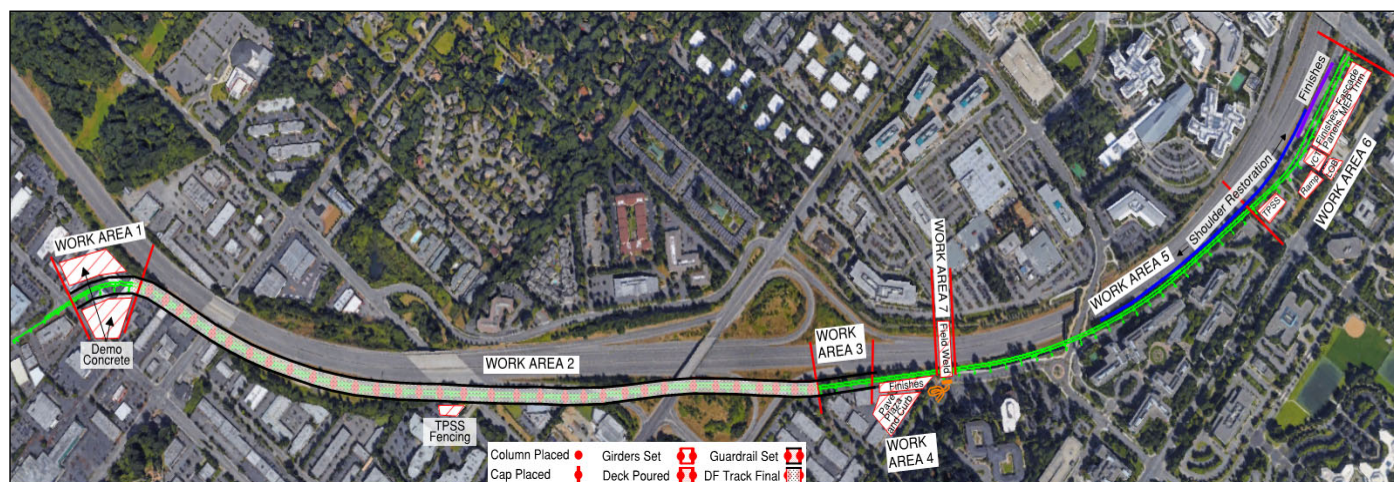
Next Period's Activities

- **WA #1:** Park Place and Sweeper Site punch list
- **WA #2:** Aerial Guideway punch list work
- **WA #3/4:** Punch list work/NCR Repair Work
- **WA #5:** All major construction work complete
- **WA #6:** Punch list items. RTS Garage Repair Work
- **WA #7:** Pedestrian Bridge stair finishes and waterproofing.

Closely Monitored Issues

- Commercial issues for RTS Pedestrian Bridge, City of Redmond CDF Trench Backfill
- Schedule delays for Building Management Systems E340/E360 Interface, January & February weather events
- RTS Garage Repair
- Milestone 3A and 3B delays
- COVID Impacts
- Concrete strike

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$9,742,989
Current Contract Value	\$235,079,077
Total Actual Cost (Incurred to Date)	\$218,409,588
Percent Complete	96.1%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$9,742,989
Contingency Index	2.1

Table Excludes Betterment



WA 6— RTS Garage Level 3/4 Rebar

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

The E750 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installed cable, devices, PA devices, conduit, VMS, and pulled cable at E130 and E360 civil segment.
- Performed testing and signal cable pulling at E130 and E360 civil segments. Set Signal House at E130 civil segment.
- Installed OCS equipment, post wire and performed testing at E130 and E360 civil segment.
- House prep work and pulled cable at E130 and E360 civil segment.

Schedule Summary

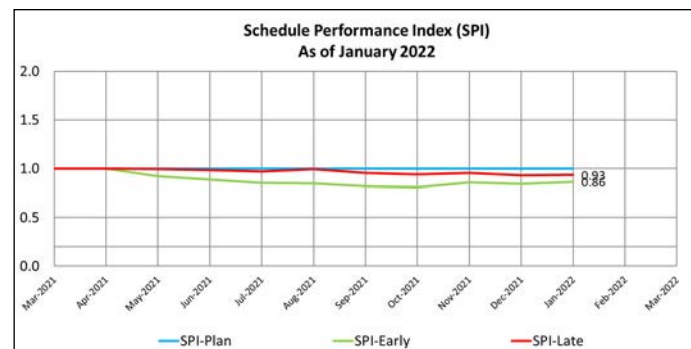
The December update forecasts a Jan. 20, 2023, Substantial Completion date, 236 calendar days later than the contractual milestone date of May 30, 2022. A January update has not yet been received, as the contractor is working to mitigate continued delays in civil handover. Currently, the critical path is driven by track handover from the E130 contractor. ST and the contractor are actively working to mitigate delays in access to critical work areas.

Activity Name	Start	Finish	2022				
			Q1	Q2	Q3	Q4	Q1
E750 Construction	12-Jun-17 A	17-Feb-23					
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	12-Jun-17 A					
E750 Project	11-Jul-17 A	17-Feb-23					
E750 Engineering	11-Jul-17 A	22-Nov-22					
E750 Construction	12-Sep-18 A	17-Feb-23					
E750 Construction (General)							
E750 Milestones							
E750 Project Milestones							
E750 Access Dates							
E750 Contract Milestones							
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 Techtransit center parking garage (CCTV, Tele) (09/30/21)		18-Jul-22*					
MS#09a East Link: Install & Test completion of East Link Systems (03/31/22)		22-Nov-22*					
MS#09B East Link: Substantial completion of East Link Systems (05/30/22)		20-Jan-23*					
E750 SCCRIM	25-Jan-19 A	16-Feb-22					
E750 OCS	14-Feb-19 A	01-Jul-22					
E750 Traction Power/ Substations	01-Oct-18 A	05-May-22					
E750 Signals	12-Sep-18 A	10-Aug-22					
E750 Communications	13-Nov-18 A	21-Mar-22					
E750 Radio	28-Jan-19 A	18-Jul-22					
E750 SCADA	05-May-22	12-May-22					
E750 Trunk Fiber	19-Dec-18 A	08-Feb-22					
E750 Testing and Commissioning	14-Aug-20 A	17-Feb-23					

Schedule Performance Index

Performance is for January 2022. The SPI-Early is 0.86 and SPI-Late is 0.93. The SPI index indicates the contractor is behind early planned work and is starting to somewhat slip on the late plans compared to the baseline plans.

The lagging is due to challenges in expected access to civil segments, especially with E130 and access to the floating bridge as well as the contractor's own delays in procuring long-lead items. The ELE team continues to monitor and is evaluating various mitigation option should the late plans continue to slip further.



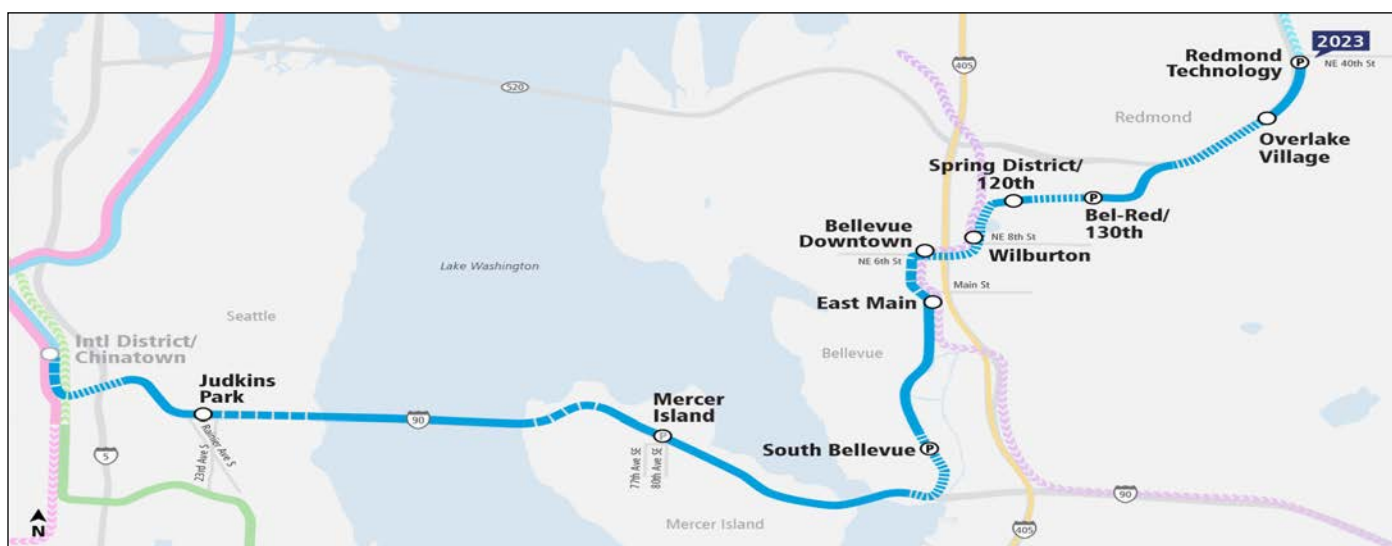
Link Light Rail East Link Extension

Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of feeder cables for energization and local testing.
- Ongoing installation of OCS cabling and pole installation throughout the alignment.

Closely Monitored Issues

- Monitoring conduit handover from civil to systems contractor; mitigation steps have been taken to survey all conduits and to work closely to rectify the situation.
- Civil contractors are currently reporting some form of delay or partial completion on the System Access Dates.
- Contractor's labor ramp up is insufficient to meet the planned construction activities. The planned to actual labor ramp up is being monitored.
- COVID-19 impacts continue to be monitored.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$7,526,044
Current Contract Value	\$263,294,172
Total Actual Cost (Incurred to Date)	\$207,050,290
Percent Complete	83.0%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$7,526,044
Contingency Index	1.36

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



Installation of PA equipment at Mercer Island 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.

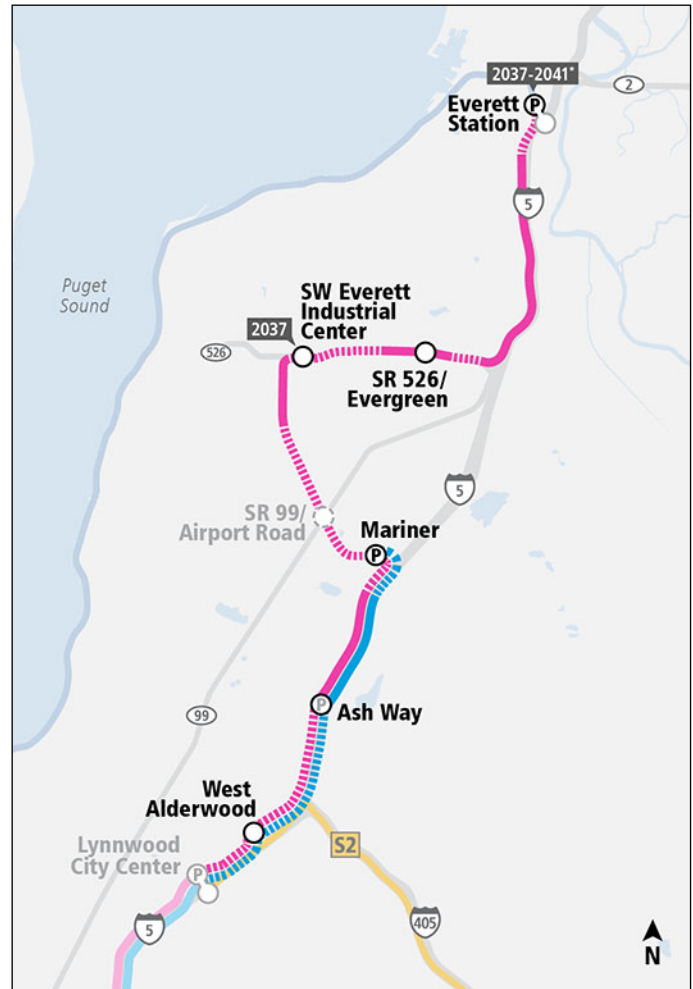
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

Phase Planning

Budget \$188 Million (Project Development—Phase 1 Alternatives Development)

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



Map of Everett Link Extension

Key Project Activities

- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Snohomish County PUD, Community Transit, Puget Sound Regional Council and WSDOT regarding Alternatives Development process.

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 \$2.9M was added to the project to fund work for deliverable related to the FTA TOD pilot program. The current Authorized Project Allocation is for completion of preliminary engineering. In January 2022, \$0.59M 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	\$3.3	\$3.1	\$34.2	\$0.0
Preliminary Engineering	\$128.5	\$15.8	\$7.2	\$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	\$0.1	\$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	\$11.1	\$0.3	\$0.3	\$11.1	\$0.0
Total	\$188.0	\$20.4	\$11.3	\$188.0	\$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	\$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	\$10.0	\$0.3	\$0.3	\$10.0	\$0.0
80 Professional Services	\$160.9	\$19.5	\$10.4	\$160.9	\$0.0
90 Unallocated Contingency	\$16.1	\$0.0	\$0.0	\$16.1	\$0.0
Total (10 - 90)	\$188.0	\$20.4	\$11.3	\$188.0	\$0.0

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

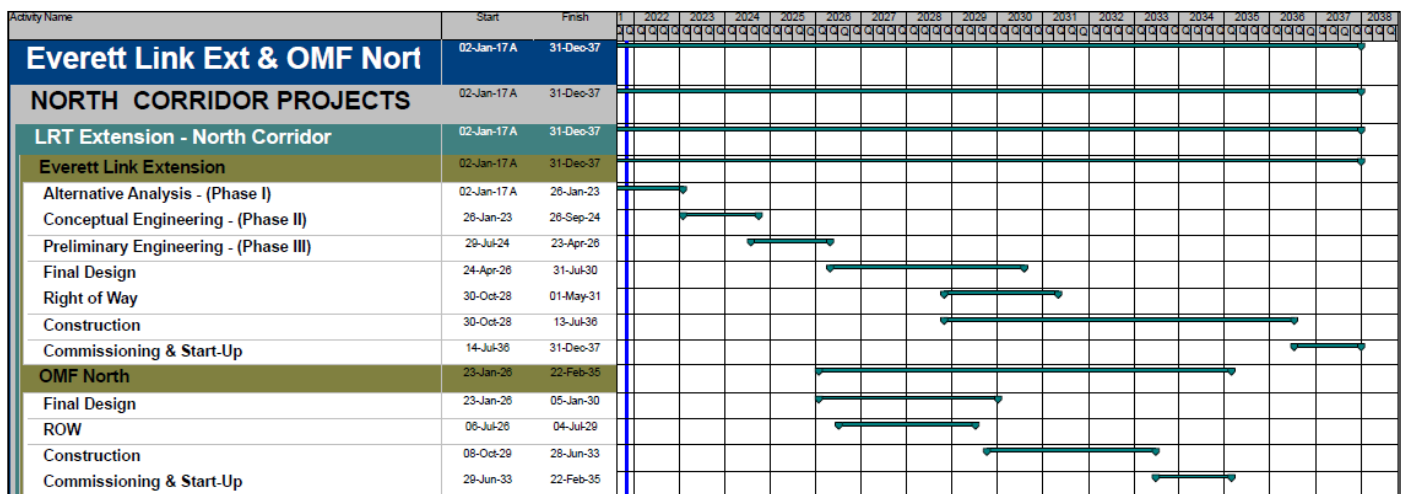
Risk Management

The following are the top project wide risks:

- ST3 estimate did not account for all potential capital component and programming needs.
- Unknown engineering challenges over lengthy and varied geography.
- Unknown ROW needs at current level of planning/design.
- Site selection for OMF North and consensus with partners may be challenging.

Project Schedule

The Board of Directors announced their realignment decision in August. A target date for the extension to SW Everett Industrial Station has been set for 2037. The extension to Everett Station has a target date of 2037. Parking at Mariner and Everett has a target date of 2046. The summary schedule shown reflects the current target dates for both the LRT alignment and the OMF facility.



Community Engagement

- Briefing to Local Initiatives Support Corporation on the Everett Link alternatives development process.
- Briefing to Community Advisory Group members unable to attend the first meeting in December.
- 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 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 project team has updated the Planned FTE Monthly Average estimate for the year.

Variance between planned and actual FTE average is expected to continue thru 2022, in accordance with the consultant schedule extension and ST realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.92	10.0	8.92
Consultants	27.0	18.4	8.6
TOTAL	45.92	28.4	17.52
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	<i>There were no board actions in January 2022</i>	

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.

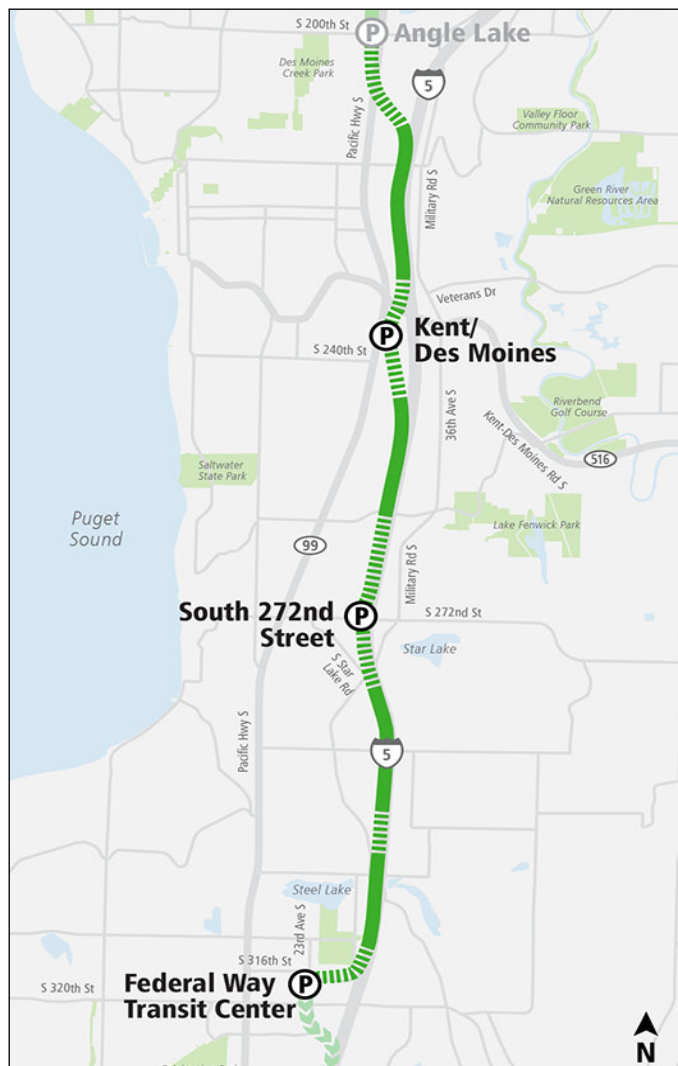
Stations Station and garages at Kent/Des Moines, South 272nd Star Lake Park-and-Ride and the Federal Way Transit Center (FWTC)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget \$2.451 Billion (ST Baseline Sep 2018)

Schedule Revenue Service: December 2024



Map of Federal Way Link Extension

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of FWLE section.
- Sound Transit and the Contractor continue working on potential modifications to environmental permits to allow construction for the solution to the liquefaction area at Structure C.
- Kent-Des Moines (KDM) garage 4th floor concrete deck construction on hold due to the Teamster concrete strike.
- Agency and City of Kent working toward resolving ownership and maintenance responsibilities for Pond E.
- Design ongoing for Traffic Mitigation contract and change order pending to fund remaining scope.
- Project team continued coordinating utility relocations that are necessary to avoid conflicts with Kiewit's drilled shaft work.
- PSE has lifted the transmission outage moratorium that had the potential to delay work at Structure A.

Link Light Rail Federal Way 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 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.

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	\$37.7	\$37.6	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.5	\$45.1	\$46.1	\$0.0
Final Design	\$3.1	\$4.8	\$2.6	\$1.4	\$4.8	\$0.0
Construction Services	\$107.0	\$116.0	\$97.2	\$52.2	\$116.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$25.0	\$13.8	\$27.7	\$0.0
Construction	\$1,831.9	\$1,821.5	\$1,410.2	\$616.2	\$1,821.5	\$0.0
ROW	\$338.8	\$338.8	\$211.5	\$210.7	\$338.8	\$0.0
Total	\$2,451.5	\$2,451.5	\$1,829.8	\$977.0	\$2,451.5	\$0.0

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

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	\$397.2	\$153.7	\$513.4	(\$358.2)
20 Stations	\$318.9	\$105.2	\$297.7	\$102.4	\$333.7	(\$228.5)
30 Support Facilities	\$5.3	\$4.6	\$11.6	\$4.3	\$5.1	(\$0.5)
40 Sitework & Special Conditions	\$558.4	\$1,154.4	\$472.1	\$209.5	\$559.4	\$595.0
50 Systems	\$153.8	\$49.6	\$117.8	\$45.6	\$152.2	(\$102.6)
Construction Subtotal (10 - 50)	\$1,559.4	\$1,468.9	\$1,296.4	\$515.5	\$1,563.7	(\$94.9)
60 Row, Land	\$341.6	\$338.8	\$211.5	\$210.7	\$338.8	\$0.0
70 Vehicles	\$1.8	\$1.8	\$0.0	\$0.0	\$1.8	\$0.0
80 Professional Services	\$370.7	\$396.9	\$321.9	\$250.8	\$302.0	\$94.9
90 Unallocated Contingency	\$178.1	\$245.2	\$0.0	\$0.0	\$245.2	\$0.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,829.8	\$977.0	\$2,451.5	\$0.0

Link Light Rail Federal Way Link Extension



Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. Additional contingency of \$460M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is \$493.2M.

Design Allowance (DA) has been used and is no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC reduced by \$2.7M due to several F200 executed change orders.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC increased by \$80M due to several budget adjustments from several WBSs mainly within the Construction phase based on 2022 Adopted Budget.

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%	\$248.0	16.8%
Unallocated Contingency	\$178.1	7.3%	\$245.2	16.6%
Total:	\$549.9	22.4%	\$493.2	33.4%

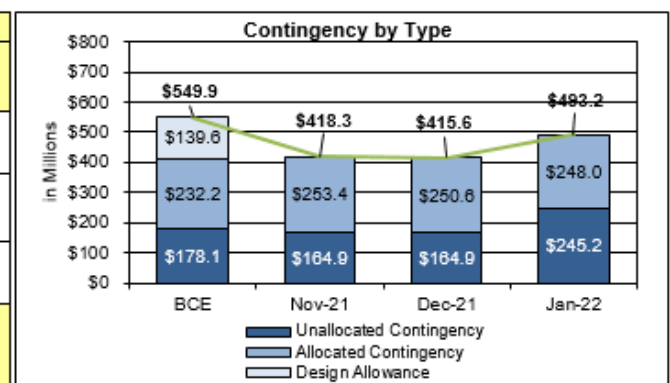
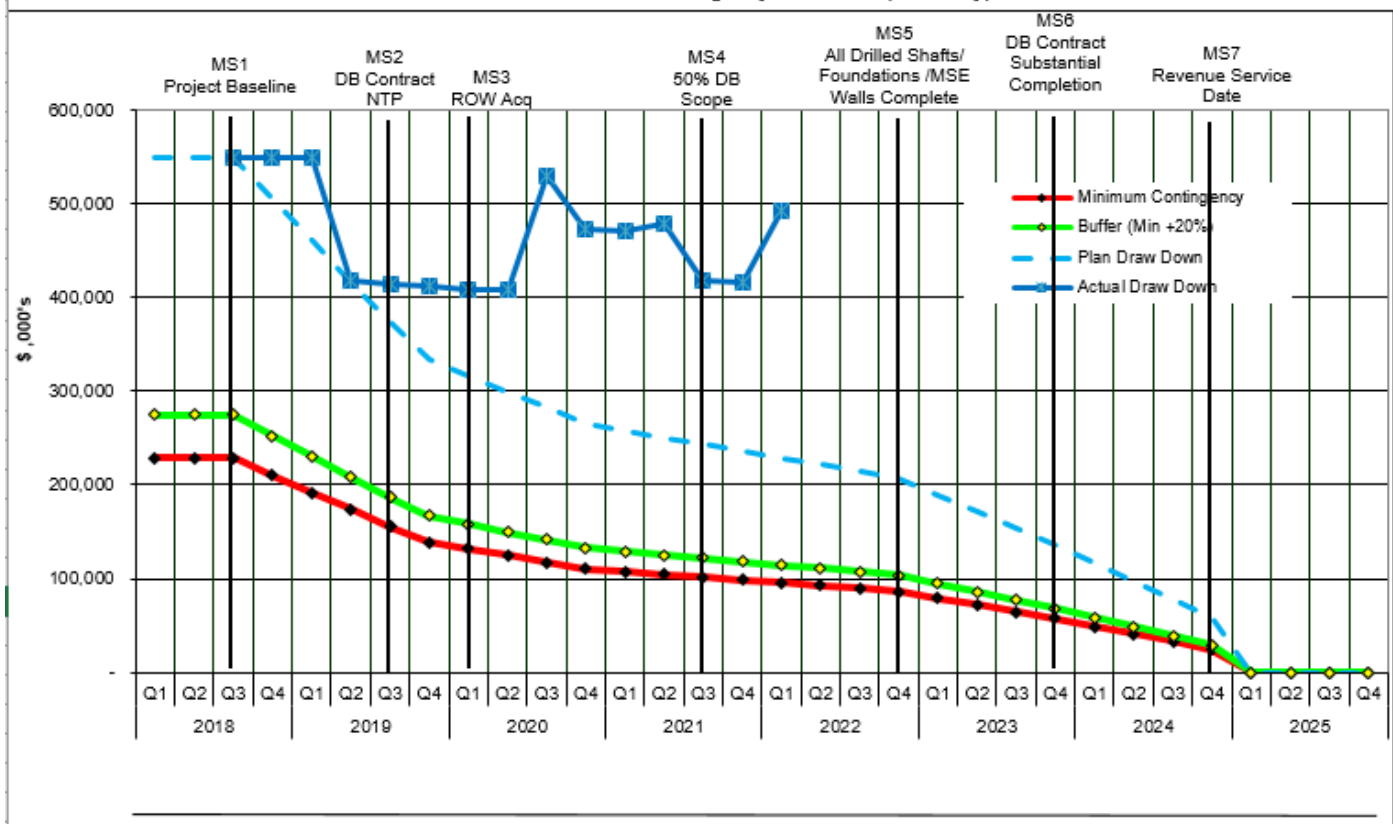


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Risk Management

The following are the top project wide risks:

- Final commissioning overlap for DRLE, LLE, and FWLE may constrain resources and result in delays to Final Acceptance.
- A liquefaction zone identified at Structure C and the identified design solution could potentially result in additional cost and schedule impacts.
- As a result of limited resource availability (L&I inspectors) to achieve Gold Seal certification, certification may be delayed, impacting RSD.
- Fabrication and delivery of TPSS units is pushed out impacting construction schedule.
- The ongoing concrete strike may delay scheduled project pours and may impact construction progress.
- Items may be needed at the end of construction above current expectations and scope, impacting construction progress.
- Traffic Mitigation design and construction efforts may exceed current budget and impact schedule.
- Design and construction change requests are not implemented in a timely manner due to staff and process delays, causing additional cost to the agency and possible end results lacking Operational requirements, decreasing reliability and increasing TCO (total cost of ownership).



WA2.4 Span B18 Progress



WA2.4 SL Garage P5 Progress

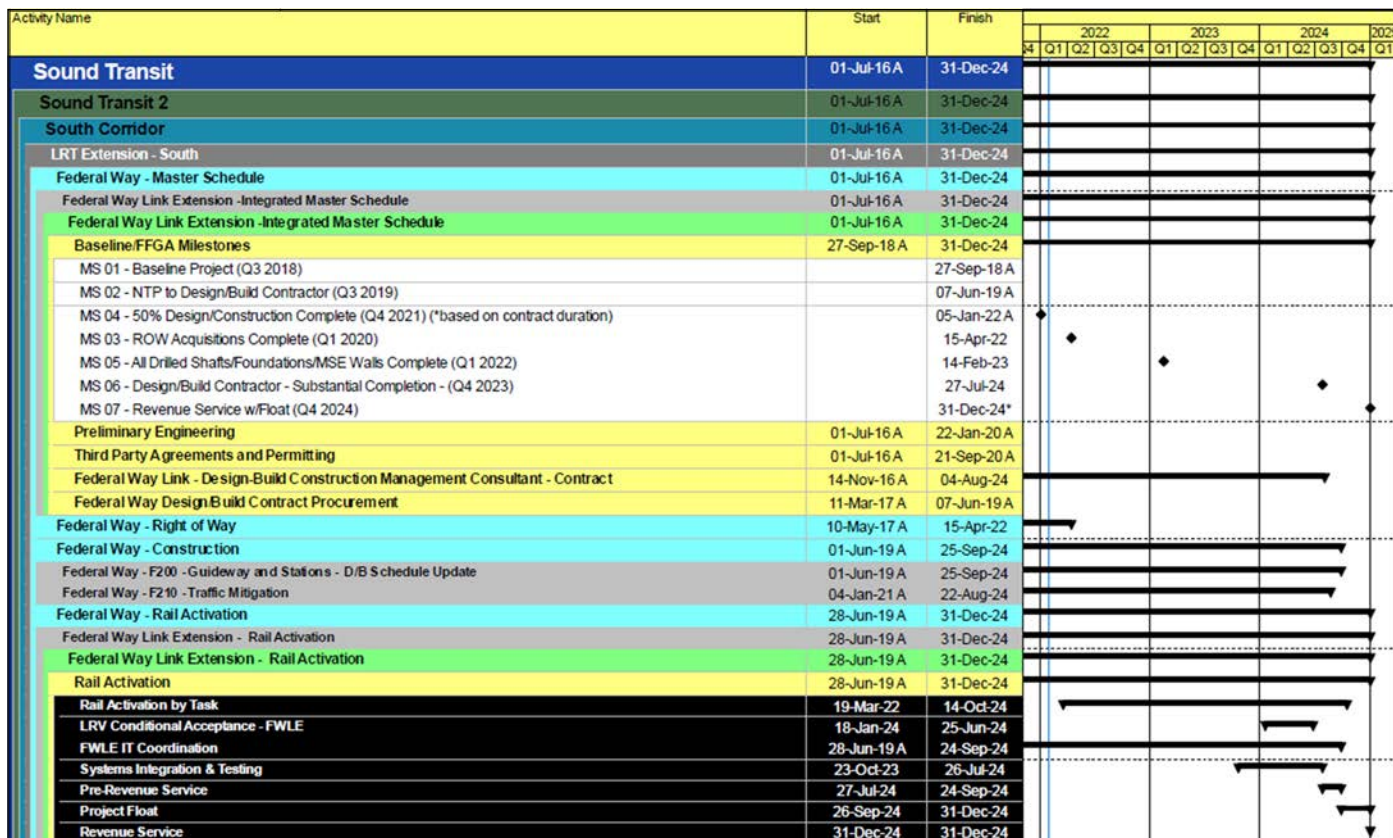
Link Light Rail Federal Way Link Extension



Project Schedule

The calculated weighted percent complete of the major construction contracts is 46.87%

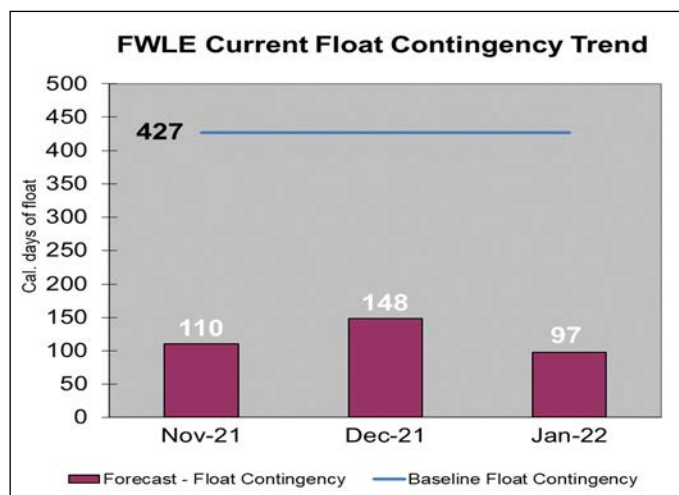
The project schedule presented below is currently under review. Right-of-Way acquisitions are nearly complete. LNTWP was issued on June 7, 2019. The baseline schedule submittal was approved in January 2020. Construction NTP was issued in early May 2020. This month, the Contractor has incorporated two significant scope changes to the schedule, including CN-RFP 094 – Concrete Slab for Ballast Mat Subbase, and CNRFP 096 – Additional TPSS on the North Quadrant. Procurement of the ballast mat material is a long lead item and affects F200 contract milestones #3 and #5. Revenue Service remains on schedule for Q4 2024.



Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently, the project is reporting 97 days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024.

The project float decreased from 148 days to 97 days. The decrease in project float is due to the inclusion of CN-RFP 094 – Concrete Slab for Ballast Mat Subbase. We are working with the Design Builder to accelerate the schedule impacts from CNRFP 94 (a long lead item) so there is no delay to milestones 3 & 5 and subsequently no loss of float to the revenue service date.



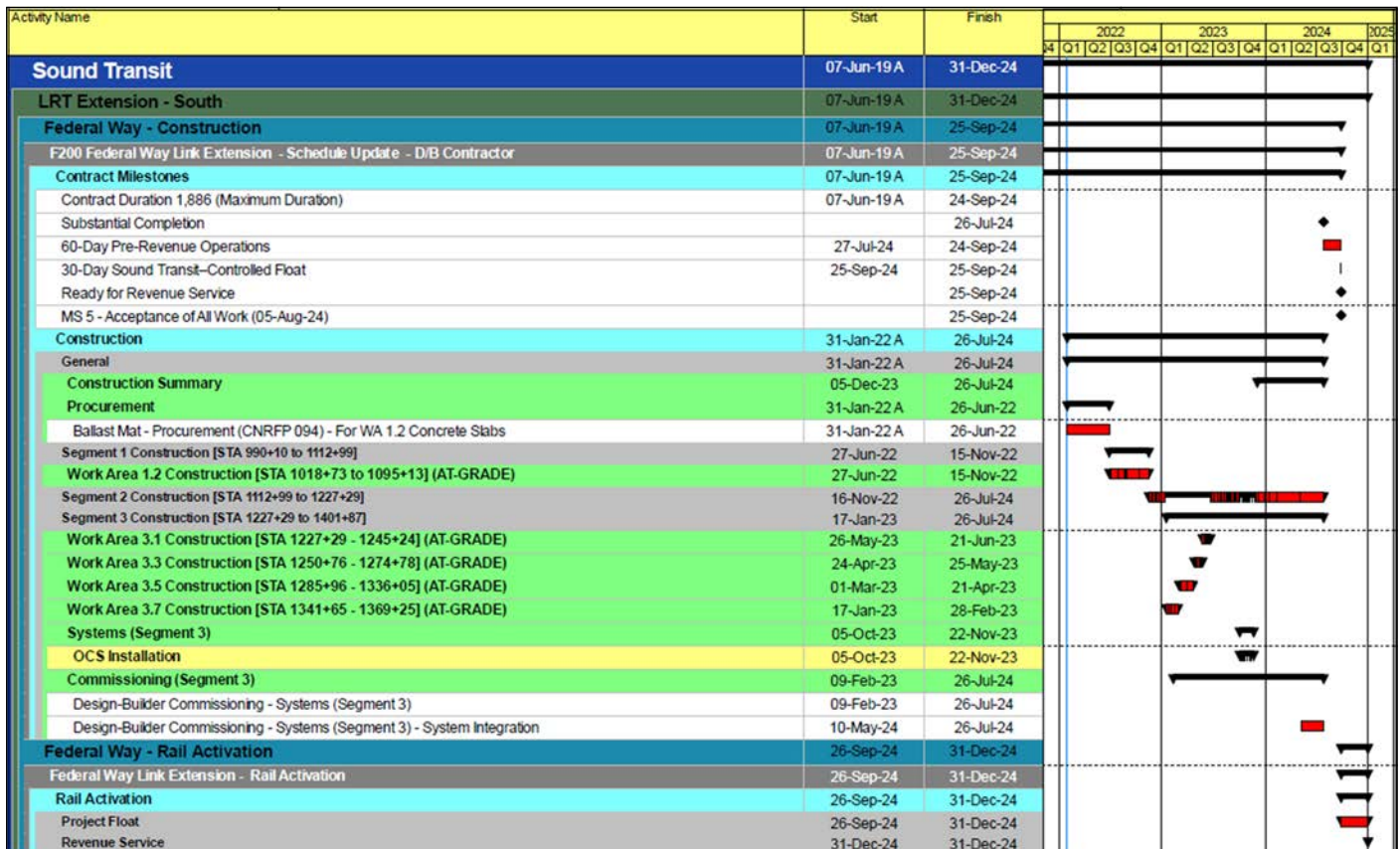
Link Light Rail Federal Way Link Extension



Critical Path Analysis

The critical path to Revenue Service commences with procurement and installation of ballast mat material (CN-RFP 094), installation and testing of OCS & Signaling systems, and System Integration commissioning. Currently, procurement of the ballast mat material is driving the completion of F200 contract milestone #5 (Acceptance of All Work).

Work that is near the critical path includes SR99 precast girder procurement and installation, TPSS shop drawings and procurement, installation of TPSS S02 and associated fiber optic cable, direct fixation track in WA-1, and Structure G girder erection. In addition, FWTC station and garage structural and conveyance work remain near critical. The Teamsters Union Local 174 remains on strike and is affecting concrete work at KDM garage. Sound Transit will continue to work with Kiewit regarding the addition of more detail in the schedule. Also, the F210 Traffic Mitigation contract has been incorporated and is expected to also be completed in August 2024.



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.

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
260	353	384	313	441	432
<p>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</p> <p>Total Acquisitions: Defined as parcels recognizing only land, not owners</p> <p>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</p> <p>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</p> <p>Relocations: Based on number of affected individuals</p>					

Community Engagement

- Held a public meeting for the removal of restrictive covenants from ST owned properties in the Mansion Hills neighborhood. Four members of the public attended and two provided public comment.
- Coordinated with the Camelot neighborhood to obtain a Right of Entry for removal of additional hazardous trees.
- Continued engagement planning for property owner outreach for the traffic mitigation program.
- Provided public communication, including construction alerts and flyers for several work activities along the alignment.
- Worked with City of Kent Human Services to address an encampment on private property adjacent to Lowes work area.
- Worked with business owner to coordinate property acquisition in City of Des Moines.
- Responded to business access concerns at Marlene's Market and Deli.



Completed property owner outreach for driveway restoration on 32nd Ave in SeaTac

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 FTE is 18.2 below the staffing plan for this period. DBPM Services is over plan slightly as they address Design-Build contractor activities for change management, design and major construction oversight that involves drilled shafts, parking garages, stations and utility work. ST staff is 14.2 under plan, however there are a few vacancies in the project that are in the process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	44.7	30.5	14.2
Consultants	77.0	73.1	3.9
TOTAL	121.7	103.5	18.2
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
M2022-02	Granting an Easement for FL345 Owner as part of Federal Way Link Extension	01/13/2022
M2022-03	Granting an Easement for FL345 Owner as part of Federal Way Link Extension	01/13/2022
M2022-04	Granting an Easement for FL 183.1 Owner as part of Federal Way Link Extension	01/13/2022

Construction Safety

Data/ Measure	January 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	5
Days Away From Work Cases	0	0	2
Total Days Away From Work	0	0	3
First Aid Cases	2	2	14
Reported Near Mishaps	1	1	7
Average Number of Employees on Worksite	526	-	-
Total # of Hours (GC & Subs)	70,669	70,669	889,413
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	1.12
Lost Time Injury (LTI) Rate	0.00	0.00	0.45
Recordable National Average	2.5		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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

Through January 2022, the F200 Design-Build Contractor established and conducted Design Task Force meetings, completed 41 of 46 design packages and 14 of 17 final specification packages. A review of the baseline schedule for design delivery identified 5 late items: 3 design packages and 2 specification packages. Significant construction progress occurred on all segments in relation to: Guideway (sub-ballast, superstructure and substructure), SR99 Bridge, KDM Station and Garage construction (interior construction), Star Lake Station & Garage (foundations and walls), and FWTC (garage demo and mods) & EOL (End of Line Facility).

Design:

- During the month, 9 RFIs, 59 Shop drawings, and 36 FDC/NDCs were received.
- All design packages for Segment 1 and 3 are complete. 1 design package remain open for Segment 2 - Structure C and Two Corridor Wide Systems packages remain open.
- Early Storage Facility design was submitted.
- Structure C soil liquefaction task force meetings were ongoing; designs progressed. Final GIR accepted.
- Siding Track: WD increased for design; DB designing to latest PRs. Deviation for track clearance going to CCB.
- Design and Construction is advancing on ballast slab mats through a Work Directive while change order is being finalized.
- The 90/100% design package for Structure C is under review.

Construction:

- The project has issued 47 NCRs since NTP, 15 are presently open.
- Guideway substructure and extensive superstructure construction continues; % completeness (all Segments): Drilled shafts = 88%, Columns = 76%, and Caps and Straddles = 71%, Girder erection = 51% and Decks = 24%. Extensive substructure WA 1.1 and 3.8, and superstructure (deck and diaphragms): 1.3, 2.1, and 3.8.
- Trackwork: Placed sub-ballast in WA1.2.
- Noise, MSE, and CIP wall construction in work areas 1.2, 2.2, 3.3 and 3.7.



WA3.8 G07 Pier Cap Reinforcement



WA3.8 Waterline Installation at Federal Way Transit Center

Link Light Rail Federal Way Link Extension



Schedule Summary

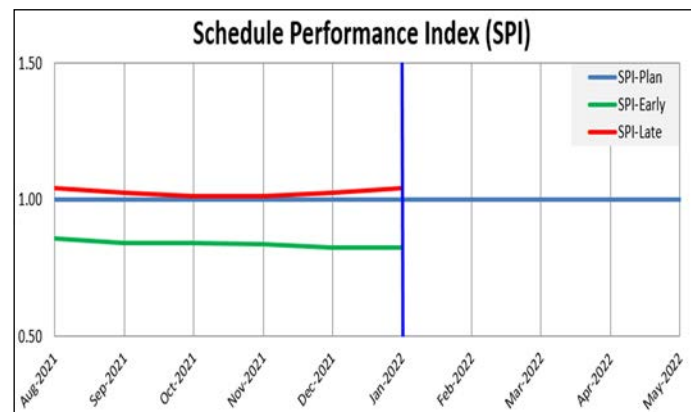
The progress schedule for January 2022 is currently under review. Construction NTP was issued in May 2020. Both F200 contract milestone #3 (LRV Early Storage) and #5 (Acceptance of All Work) are affected by the inclusion of CN-RFP 094 – Concrete Slab for Ballast Mat Subbase. We are working with the Design Builder to accelerate the schedule impacts from CNRFP 94 (a long lead item) so there is no delay to milestones 3 & 5 and subsequently no loss of float to the revenue service date. The inclusion of CNRFP 096 – Additional TPSS on the North Quadrant did not affect any of the F200 contract milestones.

Activity Name	Start	Finish	2022				2023				2024				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	25-Sep-24													
Contract Milestones	07-Jun-19 A	25-Sep-24													
Limited Notice to Proceed	07-Jun-19 A														
Contractual Notice to Proceed	28-Feb-20 A														
Notice to Proceed	04-May-20 A														
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)		08-Mar-22*		◆			◆								
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		07-Nov-22*													
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		19-Jun-23*						◆							
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		28-Sep-23*								◆					
Substantial Completion		26-Jul-24												◆	
60-Day Pre-Revenue Operations	27-Jul-24	24-Sep-24													
30-Day Sound Transit-Controlled Float	25-Sep-24	25-Sep-24													
MS 5 - Acceptance of All Work (05-Aug-24)		25-Sep-24													◆
Design	07-Jun-19 A	30-Jun-23													
Design Milestones	07-Jun-19 A	30-Jun-23													
Corridor Wide	07-Jun-19 A	11-May-22													
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	13-Jun-22													
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	01-Mar-22													
Construction	01-Jun-19 A	26-Jul-24													
General	01-Jun-19 A	26-Jul-24													
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	10-Jun-24													
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	26-Jul-24													
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	26-Jul-24													
Commissioning	10-May-21 A	27-Dec-23													
Provisional Sums	01-Dec-19 A	10-Feb-24													
Change Orders	01-Jul-19 A	28-Jul-24													

Schedule Performance Index

For the January period, the Early SPI is 0.82 and Late SPI is 1.04 (previously: 0.83 and 1.03 respectively). January cumulative actuals were in between the Cumulative Early and Late date planned value. Kiewit performance on monthly basis is in between early and late revised planned value.

Kiewit continues to remain within acceptable performance tolerances for cumulative early and late curves.



Next Period's Activities

Design:

- Structure C soil liquefaction: DB to proceed with structure designs. S2.02b 90% Ridged Pier expected in mid-February.
- Continue effort on FDC/NDC, RFIs, product data submittals and shop drawings; Systems to increase.
- NDC-176 (Sidings Track) to be returned.
- CW.02a IFC OCS, CW.02 100% Signals and CW.02c 90% Remaining systems.

Construction:

- Progress work for WSDOT Handover Staging Plan - Milestone 1.
- Guideway substructure and extensive superstructure construction continues (all segments).
- SR99 Bridge: begin superstructure construction (girders).
- KDM Garage: construction on interior room walls and L1 finishes. Electrical and plumbing rough in continued.
- KDM Station: hang plaza level steel. Civil work for footings and elevator and escalators.
- Midway landfill: continue effort on L1135MSE wall.
- Star Lake Garage: Install footings at garage, continue wall construction, and complete footings. Start plumbing tests.

Closely Monitored Issues (F200)

- Load flow analysis (LFA): Flaws, technical issues, and ambiguous contract terms plagued initial LFA studies resulting in approval delay. A technical resolution meeting the ST standard was reached. An additional TPSS will be added via CO to correspond to the pre-bid configuration and study. Property acquisition for 5th TPSS in progress.
- Structure C soil liquefaction was identified requiring an updated structure design. A technical resolution meeting the ST standard was reached. The liquefaction has been determined to be a differing site condition.
- Sidings Track: Operations identified new requirements for the siding track which were issued to the contractor via a CNRFP; NDC 176 has been submitted for review for conformance to the new requirements.
- Test & Commissioning: a delay in testing & commissioning plan approval was identified as project delivery risk. The updated plan is under review.
- Blocked drainage pipe in I-5; the DB likely damaged the median drainage pipe near Midway Landfill. Resolution under review by SPU/WSDOT/ST. DB preparing for pipe inspection per the request from WSDOT.

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$145,775,382
Current Contract Value	\$1,430,975,382
Total Actual Cost (Incurred to Date)	\$599,181,342
Percent Complete	46.9%
Authorized Contingency + Add'l Ctg	\$248,297,519
Contingency Drawdown	\$145,775,382
Contingency Index [% complete/% ctg used]	0.80



WA1.3 Installing Storm Drain Str.

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).

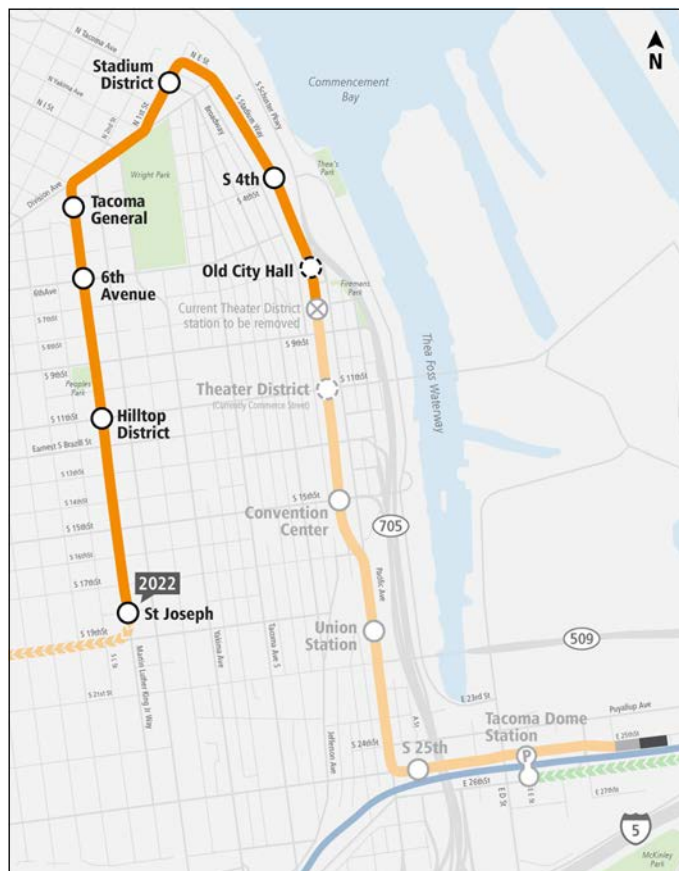
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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 \$252.7 Million (Re-Baselined June 2020)

Schedule Revenue Service: Q1 2023



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.

This period approximately \$2.1M was incurred. The majority of the expenditures were incurred in the Construction phase for T100 construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$21.7	\$19.1	\$19.0	\$21.7	\$0.0
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$14.1	\$13.9	\$13.7	\$14.1	\$0.0
Construction Services	\$12.4	\$11.5	\$11.3	\$12.4	\$0.0
Third Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$141.7	\$136.5	\$162.0	\$0.0
Vehicles	\$33.4	\$31.9	\$19.1	\$33.4	\$0.0
ROW	\$2.2	\$1.9	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$226.9	\$208.1	\$252.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	\$31.0	\$27.1	\$26.1	\$31.0	\$0.0
20 Stations	\$3.5	\$3.0	\$2.9	\$3.5	\$0.0
30 Support Facilities	\$41.2	\$36.0	\$34.7	\$41.2	\$0.0
40 Sitework & Special Conditions	\$51.7	\$45.3	\$43.7	\$51.8	\$0.1
50 Systems	\$34.6	\$30.2	\$29.1	\$34.6	\$0.0
Construction Subtotal (10 - 50)	\$161.9	\$141.7	\$136.5	\$162.0	-\$0.1
60 ROW, Land	\$2.0	\$1.9	\$1.9	\$2.2	\$0.2
60 Vehicles	\$33.1	\$31.9	\$19.1	\$33.4	\$0.3
80 Professional Services	\$53.8	\$51.4	\$50.5	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	-\$2.0
Total (10 - 90)	\$252.7	\$226.9	\$208.1	\$252.7	\$0.0

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

Link Light Rail Hilltop Tacoma Link Extension



Contingency Management

Hilltop Tacoma Link Extension was baselined in September 2017 with a total contingency of \$33.8M. Since baselining, there were drawdowns on AC and UAC to address the Procurement of the Tacoma LRV and T100 Construction contracts; Design Services During Construction contract; and various construction change orders. The baseline contingency levels were insufficient and required an additional \$35.4M that was approved by the ST Board in June 2020.

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. This period the AC was reduced by approximately \$0.1M due to executed change orders on the T100 contract. The current balance is \$19.4M.

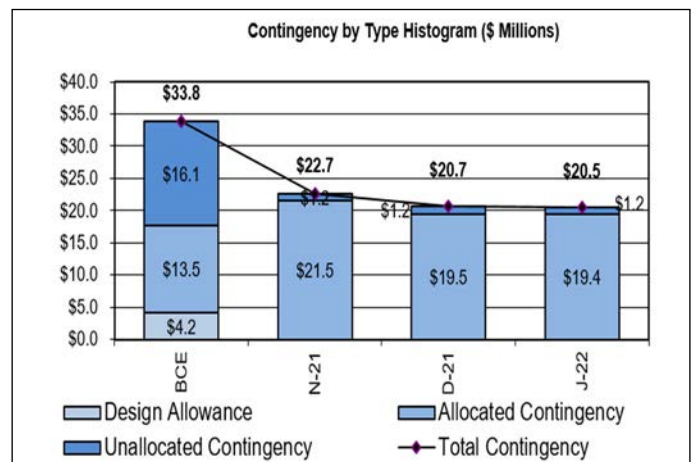
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance of \$1.2M remains unchanged this period.

Contingency Status (Monthly)

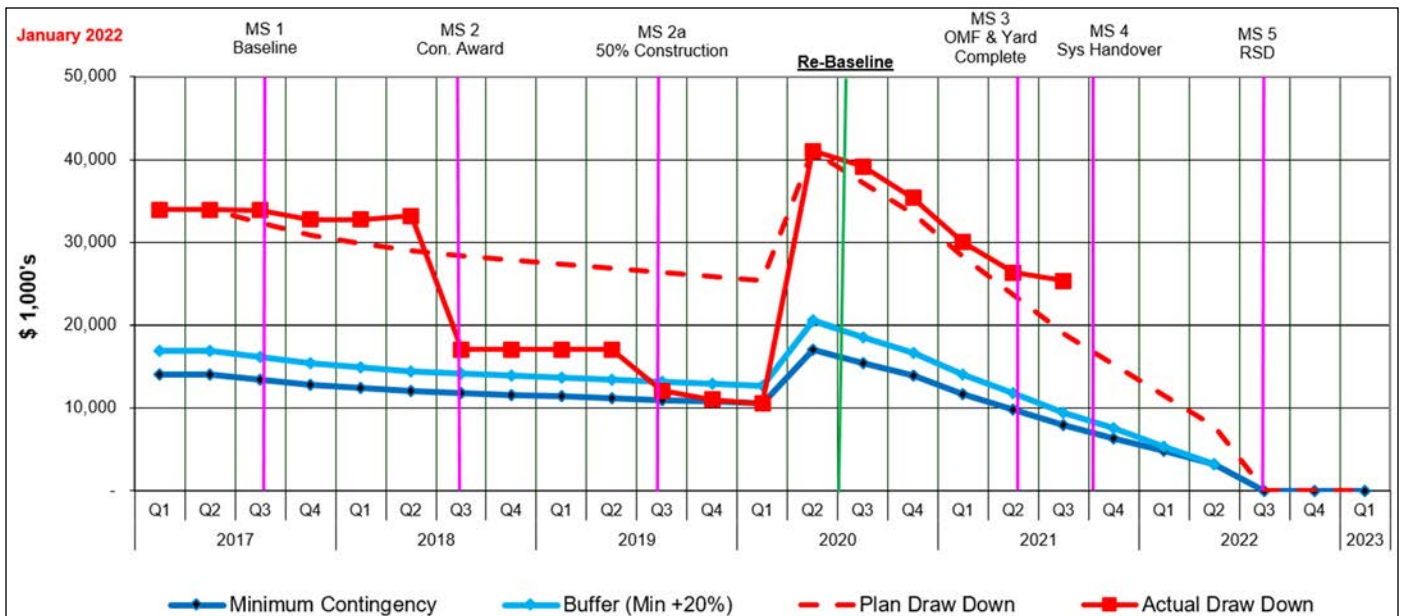
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$19.4	43.4%
Unallocated Contingency	\$16.1	8.2%	\$1.2	2.6%
Total	\$33.8	17.2%	\$20.5	45.9%

Table figures are shown in millions.

Contingency by Type (\$ Millions)



Contingency Drawdown (Quarterly)



Risk Management

The following are the top project wide risks:

- The T100 contractor will submit a cumulative impact claim that exceeds available budget.
- Inadequate budget contingency (both allocated and unallocated) cause the cost estimate at completion to exceed approved budget.
- Lack of detail in T100 construction schedule impedes adequate resource planning for rail activation, safety certification, SIT, and vehicle testing and commissioning.
- Lack of experienced testing/commissioning personnel results in delays to substantial completion, particularly on the alignment.
- Continued delays to vehicle delivery schedule impact timely testing and commissioning of the vehicle and increase risk of fewer vehicles available for pre-revenue and revenue service.



Hilltop Tacoma Link Extension construction progress January 20, 2022. HTTL, T link, T line,

Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

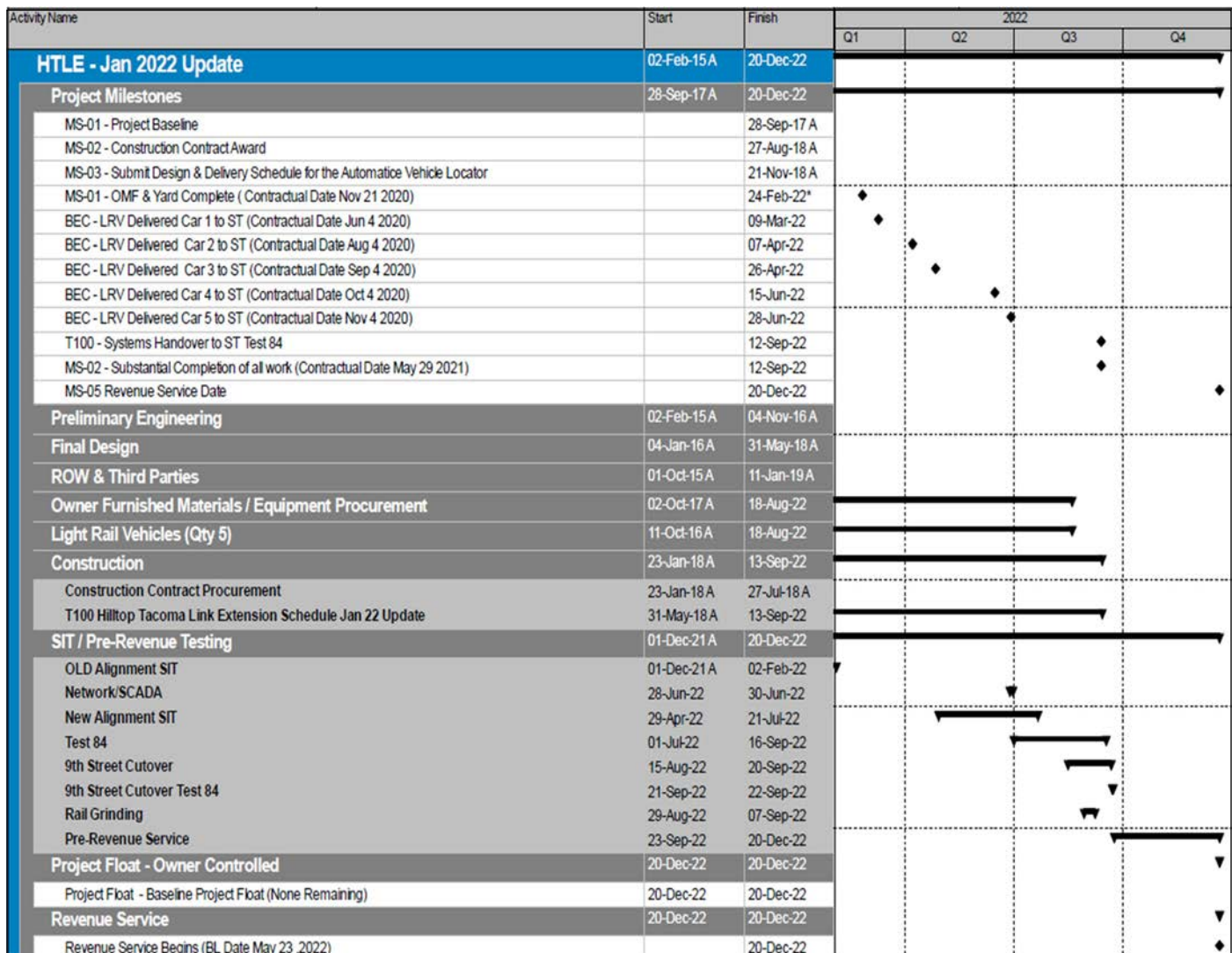
The master schedule was updated through the end of January 2022. Overall physical percent complete is 89.0%.

LRV: The delivery of the first car is forecasted in late Q1 2022 and the last two cars in Q2 2022. The car builder's December 2021 schedule estimates all of the five cars will be delivered by end of Q2 2022 to support pre-revenue service.

T100: Project staff continue to analyze the schedule to establish a realistic revenue service date and work with contractor to confirm date for critical cutover at 9th and Commerce.

Rail Activation: The rail activation schedule will be finalized in late February and then updated on a monthly basis. T100 System Integration Testing and BEC LRV schedules. The rail activation schedule will include durations for safety certification activities in advance of revenue service date.

Quantitative Risk Analysis (QRA) workshop was held in late January 2022. Follow-on workshops will be held to review data and confirm schedule module assumptions to ensure a probabilistic revenue service date.



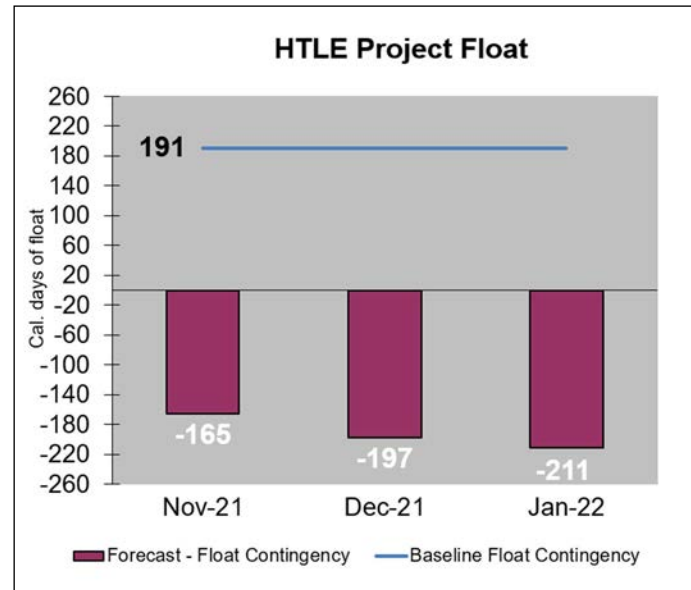
Link Light Rail Hilltop Tacoma Link Extension

Project Float

Hilltop Tacoma Link Extension baseline schedule included 232 days of project float to support revenue service on May 23, 2022. The current HTLE master schedule indicates all the remaining project float has been consumed.

Staff continue to assess time impacts related to change orders on the T100 construction contract and forecast delays to the baseline revenue service date. Mitigations to reduce impact of further schedule delays have been implemented with a revenue service date to be determined.

To better monitor schedule contingency, the Project Float Graphic shown in this report represents data from the HTLE master schedule float analysis.



Critical Path Analysis

The analysis for January 2022 shows the main critical path for the T100 contract is the setting of station equipment, testing and commissioning of all the stations, Job Wide ITS testing, Test 84 ITS Systems Verification and Validation, 9th and Commerce intersection work before pre-revenue service begins.

LRV deliveries and conditional acceptance is also on the near critical path which could influence the completion of pre-revenue service tests.

Activity Name	Start	Finish	2022			
			Q1	Q2	Q3	Q4
HTLE - Jan 2022 Update	31-Jan-22	20-Dec-22				
Project Milestones	20-Dec-22	20-Dec-22				
MS-05 Revenue Service Date		20-Dec-22				
Construction	31-Jan-22	12-Aug-22				
T100 Hilltop Tacoma Link Extension Schedule Jan 22 Update	31-Jan-22	12-Aug-22				
Tacoma Links Baseline Schedule	31-Jan-22	12-Aug-22				
Milestones	12-Aug-22	12-Aug-22				
Heading 1: 7th & Commerce to Stadium Way & Division	12-Aug-22	12-Aug-22				
Heading 2: Stadium Way & Division to Division St and MLK	04-May-22	23-May-22				
Heading 3: Division St and MLK to MLK & 19th	01-Mar-22	03-May-22				
Job Wide ITS	24-May-22	10-Jun-22				
Testing & Commissioning	13-Jun-22	11-Aug-22				
Other Time Impacts	31-Jan-22	28-Feb-22				
SIT / Pre-Revenue Testing	15-Aug-22	20-Dec-22				
9th Street Cutover	15-Aug-22	20-Sep-22				
9th Street Cutover Test 84	21-Sep-22	22-Sep-22				
Pre-Revenue Service	23-Sep-22	20-Dec-22				
Project Float - Owner Controlled	20-Dec-22	20-Dec-22				
Project Float - Baseline Project Float (None Remaining)	20-Dec-22	20-Dec-22				
Revenue Service	20-Dec-22	20-Dec-22				
Revenue Service Begins (BL Date May 23, 2022)		20-Dec-22				

Community Engagement

- Produced and distributed notifications about: OCS wire installation on Stadium Way and Commerce St., fiber optic wire installation along the HTLE route and the existing Tacoma Link route, concrete work at TPSS 2, 3, and 4, construction at St Joseph Station and road restoration on MLK Jr. Way, and curb and gutter on the west side of MLK Jr. Way from S. 10th St. to S. 7th St. Produced and distributed the weekly construction alert about traffic impacts. Continued to update businesses and residents and coordinate access in all construction areas.
- Held two site walks with MultiCare. The National Guard is deployed to set up a COVID testing site outside of Tacoma General's Emergency Department. Coordinated with Stadium High School about construction near the school.
- Gave an update on the HTLE project to the Hilltop Stakeholders Outreach Committee, Hilltop Business Association, and Downtown on the Go Transit Committee. Took construction photos and sent them to be included in the Hilltop Journal. Continued coordinating on the Loyal to the Local program and managing the HTLE Facebook group page. Provided comments on the HTLE safety outreach plan.

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 project team has updated the Planned FTE Monthly Average estimate for the year.

ST staff variance reflects shared design and engineering resources across multiple ST projects including South Corridor and Vehicles. Despite the variance in FTE levels project is sufficiently staffed for this period. ST will monitor project needs and adjust FTE levels as needed. Consultant FTEs are slightly under plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	20.7	15.5	5.2
Consultants	23.4	12.9	10.5
TOTAL	44.1	28.4	15.7
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	January 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	12
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	0	23
Reported Near Mishaps	1	1	69
Average Number of Employees on Worksite	91	-	-
Total # of Hours (GC & Subs)	3,369	3,369	344,121
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	6.97
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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.

Link Light Rail Hilltop Tacoma Link Extension



Contract T100 — Hilltop Tacoma Link Extension

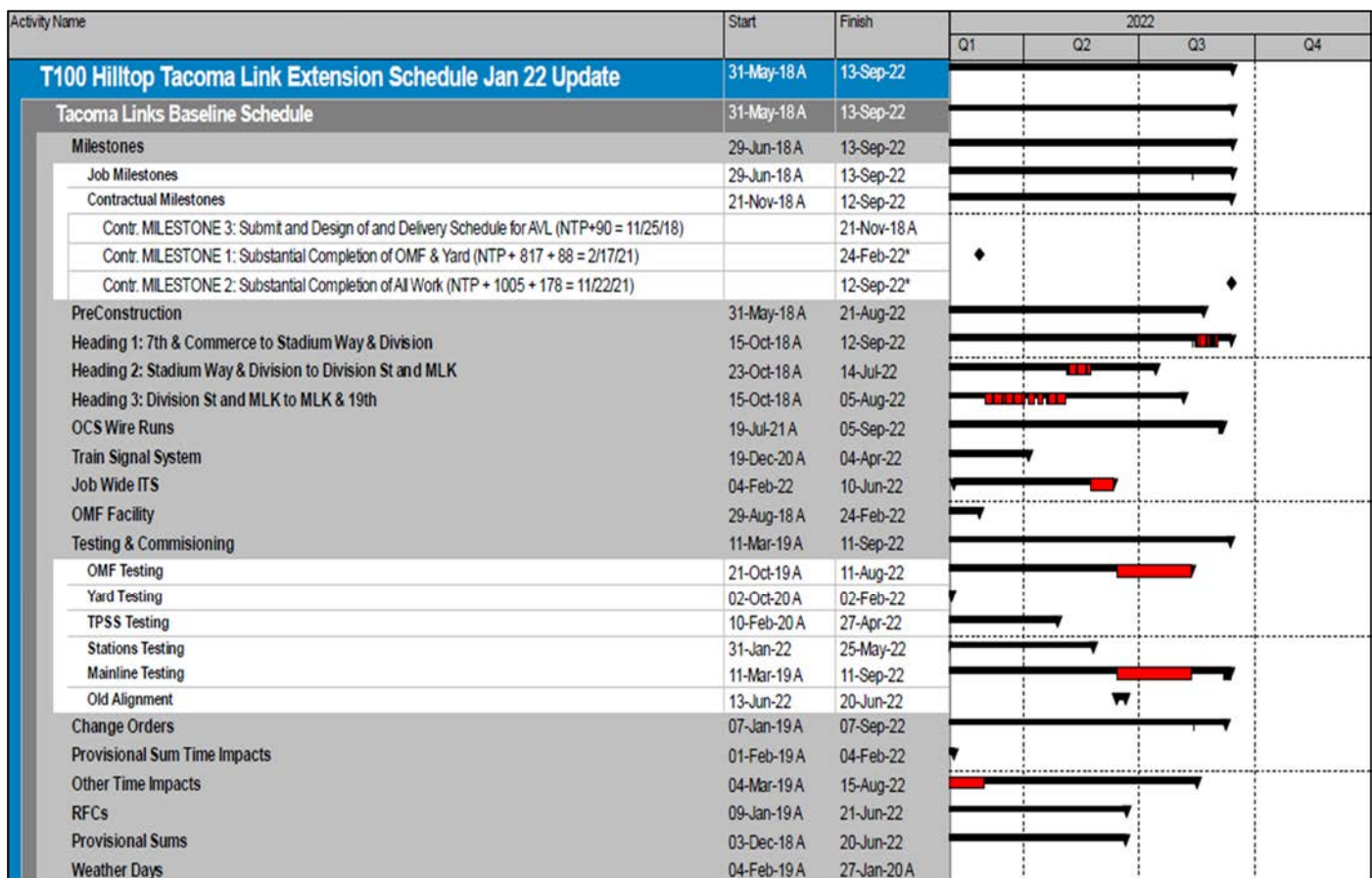
Current Progress

The construction contractor, Walsh Construction Company II, LLC, continues work at the interior and exterior of the OMF and in all three headings along the 2.4 mile extension.

- Heading 1: Installing electrical equipment at Old City Hall and S. 4th stations and outbound OCS contact wire from Yakima to TPSS #1.
- Heading 2: Continued traffic signal installation at Division and MLK Ave. Continued flatwork curb and gutter on outbound side Division between Yakima and K St intersections.
- Heading 3: Poured the Tacoma General station platform. Installed ground hydrant at Tacoma General. Continued fiber optic cable pulls. Installed positive feeders and negative returns at TPSS#3. Primed and painted the St. Joseph's and Hilltop station canopy steel.
- OMF Yard: Performed grind and overlay at E. J Street and began landscaping on E. 25th Street.
- OMF Bldg.: Installed permanent paint on shop floor. , Commissioned OMF access controls completed SIT test 407.

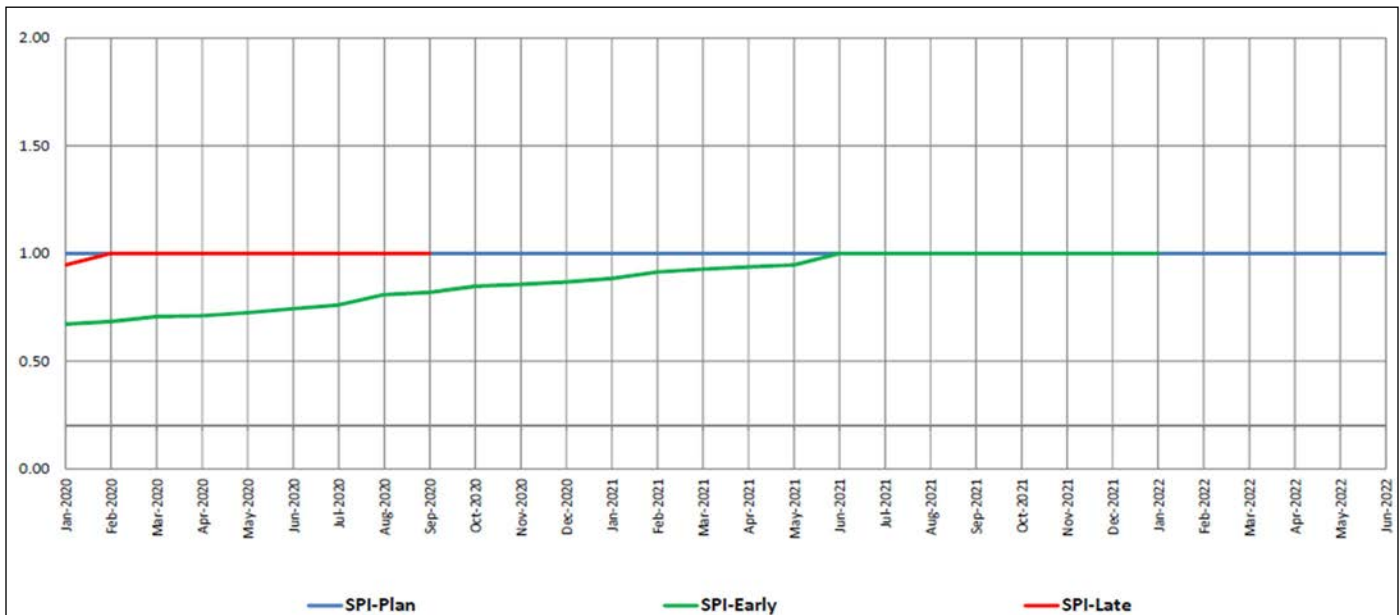
Schedule Summary

The T100 January 2022 monthly schedule submittal is still under review. The current update does not support a Q1 2022 pre-revenue startup date but is used for planning purposes.



Schedule Performance Index

This period the early SPI and late SPI were 1.0, the same as last month. The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. Upon receipt from the Contractor of planned values to completion, ST will incorporate that data into the SPI and report accordingly. Until such time, SPI will remain at 1.0.



Next Period's Activities

- Heading 1: Begin installing electrical equipment at Old City Hall and S. 4th Street stations. Begin registering OCS wire runs 7 and 8 from Yakima to TPSS #1.
- Heading 2: continue traffic signal installation at the Division Ave. and MLK intersection. , Continue flatwork (curb and gutter) on outbound side of Division between Yakima and K St intersections. Install electrical equipment at the Stadium station. Complete TPSS #2 underground service connection.
- Heading 3: continue installing positive feeders and negative returns and underground service connection at TPSS #4. Pour Tacoma General station infills and bollards for station canopy steel.
- OMF Building: Install permanent paint on shop floor and perform wash facility training.
- OMF Yard: Continue landscaping on E. 25th Street.

Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- ST continues to refine cost and schedule forecasts to better determine project estimate at completion and revised revenue service date due to delays.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street plan.
- The cutover at 9th and Commerce requires a series of planning workshops which began in January 2020. Participants include ST (including Operations), City of Tacoma and the contractor.

Link Light Rail Hilltop Tacoma Link Extension

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$108,295,000
Change Order Value	\$18,390,736
Current Contract Value	\$126,685,736
Total Actual Cost (Incurred to Date)	\$122,529,534
Percent Complete	97.0%
Authorized Contingency	\$37,114,750
Contingency Drawdown	\$18,390,736
Contingency Index (CI = % Complete/% Ctg Spent)	2.0



Landing TPSS #4 power wires– H3

Link Light Rail Hilltop Tacoma Link Extension



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

Current Progress

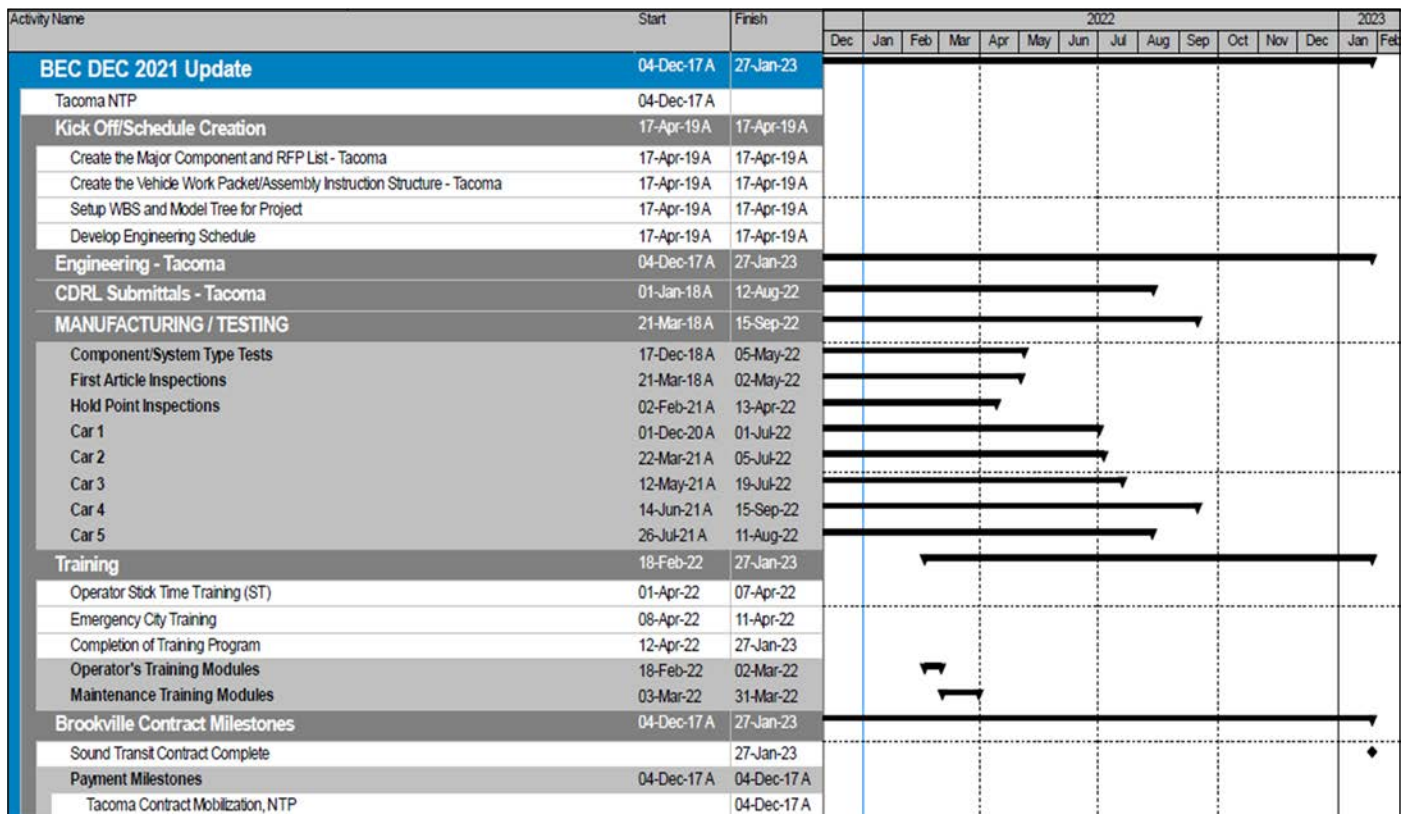
- LRV #1 delivery date slipped from Feb 2022 to Mar 2022.
- LRV #2 delivery date slipped from Apr 2022 to May 2022.
- LRV #3 delivery date slipped from May 2022 to Jun 2022.
- LRV #4 delivery date slipped from Jun 2022 to Aug 2022.
- LRV #5 delivery date slipped from Jun 2022 to Jul 2022.

Schedule Summary

Brookville's January 2021 schedule update submittal is represented in this reporting period.

LRV #1 arriving at the OMF in Tacoma in early Mar 2022 with last car arriving in Aug 2022. The schedule graphic below indicates all vehicles will be delivered in time for revenue service in Q3 2022.

Delays to receipt of materials/subcomponents and personnel resource availability have impacted final assembly and delivery dates of vehicles to Tacoma. These materials/subcomponents include: Ceiling Panels, cab partition wall, master controller, coupler, axles, ceiling cove enclosures and bridge plates for Vehicle 2-5.



Link Light Rail

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

Project Summary

Scope The I-90 Two-Way Transit and HOV Operations (Stage 3) project provides approximately four miles of HOV lanes in each direction of the outer roadway between 80th Avenue South on Mercer Island and Rainier Avenue in Seattle. The project includes upgrades and retrofits to the fire, life, safety, and other systems in the Mount Baker and Mercer Island/First Hill tunnels. The project also includes remaining dowel bar retrofit work on the west side of Lake Washington, and the installation of screening on the shared-use pathway on the I-90 floating bridge.

Phase Post-Construction

Budget \$207.6 Million

Schedule Construction Complete: December 2020 for Primary work; Third Party oversight to continue through 2025.



Since June 2017, the project has provided 24/7 HOV access on I-90 between Seattle, Mercer Island and Bellevue.

Major Contracts

Group	Scope	Agreement/Contract Amount
WSDOT	PE	\$ 1,549,003
WSDOT	Final Design	\$ 18,022,756
WSDOT	CM Services	\$ 43,192,664
IMCO	Construction	\$132,409,000
City of Mercer Island	Transportation Mitigation	\$10,050,000

Key Project Activities/Milestones

- **Physical Completion, IMCO Contract** – Granted by WSDOT 20-Sep-21.
- **Other Civil Construction** – I-90 Catch Basin Lid & Frame Replacement: Substantial Completion granted 21-Aug-19; Mount Baker Tunnel Hydrant Cover Safety Restriping Substantial Completion granted 5-Jun-20.
 - ♦ Final payment for R8A Construction & CM Services task order received by WSDOT; closeout of Construction Task Orders completed; Final Design task order closeout pending concurrence from WSDOT.
- **Third Party Oversight (City of Mercer Island)** – Ongoing obligation through December 2025.

Closely Monitored Issues

All WSDOT construction work is substantially complete; monitoring of the following item is ongoing:

- City of Mercer Island's appeal of previous litigation dismissal, Mercer Island Transit Integration Agreement
 - ♦ The city's appeal has been dismissed; ST now working with the city towards mutual acceptance of ruling requirements.

Link Light Rail

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



Project Cost Summary

The following tables summarize the cost information for the I-90 Two-Way Transit and HOV Operations (Stage 3) project. Expenditures for the month of January were \$7.7K, for ST staff charges.

A Project budget reserve was realized, and \$18.0M de-committed from the Project; tables below are in millions.

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	\$3.6	\$2.8	\$2.5	\$2.5	\$2.8	\$0.0
Preliminary Engineering	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$0.0
Final Design	\$22.1	\$19.4	\$18.7	\$18.4	\$19.4	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$198.3	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$200.0	\$207.6	\$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
40 Sitework & Special Conditions	\$180.6	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
80 Professional Services	\$26.3	\$23.6	\$22.8	\$22.5	\$23.6	\$0.0
90 Unallocated Contingency	\$18.7	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$200.0	\$207.6	\$0.0

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

Cost Contingency Management

In the table below, the Committed Allocated Contingency included WSDOT-controlled construction contingency plus total ST controlled allocated contingencies. Most of the remaining contingency was de-committed from the Project as the majority of work has been completed; current Total Contingency is just under \$730K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 9.5% of remaining total project budget.

Contingency Status	Baseline Amount	Baseline % of Total	Current Amount	CTG as % of Remaining Work Budgeted
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Committed Allocated Contingency	\$17.0	7.5%	\$0.6	7.1%
Unallocated Contingency	\$18.7	8.3%	\$0.2	2.4%
Total	\$35.7	15.8%	\$0.7	9.5%

Link Light Rail Light Rail Vehicle Fleet Expansion

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.
Phase	Manufacturing
Budget	\$740.7 Million (Baseline September 2015, Amended April 2017)
Schedule	Project Completion: Q3 2024



Siemens Series 2 Link light rail vehicle

Key Project Activities

- Car 253 was delivered to Operation and Maintenance Facility (OMF) East on 1/21/2022.
- 29 cars in final assembly & car shells in fabrication for up to number 109 at Siemens' Sacramento facilities.

Closely Monitored Issues

- Five fleet defects have been declared, commissioning team effort responding to defects is contributing to delay in Conditional Acceptance (CA) of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- OMF Central yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed & monitored.
- Manufacturer continue reporting supply chain interruptions impacting implementation of Field Modification Instructions and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated. Retrofit works planned to start in Q1 of 2022.



Car 252 in final inspections before shipment, Sacramento, CA



Car 245 slide plate replacement at Seattle, WA

Link Light Rail

Light Rail Vehicle Fleet Expansion



Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$740.7M. 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 \$385.7M to which a majority of the cost is attributed to the vehicles phase of \$368.9M. The current period expenditure is \$2.25M. The remaining expenditures were attributed to engineering and 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	\$9.6	\$9.6	\$6.1	\$5.9	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$10.9	\$18.0	\$0.0
Vehicles	\$713.1	\$713.1	\$661.1	\$368.9	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$682.4	\$385.7	\$740.7	\$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	\$705.3	\$705.2	\$669.4	\$372.9	\$705.1	\$0.0
80 Professional Services	\$23.2	\$23.8	\$13.0	\$12.8	\$23.8	\$0.0
90 Contingency	\$12.2	\$11.8	\$0.0	\$0.0	\$11.8	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$682.4	\$385.7	\$740.7	\$0.0

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

Link Light Rail Light Rail Vehicle Fleet Expansion



Risk Management

The following are the top project wide risks:

- Competing demands for extension's project simulated services, SIT and upcoming revenue service preparation reduces the availability of Operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Series 1 LRV ATP retrofit schedule has substantial impact on shipping LRVs #42-100.
- Receiving LRVs at both OMF Central and OMF East create both cost inefficiency (now require two teams in two location to support commissioning activity) as well as increased risk of double handling of LRV as not all testing and commission activities can be performed at OMF East currently.
- COVID-19 remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$58.2M or about 15.5% 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.

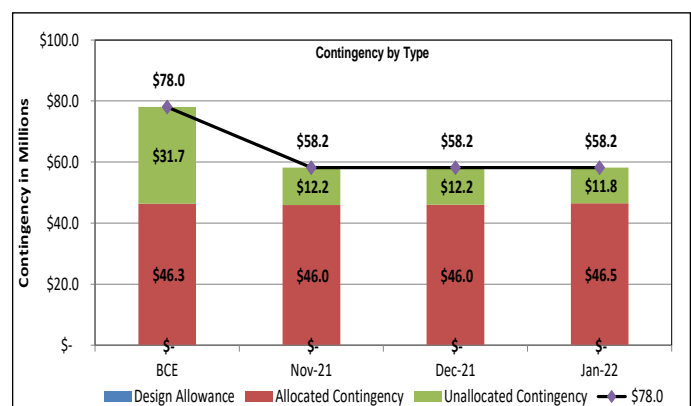
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. Due to the annual budget process, the AC was adjusted by about \$400K to \$46.5M from \$46M in this period.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The annual budget exercise shifted about \$400K from UAC to AC leave the balance for UAC at \$11.8M in this period.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ -	0.0%	\$ -	0.0%
Allocated Contingency	\$ 46.3	6.3%	\$ 46.5	13.1%
Unallocated Contingency	\$ 31.7	4.3%	\$ 11.8	3.3%
Total	\$78.0	10.7%	\$ 58.2	15.5%

Contingency by Type



Link Light Rail Light Rail Vehicle Fleet Expansion



Project Schedule

Percent complete of the Contract Payment Milestones is calculated at 55.25%

The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from Siemens's monthly schedule update. As of January 2022, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below. the LRV manufacturer (Siemens) has delivered 60 cars to Seattle of which 37 cars were Conditionally Accepted. In addition, there are 29 cars fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly.

Sound Transit and Siemens continue to anticipate that all the 152 LRVs will have delivered, commissioned and tested by Sound Transit's baseline completion date of September 2024 and on time for the start of pre-revenue service for each line extension.

As was the case with Northgate Link, should the forecast indicate delay on this interface milestone for future expansion projects measures for managing simulated service during Pre-Revenue may need to be identified and implemented.

Lastly, a summary bar for the ATP retrofit of the Kinkisharyo cars has been added for monitoring. ATP retrofit installation and testing is not expected to complete until Q2 2023.

Activity Name	Start	Finish													
			2022				2023				2024				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	17-Sep-24													
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	14-Feb-22													
LRV Factory Test - Northgate Summary	31-Aug-18 A	27-Feb-20 A													
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	26-Feb-21 A													
28 LRV's conditionally accepted	03-Sep-21 A	03-Sep-21 A													
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	14-Feb-22													
East Link - LRV Summary (Car #41-#86)	28-Feb-20 A	20-Feb-23													
LRV Factory Test - East Link Summary	28-Feb-20 A	11-Jun-21 A													
LRV Delivery to OMF - East Link Summary	24-May-21 A	20-Jun-22													
LRV Conditional Acceptance - East Link Summary	22-Feb-22	20-Feb-23													
Lynnwood Link - LRV Summary (Car #87-#120)	19-Jul-21 A	12-Dec-23													
LRV Factory Test - Lynnwood Summary	19-Jul-21 A	24-Feb-23													
LRV Delivery to OMF - Lynnwood Summary	24-Jun-22	28-Mar-23													
LRV Conditional Acceptance - Lynnwood Summary	27-Feb-23	12-Dec-23													
Extra - LRV Summary (Car #121-#122)	20-Feb-23	08-Jan-24													
LRV Factory Test - Extra Summary	20-Feb-23	17-Mar-23													
LRV Delivery to OMF - Extra Summary	06-Apr-23	18-Apr-23													
LRV Conditional Acceptance - Extra Summary	19-Dec-23	08-Jan-24													
Federal Way Link- LRV Summary (Car #123-#142)	16-Mar-23	21-Jun-24													
LRV Factory Test - Federal Way Summary	16-Mar-23	13-Oct-23													
LRV Delivery to OMF - Federal Way Summary	10-May-23	22-Nov-23													
LRV Conditional Acceptance - Federal Way Summary	15-Jan-24	21-Jun-24													
Downtown Redmond Link- LRV Summary (Car #143-#152)	09-Oct-23	17-Sep-24													
LRV Factory Test - Downtown Redmond Summary	09-Oct-23	08-Feb-24													
LRV Delivery to OMF - Downtown Redmond Summary	11-Dec-23	08-Mar-24													
LRV Conditional Acceptance - Downtown Redmond Summary	02-Jul-24	17-Sep-24													
LRV ATP Retrofit Summary - Siemens	12-Jul-21 A	12-May-23													

Link Light Rail Light Rail Vehicle Fleet Expansion



LRV Delivery and Testing Progress as of January 31, 2021

LRV status	Received / Delivered	Testing in progress	Conditionally Accepted	Entered Revenue
Planned	101	21	80	80
Actual (Seattle)	48	11	37	37
Actual (Bellevue)	11	11	0	0

Critical Path Analysis

The critical path is completing the on-site Vehicle Performance Qualification Test and Acceptance Testing and Burn-In of all LRVs that have been delivered to Sound Transit site. Delivery and Conditional Acceptance Testing of all 28 light rail vehicles required for Northgate Link has been completed to support Revenue Service. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be complete by September of 2024. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be completed by September of 2024. However, current forecasts notes that Conditional Acceptance may impact Pre-Revenue Service for future expansion projects. As was the case with Northgate Link, should the forecast indicate delay on this interface milestone for future expansion projects, measures for managing simulated service during Pre-Revenue may need to be identified and implemented.

Activity Name	Start	Finish												
			2022	2023	2024	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	30-Mar-21 A	17-Sep-24												
Northgate Link - LRV Summary (Car #1 - #40)	30-Mar-21 A	14-Feb-22												
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	14-Feb-22												
East Link - LRV Summary (Car #41-#86)	22-Feb-22	20-Feb-23												
LRV Conditional Acceptance - East Link Summary	22-Feb-22	20-Feb-23												
Lynnwood Link - LRV Summary (Car #87-#120)	27-Feb-23	12-Dec-23												
LRV Conditional Acceptance - Lynnwood Summary	27-Feb-23	12-Dec-23												
Extra - LRV Summary (Car #121-#122)	19-Dec-23	08-Jan-24												
LRV Conditional Acceptance - Extra Summary	19-Dec-23	08-Jan-24												
Federal Way Link- LRV Summary (Car #123-#142)	15-Jan-24	21-Jun-24												
LRV Conditional Acceptance - Federal Way Summary	15-Jan-24	21-Jun-24												
Downtown Redmond Link- LRV Summary (Car #143-#152)	02-Jul-24	17-Sep-24												
LRV Conditional Acceptance - Downtown Redmond Summary	02-Jul-24	17-Sep-24												
LRV ATP Retrofit Summary - Siemens														

Link Light Rail

Light Rail Vehicle Fleet Expansion



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 project team has updated the Planned FTE Monthly Average estimate for the year.

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for January 2022. 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	9.2	5.6	3.6
Consultants	6.9	5.7	1.2
TOTAL	16.1	11.3	4.8
An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail

Link Operations & Maintenance Facility: East

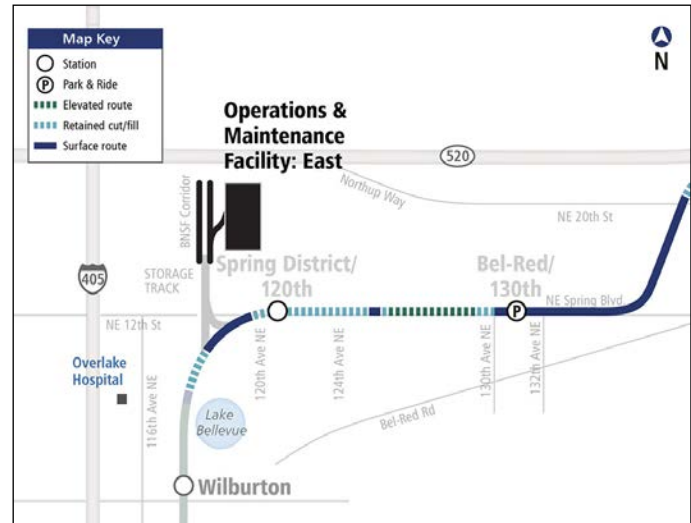
Project Summary

Scope The Link Operations and Maintenance Facility: East (OMF East) project, located in the City of Bellevue, includes a 145,000 SF OMF building plus a 35,000 SF MOW Building that will maintain, store and deploy and expanded light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 LRVs.

Phase Operation / Warranty Period

Budget \$449.2 Million (Baselined July 2016)

Schedule Substantial Completion Achieved:
December 2020



Map of OMF East Site

Key Project Activities

- Post Acceptance monitoring of facilities.
- Closeout of non-conformance and repair work.

Closely Monitored Issues

- Performance of the 2-years Measurement and Verification activities.

Risk Management

Substantial Completion was achieved in December 2020. OMFE has been turned over to Operations. Some residual risk remains within the project are actively monitored and others have been transferred over to Operations for their monitoring.

The residual risk on the project are as follows:

- **Scope:** Scope Interfaces with E750 Systems when ELE has to integrate OMF East with OMF Central through East Link.
- **Start Up:** Closure of open items and workarounds on and various punch list items, as well as miscellaneous follow on scope satisfactorily transition over to Operations as well as East Link tie in in 2022.



OMFE Site

Link Light Rail

Link Operations & Maintenance Facility: East



Project Cost Summary

The Baseline Budget (July 2016) for the OMF East is \$449.2M. The OMF East 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 Estimated Final Costs (EFC) continues to be projected at approximately \$449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period's project expenditure is approximately \$206K. The total project cost incurred increased from approximately \$377M to \$377.3M. The majority of the costs are driven by post acceptance activities or associated startup cost in the Construction phase.

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	\$17.6	\$17.6	\$10.6	\$10.6	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$8.7	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.6	\$17.7	\$19.3	\$0.0
Third Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$240.0	\$237.8	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$379.9	\$377.5	\$449.2	\$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	\$2.6	\$4.4	\$4.4	\$4.3	\$4.3	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$134.1	\$133.0	\$141.5	(\$5.4)
40 Sitework & Special Conditions	\$43.6	\$48.5	\$43.0	\$42.3	\$45.4	\$3.2
50 Systems	\$43.0	\$41.6	\$41.2	\$40.9	\$41.2	\$0.4
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$222.7	\$220.5	\$232.4	(\$1.8)
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$71.6	\$70.3	\$54.5	\$54.4	\$68.5	\$1.8
90 Unallocated Contingency	\$13.8	\$13.8	\$0.0	\$0.0	\$13.8	\$0.0
Total (10 - 90)	\$449.2	\$449.2	\$379.9	\$377.5	\$449.2	\$0.0

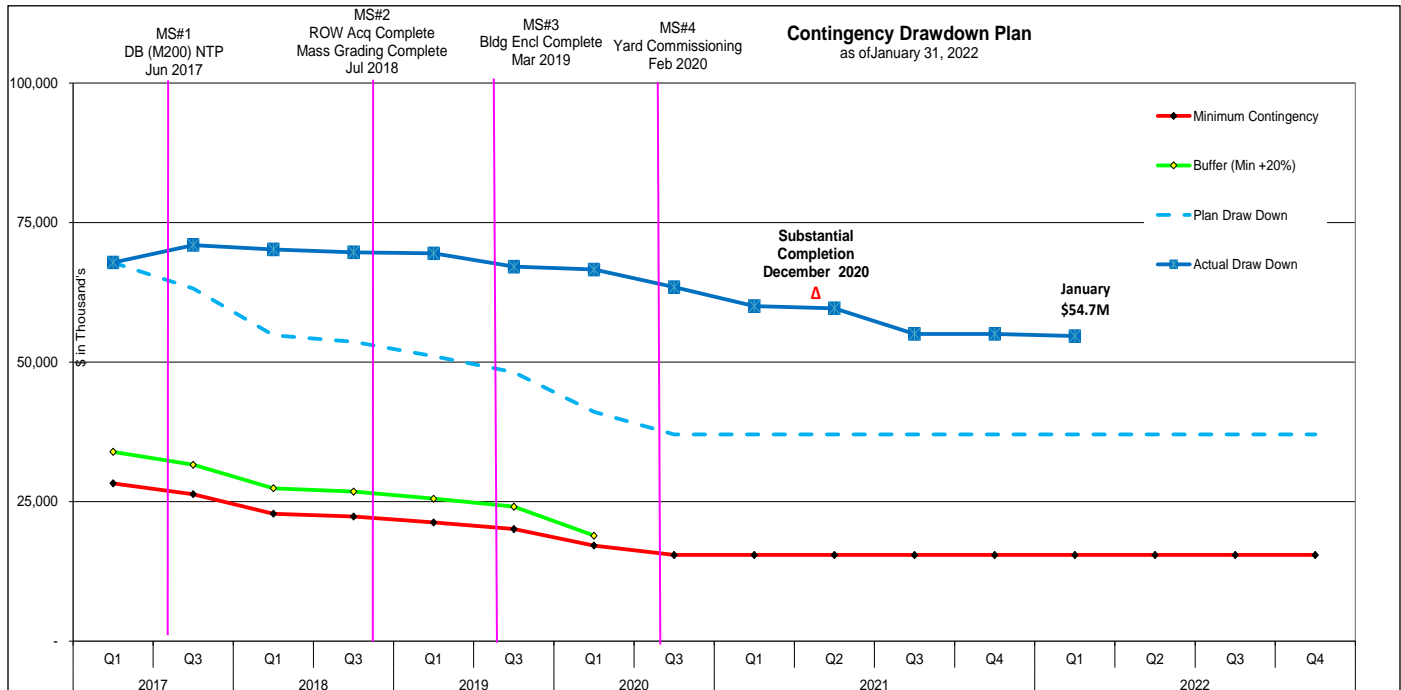
Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Link Light Rail

Link Operations & Maintenance Facility: East

Contingency Drawdown

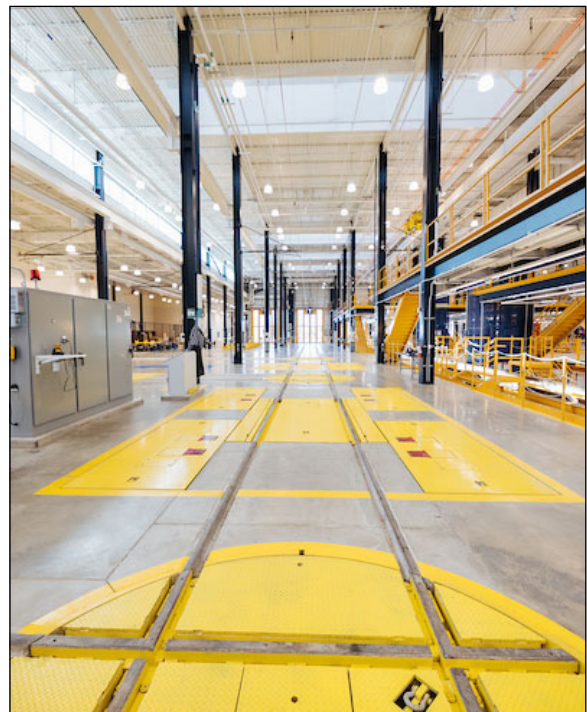
At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positive. Project contingency at this juncture remains unchanged from the previous quarter and is expected to remain positive with the total contingencies balance in January 2022 at approximately \$54.7M. Any future contingency draw may be associated with cost allocation of ancillary scopes associated with the Start Up of near term extension projects. That said, surplus in this project is expected.



Contract M200 - OMF East Design Build Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$16,194,706
Current Contract Value	\$235,106,706
Total Actual Cost (Incurred to Date)	\$233,108,164
Percent Complete	99.9%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$16,194,706
*Contingency Index	1.3

*Excludes Betterments



Operations and Maintenance Facility East in Bellevue

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. This annual projection remains constant from month to month for the year. The Year-to-Date (YTD) FTE represents the total actual 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 January 2022. The variance shown is due to longer than anticipated need to support the operational transition and residual project work during this close out phase of the project. The negative variance is not indicative of an immediate budget overage. OMF East has adequate budget to address these cost pressure.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.6	2.9	(1.3)
Consultants	1.0	2.1	(1.1)
TOTAL	2.6	5.0	(2.4)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

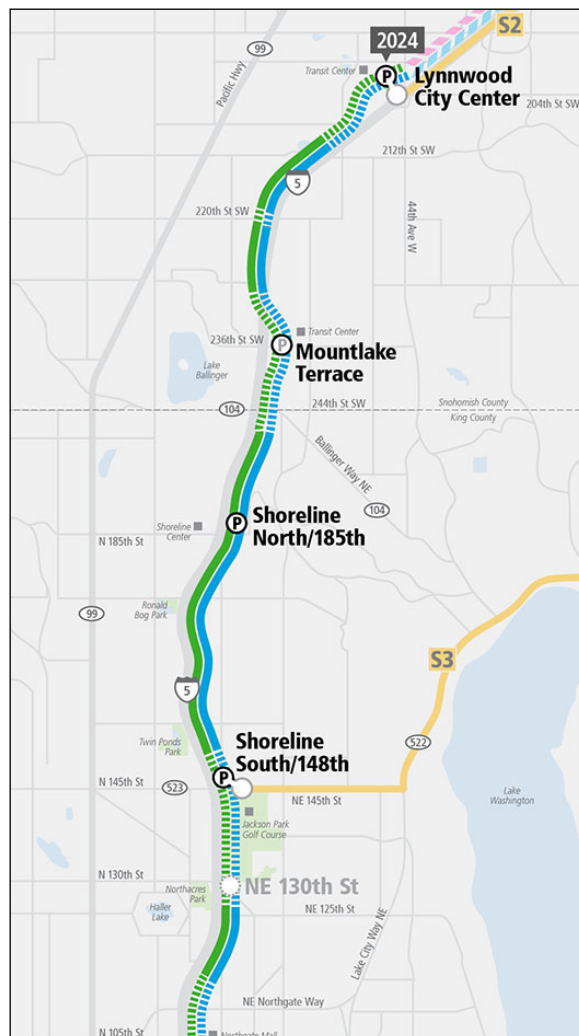
Link Light Rail

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	Shoreline South/148th Shoreline North/185th Mountlake Terrace Lynnwood City Center
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	\$2.772 Billion (Baseline May 2018)
Schedule	Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station plaza level grading, as well as electrical and mechanical rough-in for the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station including station canopy steel framing (L200).
- Continued construction of the Mountlake Terrace Station, including interior room finishes (L300).
- Continued construction of the Lynnwood City Center Station, including escalator installation, site plaza grading and deck concrete for the adjacent parking garage (L300).
- Both civil contracts (L200/L300) have added additional rail crews, and (L200) has begun the installation of ballasted track.

Closely Monitored Issues

- Concrete material supply within King County is being disrupted by an ongoing labor dispute. Snohomish County (L300) is seeing intermittent disruption of concrete material supply due to the labor dispute.
- Milestone dates for guideway and facility handovers from the civil to the systems contractor are under active review.
- Erosion/sediment control measures are being closely monitored on both civil contracts during the wet / winter season.

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, \$29.9M 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, third party coordination, and 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	\$98.2	\$98.2	\$52.8	\$52.5	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$142.6	\$139.3	\$164.2	\$0.0
Construction Services	\$128.4	\$139.0	\$110.2	\$74.3	\$139.0	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$12.8	\$10.4	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,908.2	\$1,150.3	\$2,094.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$219.1	\$178.2	\$173.7	\$219.1	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,443.7	\$1,639.5	\$2,771.6	\$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	\$791.8	\$1,002.2	\$681.9	\$423.5	\$791.8	\$210.4
20 Stations	\$333.8	\$333.8	\$413.8	\$230.8	\$432.9	-\$99.2
30 Support Facilities	\$2.0	\$2.0	\$0.2	\$0.1	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$606.5	\$431.1	\$585.7	-\$159.5
50 Systems	\$244.4	\$244.4	\$195.8	\$57.7	\$218.1	\$26.3
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,898.1	\$1,143.3	\$2,030.5	-\$21.9
60 ROW, Land	\$235.7	\$229.7	\$178.2	\$173.7	\$219.1	\$10.6
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.0	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$448.6	\$367.5	\$322.5	\$472.9	-\$24.3
90 Unallocated Contingency	\$292.2	\$83.4	\$0.0	\$0.0	\$47.8	\$35.6
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,443.7	\$1,639.5	\$2,771.6	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal 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 \$55.7M due to construction change orders along with movement of contingencies to future commitments to support upcoming Board actions for various phases.

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	\$197.6	7.1%	\$126.1	11.1%
Unallocated Contingency	\$292.2	10.5%	\$47.8	4.2%
Total:	\$737.7	26.6%	\$173.9	15.4%

Contingency by Type

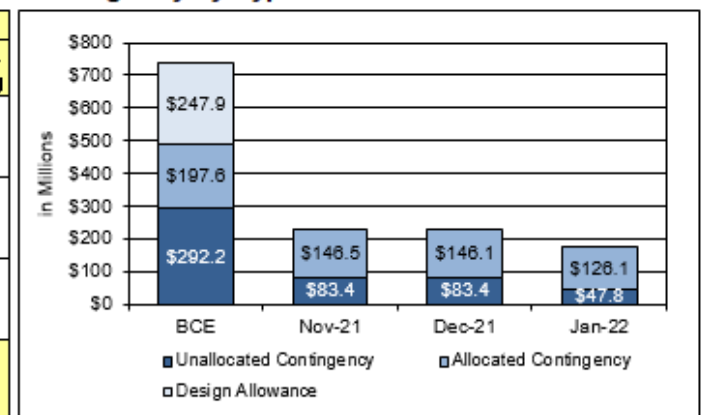
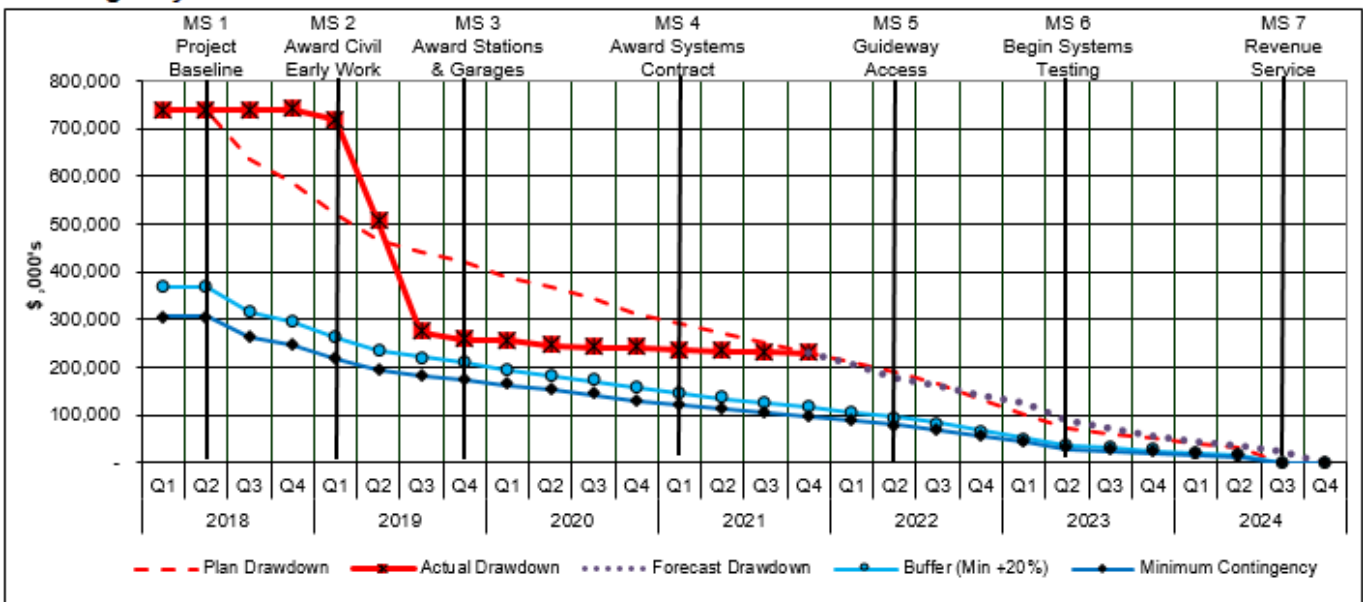


Table figures are shown in millions.

Contingency Drawdown



Risk Management

The following are the top project risks:

- Availability and budget for ongoing design support during the construction phase.
- Inability to supply adequate electrical power for the Shoreline South/148th station, garage and nearby TPSS in time to support testing in Q2 2022.
- Systems subcontractor may impact completion based on their volume of work across multiple projects.
- Third parties / AHJ may request additional scope as part of permit inspections / approvals.
- Ongoing labor dispute affecting ready-mix concrete deliveries resulting in delay of civil handover to follow on systems contractor.

Project Schedule

Weighted percent complete of the major construction contracts is calculated at 59.2%

The Master Schedule has been updated through January. The schedule updates for L200, L300, and L800 are currently under review. The ongoing labor dispute related to ready-mix concrete deliveries continues to be the driving element of the project schedule. The project retains a projected 96 days of project float as of the end of January. ST/CMC are currently developing recovery scenarios to mitigate the projected impacts of the labor dispute.

Activity Name	Start	Finish	2021											
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
LLE Master Schedule	20-May-10A	29-Feb-24												
Project Administration	20-May-10A	29-Feb-24												
Final Design/Preconstruction	01-Sep-15A	18-Dec-23												
Project Wide Utilities	01-Aug-18A	25-Mar-19A												
L200 - Third Party Agreements	01-Aug-16A	03-Oct-22												
L300 - Third Party Agreements	02-May-16A	21-Oct-22												
Permitting & AHJ Agreements	07-Jan-15A	15-Aug-22												
Owner Furnished Equipment	01-Oct-21A	30-May-23												
L350 200th St. Widening	09-Apr-18A	05-Jan-23												
North Maint. of Way (MOW)	07-Dec-23	26-Dec-23												
L200 ROW Acquisitions	04-Jan-16A	28-Apr-22												
L200 Civil Construction	25-Dec-18A	12-Nov-23												
L300 ROW Acquisitions	14-Jan-16A	03-Jul-23												
L300 Civil Construction	25-Sep-18A	05-Aug-23												
L800 Systems Construction	04-Dec-20A	08-Jan-24												
LLE Rail Activation	02-Aug-21A	17-Jul-24												
RA Tasks	02-Aug-21A	24-Apr-24												
Pre-Revenue Service	06-Dec-23	05-Apr-24												
Revenue Service Preparation	16-Mar-24	13-Apr-24												
Revenue Service - FFGA	13-Apr-24	17-Jul-24												
Program Wide Float - (96 CD)	13-Apr-24	17-Jul-24												
Revenue Service - 7/17/2024		17-Jul-24												

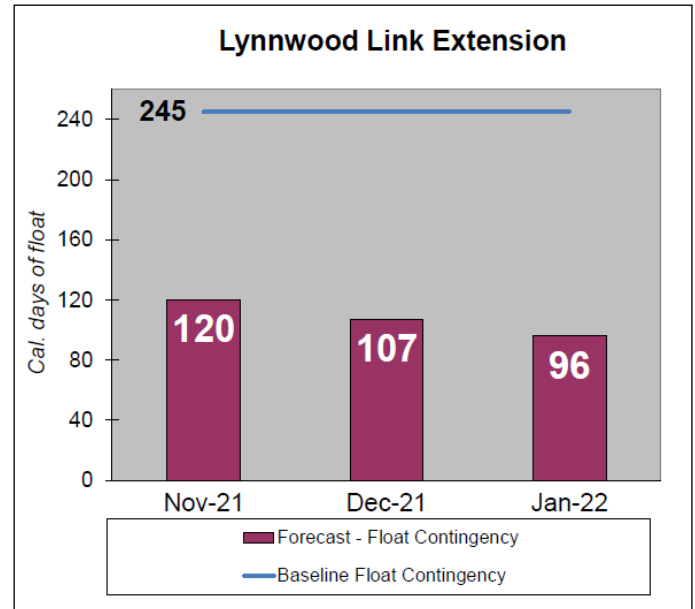
Link Light Rail Lynnwood Link Extension



Project Float

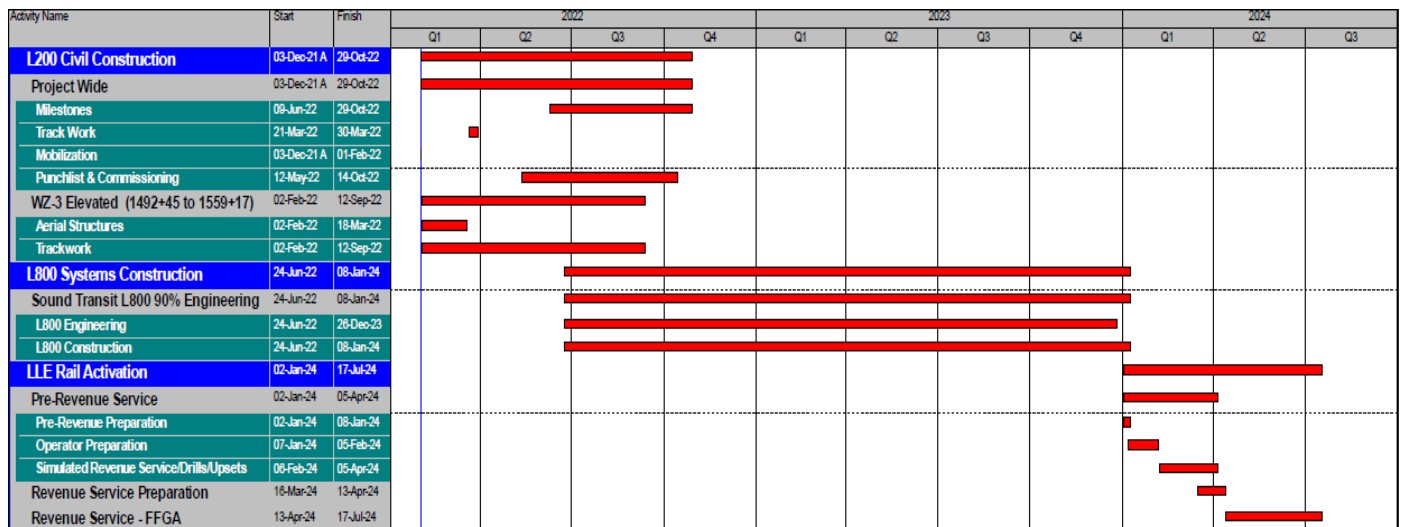
The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 96 days remaining between completion of work and the July 17, 2024 revenue service date. While ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work, the ongoing labor dispute related to ready-mix concrete deliveries continues to be the current driver of the schedule.

The float reported is based on the January schedule updates from both civil and systems contractors, which is still under review.



Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. As of the end of January, the critical path continues to be driven by the ongoing labor dispute related to ready-mix concrete delivery drivers and King County concrete suppliers. ST and SKH are working on recovery schedules based on multiple potential conclusion dates of the dispute. As the dispute continues, it continues to overshadow any other concurrent weather related delays.



Community Engagement

Distributed construction alerts via project page, .gov list server, email and door-to-door for activities around the project site, including:

- Night work on NE 145th Street and adjacent I-5 ramps in Seattle, as well as on NE 175th Street and the adjoining I-5 ramps in Shoreline; additionally, night work on along the I-5 and State Route 104 Interchange through December.
- Reopening NE 189th Street, NE 185th Street and 5th Avenue NE, and at NE 183rd Court and NE 182nd Court to traffic in Shoreline.
- Nighttime closures of 236th Street SW in Mountlake Terrace, as well as nightly MLT garage entrance closure; additionally, nighttime temporary water shut offs along 48th Ave in Lynnwood.
- Daytime noise alert for water jet vacuum excavation at the Aldercrest staging yard.

Community Engagement staff also closed out three (3) temporary construction easements, held one property owner meeting, along with one community conversation with local Community Based Organizations for the Lynnwood TOD project.

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. For Lynnwood Link Extension total number of parcels available for construction is 341.

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
363	400	783	755	387	381
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p>					

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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 average 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.

Less ST staff than planned. Less consultants than planned due to reduction of civil/systems final design they reached completion.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	41.5	38.5	3.0
Consultants	120.0	108.0	12.0
TOTAL	161.5	147.0	15.0
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173			

Construction Safety

Data/Measure	January 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	32
Days Away From Work Cases	0	0	4
Total Days Away From Work	0	0	60
First Aid Cases	0	0	68
Reported Near Mishaps	0	0	60
Average Number of Employees on Worksite	600	-	-
Total # of Hours (GC & Subs)	158,359	158,359	3,288,350
OSHA Incident Rates	January 2021	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	1.95
LTI Rate	0.00	0.00	0.24
Recordable National Average	2.5		
LTI National Average	1.1		
Recordable WA State Average	5.2		
LTI WA State Average	2.9		
* 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 Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued direct fixation and ballasted track work installation.
- 148th Station - Continued erection of canopy steel. Began escalator footings/formwork.
- 148th Garage - Continued elevator steel erection. Continued painting level 4 and dry finishes on levels 5 & 6.
- 185th Station - Continued ancillary building roof decking installation. Continued pedestrian overcrossing steel erection.
- 185th Garage - Continued waterproofing and backfilling. Continued decking formwork on levels 2 and 3.

Schedule Summary

The December update forecasts a September 30, 2023 substantial completion date, 74 calendar days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path continues to be driven by the ongoing labor dispute related to ready-mix concrete drivers and King County batch plant operators. ST, its construction management consultants, and SKH are currently evaluating the impact and potential recovery efforts that could be put in place.

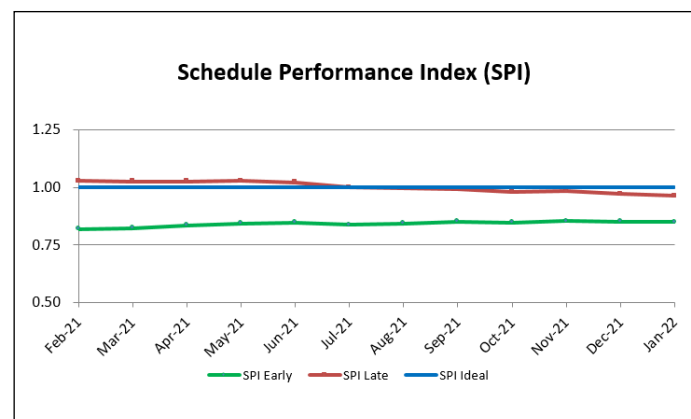
Activity Name	Start	Finish	2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L200 Civil Construction	25-Dec-18 A	12-Nov-23								
L200 Civil Construction	25-Dec-18 A	12-Nov-23								
Project Wide	25-Dec-18 A	12-Nov-23								
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	01-Dec-22								
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	30-Mar-23								
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	01-Aug-23								
WZ-4 145th Station & Garage	08-Apr-19 A	14-Jun-23								
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	01-May-23								
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	05-Oct-22								
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	13-Sep-23								
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	21-Nov-22								
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	27-Jul-23								
WZ-10 185th Station & Garage	15-Apr-19 A	04-May-23								
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	01-May-23								

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.85 (no change from last period).

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

The SPI indicates progress is trending behind the optimistic schedule dates, but close to plan compared to the late dates.



Link Light Rail Lynnwood Link Extension

Work Zone Overview



Next Period Activities:

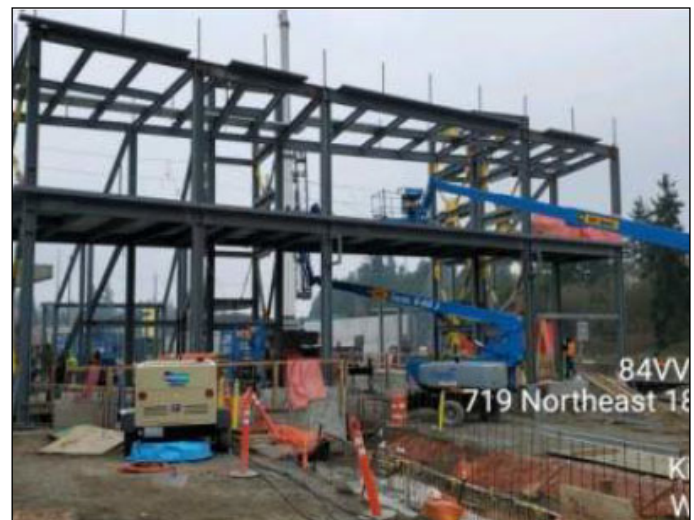
- Continue concrete placement of deck spans and curbs pending resolution of concrete delivery labor dispute.
- Continue MSE wall construction.
- Continue installing 148th station canopy steel and mechanical/electrical framing and rough-ins.
- Begin 185th station canopy steel priming/coating and continue pedestrian walkway structural steel.
- Continue ballasted track work installation.

Closely Monitored Issues:

- Electrical utility crew availability to supply power feeds on schedule for systems testing.
- Ongoing labor dispute between ready-mix concrete delivery drivers and batch plant operators.
- Number of field changes due to design inconsistencies.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$765,633,414
Current Contract Value	\$853,780,672
Total Actual Cost (Incurred to Date)	\$557,967,239
Percent Complete	62.4%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$13,782,408
Contingency Index	2.0



185th station pedestrian overcrossing

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 concrete placements at the elevated deck level 3 of the Lynnwood City Center garage.
- Continued track work and plinth installation at the I-5 overcrossing, as well as rail installation along the alignment.
- Continued stairwell and elevator shaft construction at the Mountlake Terrace and Lynnwood stations.
- Continued finishes and electrical/mechanical rough-ins for ancillary rooms at Mountlake Terrace and Lynnwood stations.
- Continued installation of electrical vaults and Traction Power Substation (TPSS) foundations.
- Continued soil nail, cast-in-place, and MSE retaining wall construction.

Schedule Summary

The January update from Skanska forecasts an August 4, 2023 Substantial Completion date, 11 days ahead of schedule. The critical path is driven by completion of Lynnwood Parking Garage, followed by completion of the Transit Center. Currently the final guideway turnover to L800, the north segment, is 18 days behind. Guideway construction has been intermittently impacted by the ongoing labor dispute related to ready-mix concrete drivers and King County batch operators at the south end of the contract limits. ST and Skanska are evaluating means of recovering this milestone.

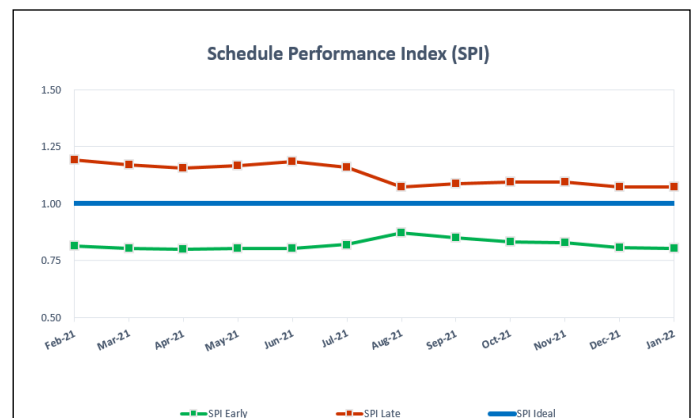
Activity Name	Start	Finish	Q1	Q2	Q3	Q4	Q1	Q2	Q3
L300 Civil Construction	25-Sep-18 A	05-Aug-23							
L300 Civil Construction	25-Sep-18 A	05-Aug-23							
MILESTONES	25-Sep-18 A	05-Aug-23							
ROW ACQUISITIONS (PARCELS & TCE)	04-Jun-19 A	07-Mar-23							
PERMITTING	01-Feb-19 A	08-Mar-22							
SUBMITTALS	12-Apr-19 A	11-Apr-23							
MATERIAL PROCUREMENT	07-Aug-19 A	30-Jul-22							
EARLY WORK	20-Feb-19 A	25-May-23							
CONSTRUCTION	22-Jul-19 A	25-Jul-23							
PLACEHOLDER	23-Mar-20 A	04-May-20 A							
Main Package Construction Contract Element	25-Oct-19 A	25-Jul-23							
Mobilizations	25-Oct-19 A	17-Mar-23							
3rd Party Utilities	22-Jul-19 A	16-Sep-20 A							
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19 A	17-Mar-23							
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	13-Jan-20 A	18-Apr-23							
220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)	23-Dec-19 A	30-Jan-23							
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20 A	05-Jul-23							

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.80 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.07 (same as last period).

The SPI trends indicate progress is trending behind the optimistic schedule dates, but work is progressing well compared to the late dates of the schedule.



Link Light Rail Lynnwood Link Extension

Work Zone Overview



Next Period's Activities

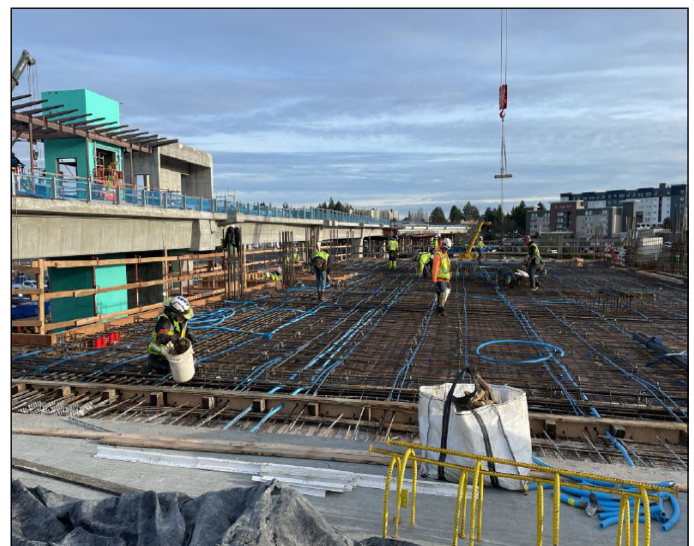
- Continue stairwell and elevator shaft construction at the Mountlake Terrace and Lynnwood stations.
- Continue deck installation at all erected girder spans.
- Continue Lynnwood City Center parking garage work.
- Continue installation of TPSS foundations.
- Continue MSE, soil nail and cast-in-place retaining wall construction.

Closely Monitored Issues

- Ongoing labor dispute between ready-mix concrete delivery drivers and batch plant operators.
- Number of field changes due to design inconsistencies.
- Erosion and sediment control during the wet season.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$793,198,598
Current Contract Value	\$850,085,229
Total Actual Cost (Incurred to Date)	\$523,952,130
Percent Complete	61.6%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$15,085,229
Contingency Index	1.8



Lynnwood City Center parking garage deck placement

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

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

- Continued development of engineering submittals and subcontract packages.
- Approvals and procurement of key equipment including Traction Power Substation (TPSS).

Schedule Summary

The L800 December schedule update forecasts a contract completion of October 27, 2023, 49 days later than the contractual date. The critical path is driven by the change in the handover date from L200 from February 28th to May 1st 2022. MEC is currently working on mitigation plans. ST is continuing to monitor the progress, as well as looking for opportunities to improve the overall work plan.

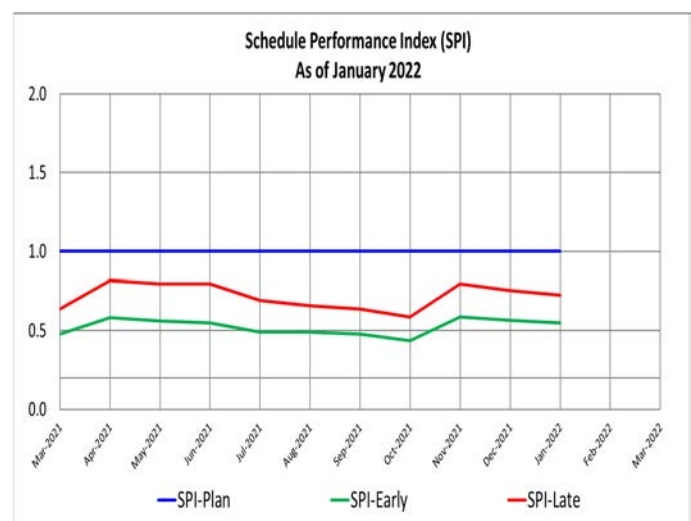
Activity Name	Start	Finish	2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L800 Systems Construction	04-Dec-20 A	08-Jan-24								
L800 Systems Construction	04-Dec-20 A	08-Jan-24								
Sound Transit L800 90% Engine	04-Dec-20 A	08-Jan-24								
L800 Engineering	04-Dec-20 A	26-Dec-23								
L800 Milestones	04-Dec-20 A	26-Dec-23								
L800 Submittals	04-Dec-20 A	03-Dec-23								
L800 OCS	01-Jun-21 A	03-Dec-23								
L800 Traction Power/Substations	04-Dec-20 A	29-Oct-23								
L800 Signals	07-Dec-20 A	10-Nov-23								
L800 Communications	01-Feb-21 A	20-Oct-23								
L800 SCADA	27-May-22	16-Jun-23								
L800 Construction	04-Dec-20 A	08-Jan-24								
L800 OCS	01-Feb-21 A	04-Aug-23								
L800 Traction Power / Substations	04-Dec-20 A	28-Jul-23								
L800 Signals	04-Dec-20 A	14-Sep-23								
L800 Communications	04-Dec-20 A	24-Aug-23								
L800 SCADA	01-Jul-21 A	28-Jun-23								
L800 Testing and Commissioning	05-Aug-22	08-Jan-24								

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.55 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.72 (decrease from last period).

The SPI trends indicate progress is trending behind the optimistic and conservative schedule dates. Engineering submittals were planned very optimistically in the baseline schedule, and have not been completed as quickly as planned.



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, Overhead Catenary System (OCS), train control signal systems, and communications.
- Continued procurement of key equipment including Traction Power Substation (TPSS) and train control signal system buildings.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as network switches, TPSS units and signal houses.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) equipment.
- Monitoring permitting approvals by Washington State Department of Labor & Industries for TPSS and signal house prefabricated structures.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$72,801
Current Contract Value	\$148,072,801
Total Actual Cost (Incurred to Date)	\$30,964,061
Percent Complete	26.0%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$72,801
Contingency Index	37.0



Representative TPSS unit.

Link Light Rail

NE 130th St Infill Station



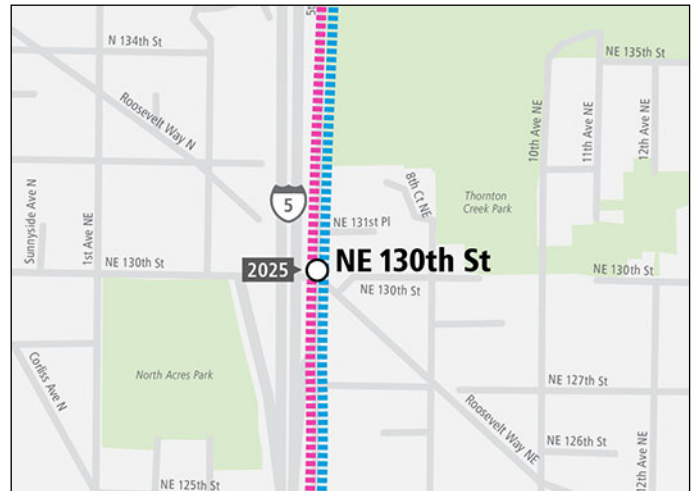
Project Summary

Scope Construct foundation and substructure elements and complete final design for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

Phase Final Design / Early Construction

Budget \$36.4 Million

Schedule Target date for station opening: 2025



Map of Project Alignment & Rendering of Station

Key Project Activities

- Ongoing negotiations with contractor for C2 and C3 packages.
- Prepared documentation for Board actions related to baseline budget and schedule.

Project Cost Summary

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

In the current period, \$731k was incurred. The major project expenditures were for construction services, final design and staffing.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$2.0	\$2.0	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$9.3	\$8.9	\$10.8	\$0.0
Construction Services	\$2.1	\$1.6	\$1.4	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.7	\$0.5	\$0.9	\$0.0
Construction	\$16.0	\$6.3	\$5.2	\$16.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$36.4	\$22.7	\$20.8	\$36.4	\$0.0

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

Link Light Rail NE 130th St Infill Station



Risk Management

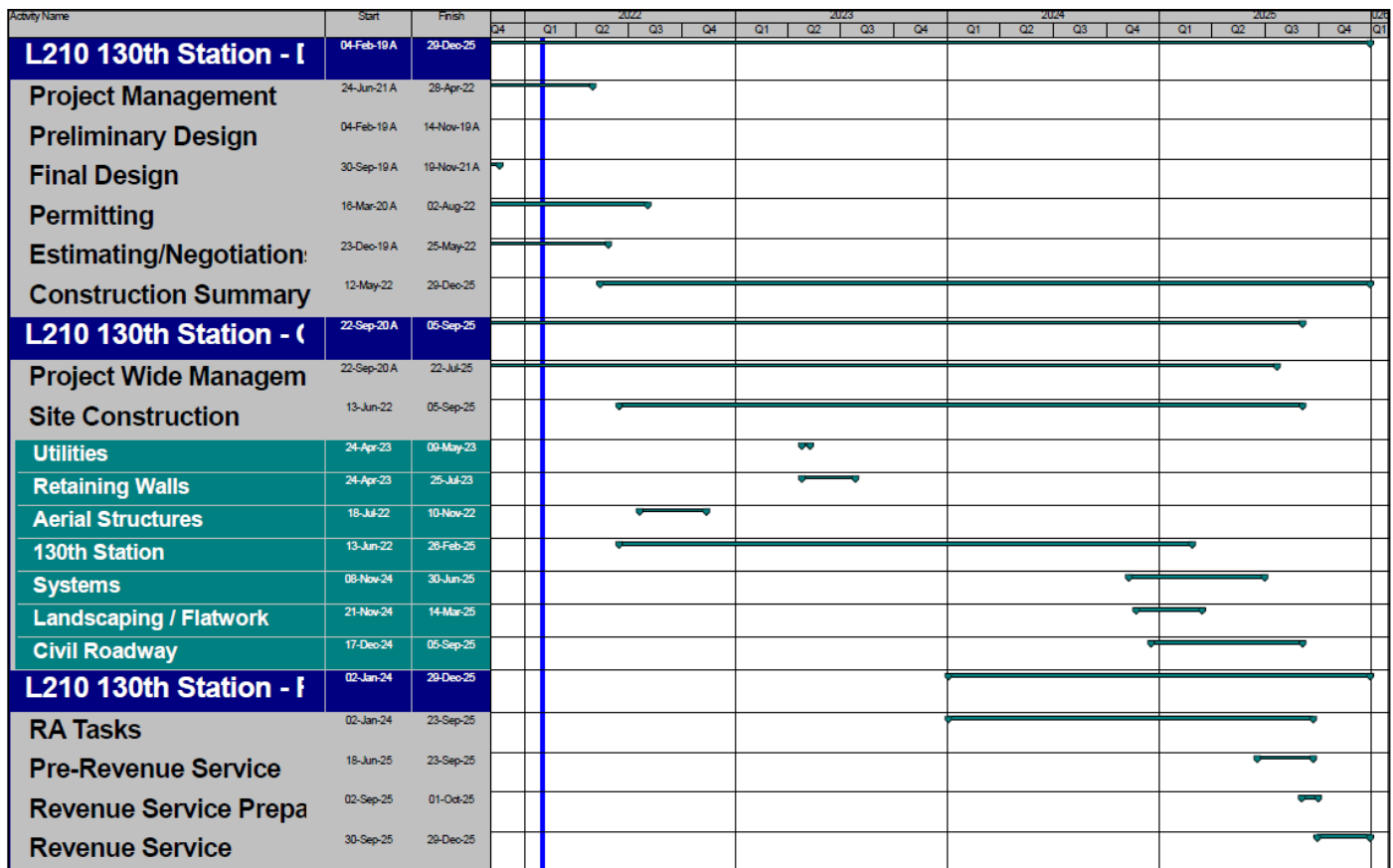
The following are the top project risks identified:

- Local permitting authorities may require additional right-of-way improvements beyond what was budgeted.
- Added cost savings measures may require added re-design and major schedule impact to 2025 delivery.
- Potential challenges in synchronizing specific construction milestones with Lynnwood Link.

Project Schedule

Design for the station, both Civil and Systems, is essentially complete. Pricing and negotiation efforts are currently underway. Permitting activities for the building, WSDOT utility and Street Improvement permits are ongoing. Development of construction and activation schedules has advanced and these schedules are now included as part on the integrated schedule.

Construction of the initial C1 package is complete.



Community Engagement

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

- Preparing for future online open house planned for Q2 2022.
- Answering questions from the public about current station renderings.
- Preparing for presentation of the final station finishes package to the Seattle Design Commission.

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 project team has updated the Planned FTE Monthly Average estimate for the year.

The YTD Actual FTE Monthly Average through the end of the current period is above the Planned FTE Monthly Average, with more design and CM staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.8	3.0	2.8
Consultants	4.0	8.0	(4.0)
TOTAL	9.8	11.0	(1.3)
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Contract Cost Summary

Civil Final Design Overview

Sound Transit executed an amendment with HNTB Jacobs to perform civil final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive civil contract documents for construction, design coordination and cooperation with the GC/CM contractors, permit support, survey, geotechnical investigations, right-of-way planning and acquisition support, third party coordination support, risk assessment support, value engineering and constructability support, building and station design and sustainability reports. Work this period included assisting with station permitting and WSDOT approvals.

Present Financial Status	Amount
HNTB Jacobs– Civil Final Design	
Original Contract Value	\$1,570,864
Change Order Value	\$6,291,145
Current Contract Value	\$7,862,009
Total Actual Cost (Incurred to Date)	\$7,541,200
Financial Percent Complete	96%
Authorized Contingency	\$1,951,541
Contingency Drawdown	\$1,913,290
Contingency Index	0.98

Systems Final Design Overview

Sound Transit executed an amendment with LTK Engineering to perform systems final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive contract documents for construction, design coordination and cooperation with the civil final designer, permit support, third party coordination support, risk assessment support, value engineering and constructability support, schedules and cost estimating. Work this period included finalizing IFC documentation.

Present Financial Status	Amount
LTK– Systems Final Design	
Original Contract Value	\$299,332
Change Order Value	\$823,076
Current Contract Value	\$1,122,408
Total Actual Cost (Incurred to Date)	\$1,005,393
Financial Percent Complete	90%
Authorized Contingency	\$110,310
Contingency Drawdown	\$0
Contingency Index	N/A

Construction Overview

Sound Transit executed an amendment to the Lynnwood Link L200 contract with Stacy & Witbeck-Kiewit-Hoffman JV (SKH) for the addition of drilled shafts, columns and crossbeams required for incorporation of the 130th Street station structure into the L200 guideway structure as an “integrated structure.” This is consistent with direction received from Sound Transit Board to progressively advance the station. Work this period included commencement of negotiations based on the Issued for Construction (IFC) set for the remaining station elements.

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	\$5,000,000
Change Order Value	\$37,805
Current Contract Value	\$5,037,805
Total Actual Cost (Incurred to Date)	\$5,037,805
Percent Complete	100%
Authorized Contingency	\$5,372,195
Contingency Drawdown	\$37,805
Contingency Index	14.2

Link Light Rail Northgate Link Extension

Project Summary

Scope

Limits The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.

Alignment The extension begins at UW Station, continues under UW campus, then north to a portal at NE 94th Street, then transitioning to an aerial structure north to Northgate Mall.

Stations U District Station (UDS)
Roosevelt Station (RVS)
Northgate Station and Parking Garage

Systems Signals, track electrification, and SCADA communications

Phase Revenue Service

Budget \$1.899 Billion

Schedule Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140) Roosevelt Station (N150) and Northgate Station (N160):** The project successfully opened for Revenue Service 10/2/21. The project is now in closeout phase, focusing on completion of remaining open project items and documentation of lessons learned.
- **Systems (N830):** Punch list items for all disciplines are in the verification phase prior to full closure. Building Management System (BMS) testing is complete. Minor updates resulting from test findings will be deployed on the Northgate Train Control System (NG TCS) pending completion of field work and scheduling with Operations staff.

Closely Monitored Issues

- **Systems N830:** The team continues to receive, track and close issues that arise post-revenue-service start-up.

Link Light Rail Northgate Link Extension



Project Cost Summary

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

The Estimated Final Cost (EFC) for the project as of this reporting period is \$1,847.3M, which is \$52.5M below the current project budget, unchanged since last period. This period, approximately \$6.0M was incurred, mostly on the active construction and construction management contracts.

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	\$144.9	\$130.4	\$98.5	\$98.4	\$124.1	\$6.3
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$121.8	\$119.9	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$105.5	\$105.1	\$112.2	\$6.1
3rd Party Agreements	\$11.8	\$11.8	\$10.4	\$8.0	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,298.4	\$1,292.0	\$1,341.9	\$10.6
ROW	\$112.3	\$112.3	\$102.1	\$102.1	\$111.0	\$1.3
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
Total	\$1,899.8	\$1,899.8	\$1,751.7	\$1,740.7	\$1,847.3	\$52.5

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	\$595.6	\$522.0	\$516.4	\$515.5	\$521.1	\$0.9
20 Stations	\$376.1	\$464.7	\$461.4	\$459.8	\$465.9	-\$1.2
30 Support Facilities: Yard, Shop	\$5.3	\$6.5	\$6.5	\$6.5	\$6.5	\$0.0
40 Sitework & Special Conditions	\$140.8	\$188.2	\$181.8	\$178.2	\$185.0	\$3.2
50 Systems	\$110.9	\$117.1	\$105.9	\$107.1	\$116.1	\$1.1
Construction Subtotal (10 - 50)	\$1,228.7	\$1,298.6	\$1,272.0	\$1,267.2	\$1,294.5	\$4.0
60 Row, Land, Improvements	\$119.9	\$110.9	\$102.1	\$102.1	\$111.0	-\$0.1
70 Vehicles	\$0.0	\$0.2	\$0.2	\$0.2	\$0.2	\$0.0
80 Professional Services	\$420.7	\$422.9	\$377.4	\$371.3	\$423.5	-\$0.6
90 Contingency	\$130.4	\$67.3	\$0.0	\$0.0	\$18.0	\$49.2
Total (10 - 90)	\$1,899.8	\$1,899.8	\$1,751.7	\$1,740.7	\$1,847.3	\$52.5

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

Risk Management

The remaining top project-wide risks are:

- Follow-on Job Order Contractor (JOC) work may cost more or take longer than anticipated.
- Environmental monitoring and remediation at Key Bank and Silver Platters sites may cost more than anticipated.
- Additional requests from other ST departments may increase project costs and prevent timely closeout.

Community Engagement

- We are 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 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.

Northgate Link Extension has entered Revenue Service and the project is essentially in closeout. The Staffing Plan has been discontinued from 2022 forward.

Below are the actuals for January 2022, which will be the final month reporting on this section.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	N/A	14	N/A
Consultants	N/A	6	N/A
TOTAL	N/A	20	N/A
<i>An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Major Construction Contract Packages

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

N105 Advance Demolition and Site Prep - Demolition of Key Bank Building, removal of underground storage tanks and remediation of contaminated soil at UDS. Demolition site and site prep at strip mall near the NG Station. (Complete)

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

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

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

N140 U District Station Finishes - Civil and architectural finishes work for the U District Station (Substantially Complete)

N150 Roosevelt Station Finishes – Civil and architectural finishes work for the Roosevelt Station (Substantially Complete)

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

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

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

Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, achieved Substantial Completion in April 2020. Hoffman focused on the following activities through the end of January 2022:

- Continued administrative closeout activities.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	
Original Contract Value	\$ 159,836,688
Change Order Value	\$ 14,688,730
Current Contract Value	\$ 174,525,418
Total Actual Cost (Incurred to Date)	\$ 174,170,580
Percent Complete	100.0%
Authorized Contingency	\$ 15,491,834
Contingency Drawdown	\$ 14,688,730
Contingency Index	1.1

Contract N150 – Roosevelt Station Finishes

Current Progress

The N150 Contractor, Hoffman Construction, achieved Substantial Completion in September 2019. Hoffman focused on the following activities through the end of January 2022:

- Continued administrative closeout activities.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N150 Contractor—Hoffman Construction	
Original Contract Value	\$ 152,291,184
Change Order Value	\$ 18,791,006
Current Contract Value	\$ 171,082,190
Total Actual Cost (Incurred to Date)	\$ 171,053,434
Percent Complete	100.0%
Authorized Contingency	\$ 18,914,559
Contingency Drawdown	\$ 18,791,006
Contingency Index	1.0

Contract N160 – Northgate Station, Elevated Guideway, and Parking Garage

Current Progress

The N160 prime contractor, Absher Construction, achieved Substantial Completion in December 2020. Accomplishments through the end of January 2022 include:

- Continued closeout of open change management items.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 19,894,291
Current Contract Value	\$ 193,894,291
Total Actual Cost (Incurred to Date)	\$ 192,507,462
Percent Complete	99.7%
Authorized Contingency	\$ 20,400,000
Contingency Drawdown	\$ 19,894,291
Contingency Index	1.0

Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones in October 2019.

- ST is currently awaiting final billing to proceed with closeout activities.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N180 Contractor - Stacy and Witbeck, Inc.	
Original Contract Value	\$ 71,455,950
Change Order Value	\$ 4,017,015
Current Contract Value	\$ 75,472,965
Total Actual Cost (Incurred to Date)	\$ 75,454,611
Percent Complete	100.0%
Authorized Contingency	\$ 10,718,393
Contingency Drawdown	\$ 4,017,015
Contingency Index	2.67

Contract N830 – Northgate Link Systems, Heavy Civil GC/CM

Current Progress

The N830 Contractor, Mass Electric Construction Co. (MEC) achieved substantial completion in August 2021. MEC is continuing work in the areas below:

- Performed punch list work at U District Station (UDS).
- Performed punch list work at Roosevelt Station (RVS).
- Performed punch list work at Northgate Station (NGS).

Closely Monitored Issues

- None to report.

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$ 104,660,444
Change Order Value	\$ 2,622,955
Current Contract Value	\$ 105,354,827
Total Actual Cost (Incurred to Date)	\$ 105,662,581
Percent Complete	99.7%
Authorized Contingency	\$ 7,233,022
Contingency Drawdown	\$ 2,622,955
Contingency Index	2.79

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

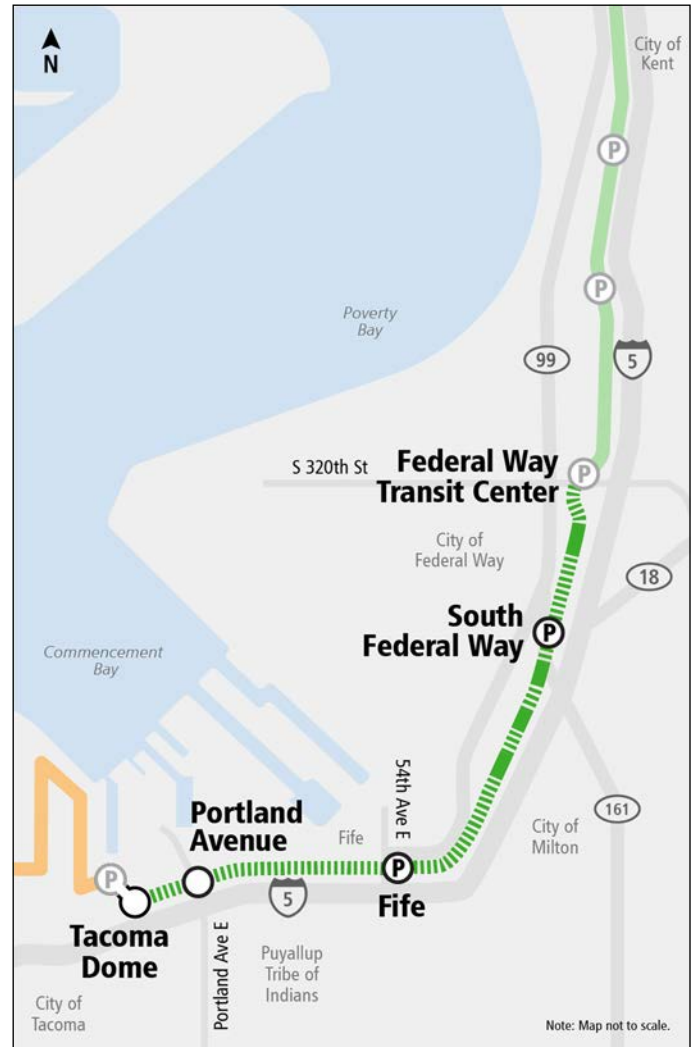
Link Light Rail

Tacoma Dome Link Extension

Project Summary

Scope

Limits	Federal Way Transit Center to South Federal Way, Fife, East Tacoma, 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, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)
Systems	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
Phase	Planning: Alternative Development/Project Development
Budget	\$125.7 Million for Preliminary Engineering Phase 1—Alternative Development Phase 2
Schedule	Target Dates: Tacoma Dome Station, 2032 Parking at South Federal Way & Fife, 2038



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)

- Continued production of the DEIS.

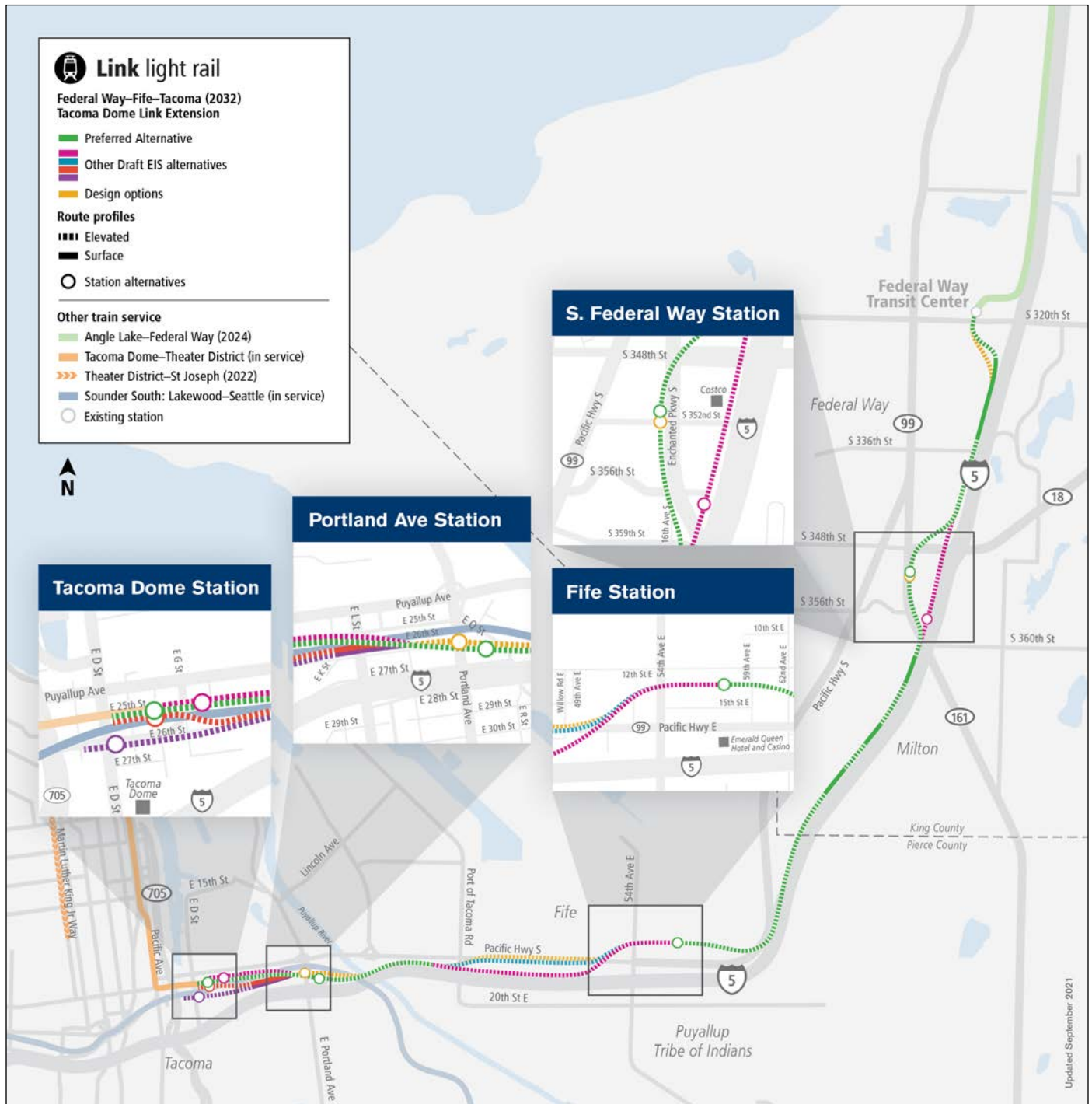
Operations and Maintenance Facility South (OMF South)

- Phase III SOW & budget approved by CCB.
- Phase 3 SOW & Budget Staff Report drafted and entered into CoBRA.
- Continued planning for March OMF South Phase Gate 2 meeting.
- Real Property meetings with Christian Faith Church related to upcoming geotechnical borings.

Link Light Rail Tacoma Dome Link Extension

Project Map

Graphic below depicts addition 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.

For this period \$785K was incurred. The majority of project expenditures were for 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	\$27.8	\$15.0	\$14.9	\$27.8	\$0.0
Preliminary Engineering	\$86.8	\$50.9	\$36.4	\$86.8	\$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	\$6.4	\$2.9	\$0.9	\$6.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$5.4	\$1.0	\$0.5	\$5.4	\$0.0
Total	\$126.4	\$69.8	\$52.8	\$126.4	\$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	\$4.4	\$1.0	\$0.5	\$4.4	\$0.0
80 Professional Services	\$119.6	\$68.8	\$52.3	\$119.6	\$0.0
90 Unallocated Contingency	\$2.4	\$0.0	\$0.0	\$2.4	\$0.0
Total (10 - 90)	\$126.4	\$69.8	\$52.8	\$126.4	\$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 wide risks:

- Encounter artifacts and/or human remains (tribal) during construction causing major delays and/or need to change alignment.
- Contaminated soil and/or groundwater are discovered during OMF South construction resulting in increased costs (applies to all sites).
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements (i.e.- Construction type challenges), thus increasing project costs.
- OMF South can't be built in time for ST3 vehicle schedule. This schedule concern could happen during alternatives development, environmental, design, or construction phases.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Close to Sounder alignment options have substantial impact on Tacoma Link, Sounder, Amtrak, PS Transit, ST Express, and Greyhound operations.
- Delays caused by local AHJ reviews.
- City of Tacoma requests pedestrian bridge crossing I5 in East Tacoma (Portland Ave. station) which was not included in ST3 scope assumption.
- Community concerns and comments result in delays to design approval.
- The two alternative sites in Federal Way may require multiple road vacations. The city may require exceptional public benefit.
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Lack of federal funding for public transit projects could delay the project.
- Unknown utility conflicts may be discovered during construction that can increase cost and delay schedule.
- New commercial development on affected parcels drives the ROW cost higher.

Link Light Rail Tacoma Dome Link Extension



Tacoma Dome Link Extension

Current Progress

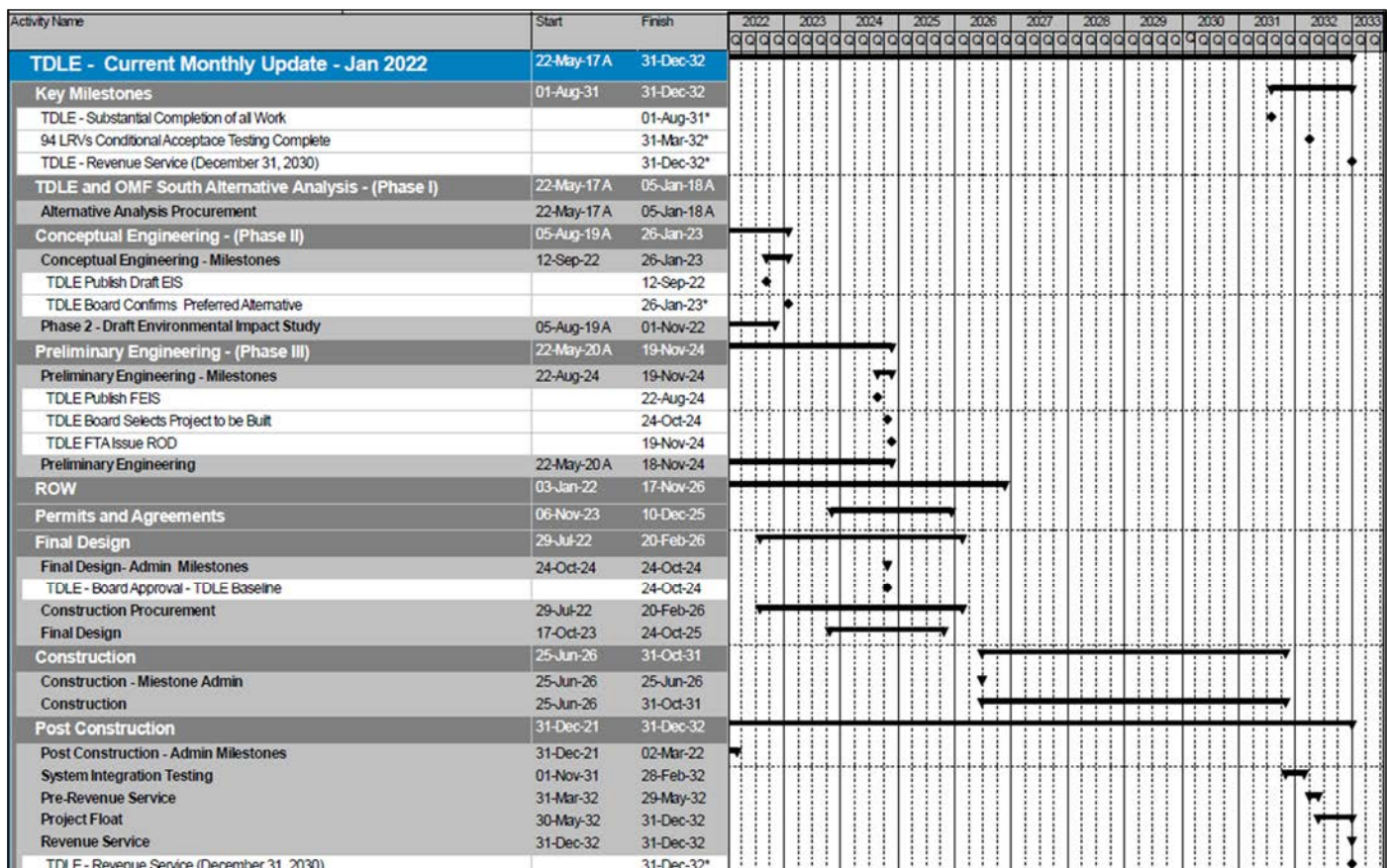
- Continued collaboration with the City of Federal Way regarding Code Amendment language related to parking requirements.
- Continued coordination with Bonneville Power Administration regarding reimbursement agreement.

Community Engagement

- Participated in the monthly New Tacoma Neighborhood Council meeting (virtual meeting on 1/12).
- Participated in monthly meeting with the City of Federal Way (virtual meeting on 1/20).

TDLE Project Schedule

Below is the summary schedule as of December 31, 2021. The project continues to forecast a publication of the Draft Environmental Impact Statement in Q3 2022 and ST Board Preferred Alternative identified in Q1 2023.

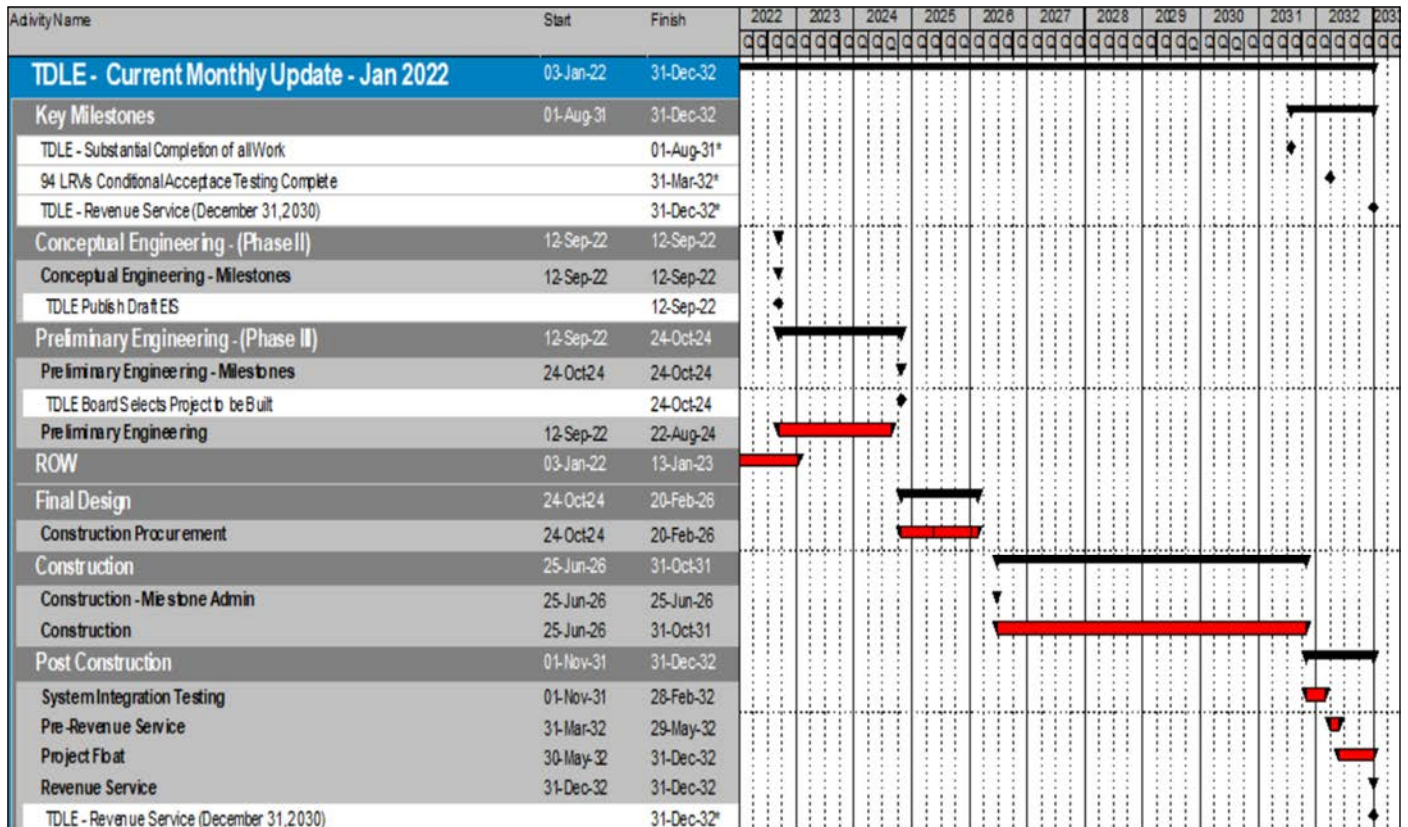


Link Light Rail Tacoma Dome Link Extension



TDLE Critical Path Analysis

The critical path for TDLE is running through Phase II publishing of the DEIS and ST Board Preferred Alternative identified. Any slippage to Phase II and Phase III could impact the Revenue Service target date completion of 2032 for TDLE.



Link Light Rail Tacoma Dome Link Extension



Operations and Maintenance Facility South

Current Progress

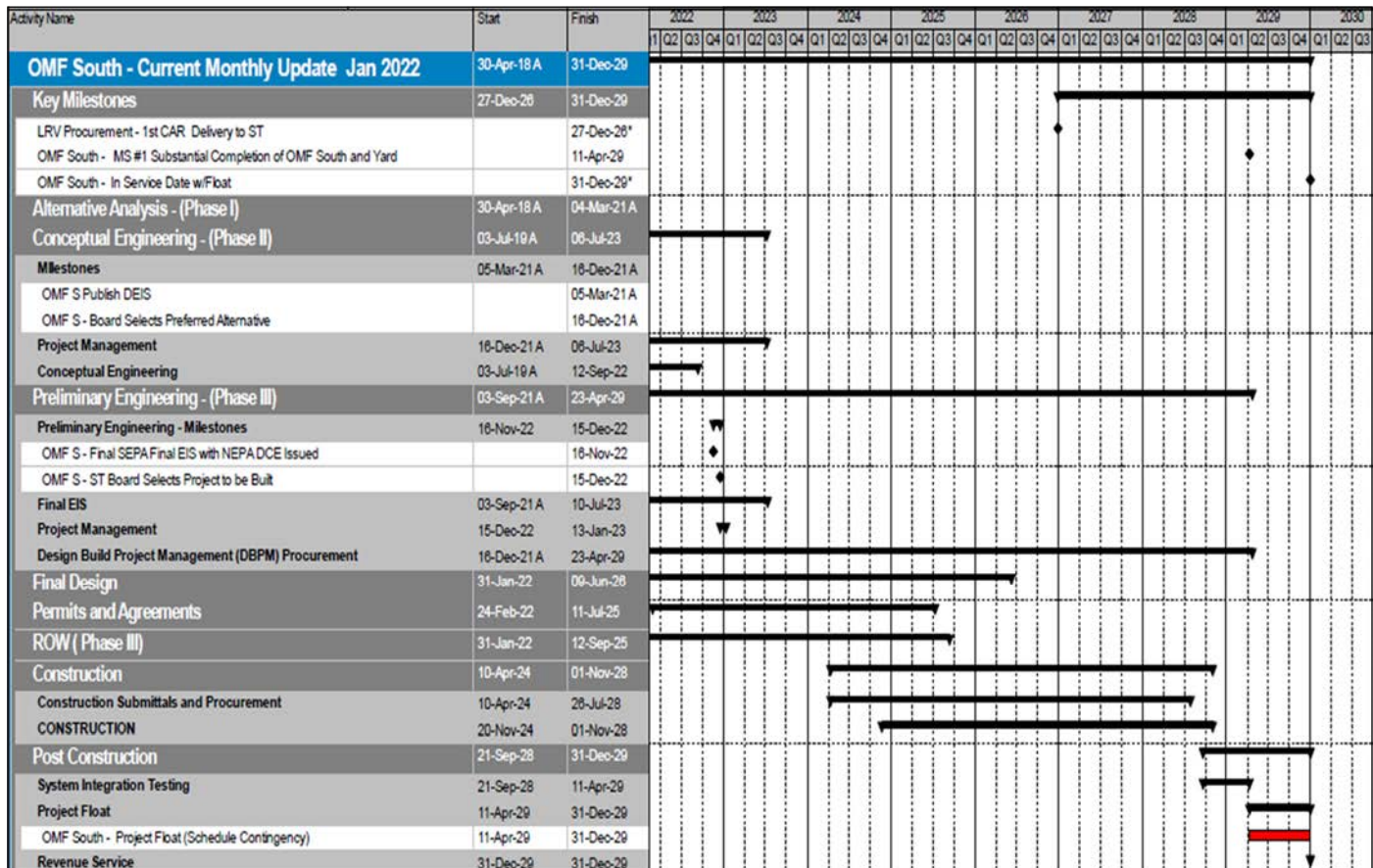
- Introduction of a Test Track scope of work to be developed and costed as part of Phase 3 SOW.
- Clarification of Gap Phase work activities for environmental and design disciplines.
- Meetings with PEPD/DECM/OPS Department Directors on negotiated Phase 3 SOW and budget.
- Confirmed with ST grants staff that OMF South would continue as a non-federalized project.

Community Engagement

- Participated in monthly meeting with the City of Federal Way (virtual meeting on 1/6).
- Called the Christian Faith Center to review upcoming fieldwork (virtual meeting on 1/20).
- Participated in a 2nd monthly meeting with the City of Federal Way (virtual meeting on 1/20).
- Briefed the Pacific Christian Academy School Board (virtual meeting on 1/26).

OMF South Project Schedule

Below is the summary schedule as of January 31, 2022. ST Board of Directors selected the Preferred Alternative on December 16, 2021.

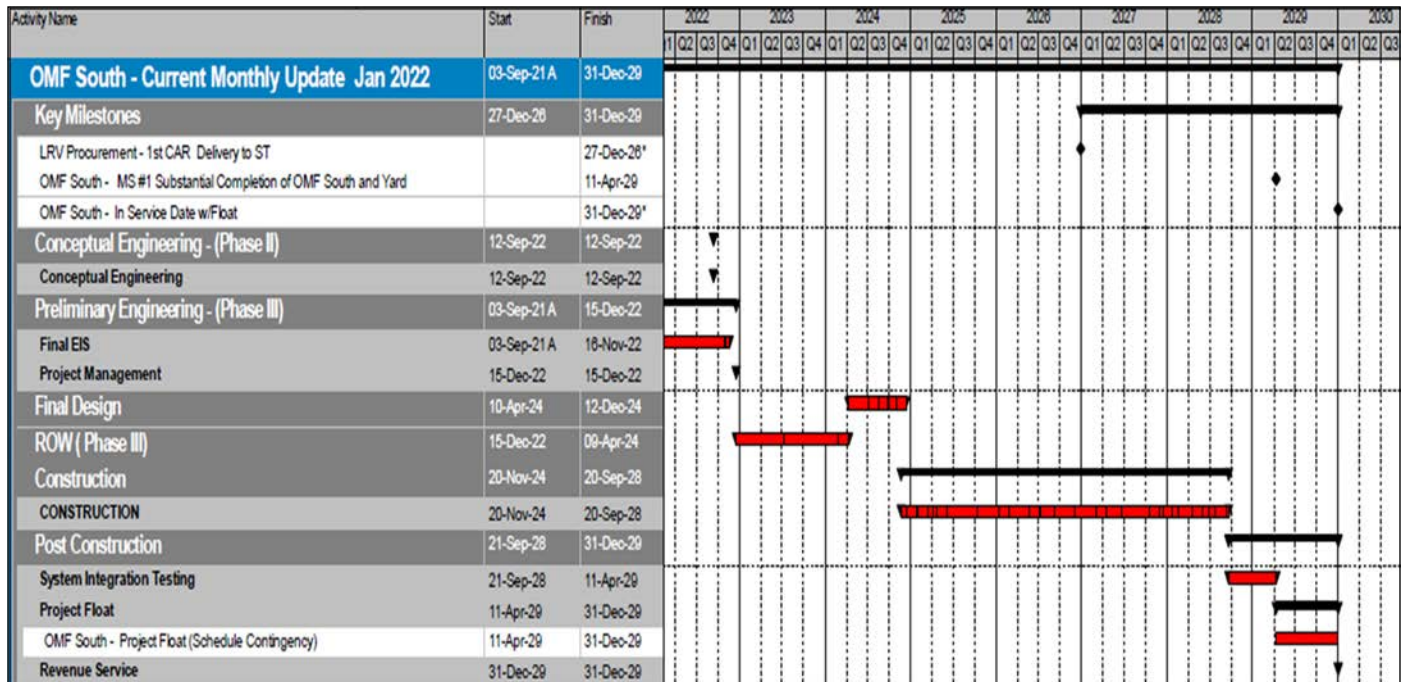


Link Light Rail Tacoma Dome Link Extension



OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and procurement of the design-build contractor.



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 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.

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
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p>					

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.

Project has planned 95.6 average FTEs per month for the year 2022. To date, both ST and consultant actual staffing levels have recorded a negative variance (underrun) to the Planned Monthly FTE average. The OMF South Phase 3 will be started in March, then the actual FTE will have an upward trend and underrun rate is expected to be decreased. Both ST and Consultant staffing plan will increase gradually and reach its peak by Q4 of 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	37.3	18.8	18.5
Consultants	58.3	14.2	44.1
TOTAL	95.6	33.0	62.6
<p><i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail

West Seattle and Ballard Link Extensions

Project Summary

Scope

West Seattle

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

The Draft EIS includes alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.

Ballard

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

The Draft EIS includes alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase

Planning

Budget

\$286.7 M through completion of Preliminary Engineering

Schedule

Target dates:

West Seattle Extension: 2032

Ballard Extension: 2037



Map of Project Alignment

Key Project Activities

- Published the Draft EIS.
- Ongoing fieldwork activities in support of engineering design.
- Initiated Draft EIS public comment period and associated community engagement. Continued Community Advisory Groups, property owner webinars, community group briefings and a range of other community engagement activities.
- Continued engagement with partners and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Link Light Rail

West Seattle and Ballard Link Extensions



Project Cost Summary

The West Seattle and Ballard Link Extensions are voter-approved projects 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 \$41M in 2022 for coordinating Draft EIS development, conceptual 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	\$55.1	\$24.5	\$24.4	\$55.0	\$0.0
Preliminary Engineering	\$215.3	\$93.8	\$88.8	\$215.3	\$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	\$10.4	\$3.4	\$1.5	\$10.4	\$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	\$6.0	\$3.1	\$2.5	\$6.1	\$0.0
Total	\$286.7	\$124.8	\$117.2	\$286.7	\$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	\$5.1	\$3.1	\$2.5	\$5.1	\$0.0
80 Professional Services	\$252.2	\$121.7	\$114.7	\$252.2	\$0.0
90 Unallocated Contingency	\$29.5	\$0.0	\$0.0	\$29.5	\$0.0
Total (10 - 90)	\$286.7	\$124.8	\$117.2	\$286.7	\$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 wide risks:

- Reaching stakeholder consensus on a preferred alternative, including third party funding.
- Complexity of alignments in a constrained environment with challenging topography and waterway crossings.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- Right-of-way and property impacts.
- Budget risk due to higher current real estate costs and construction costs.

Community Engagement

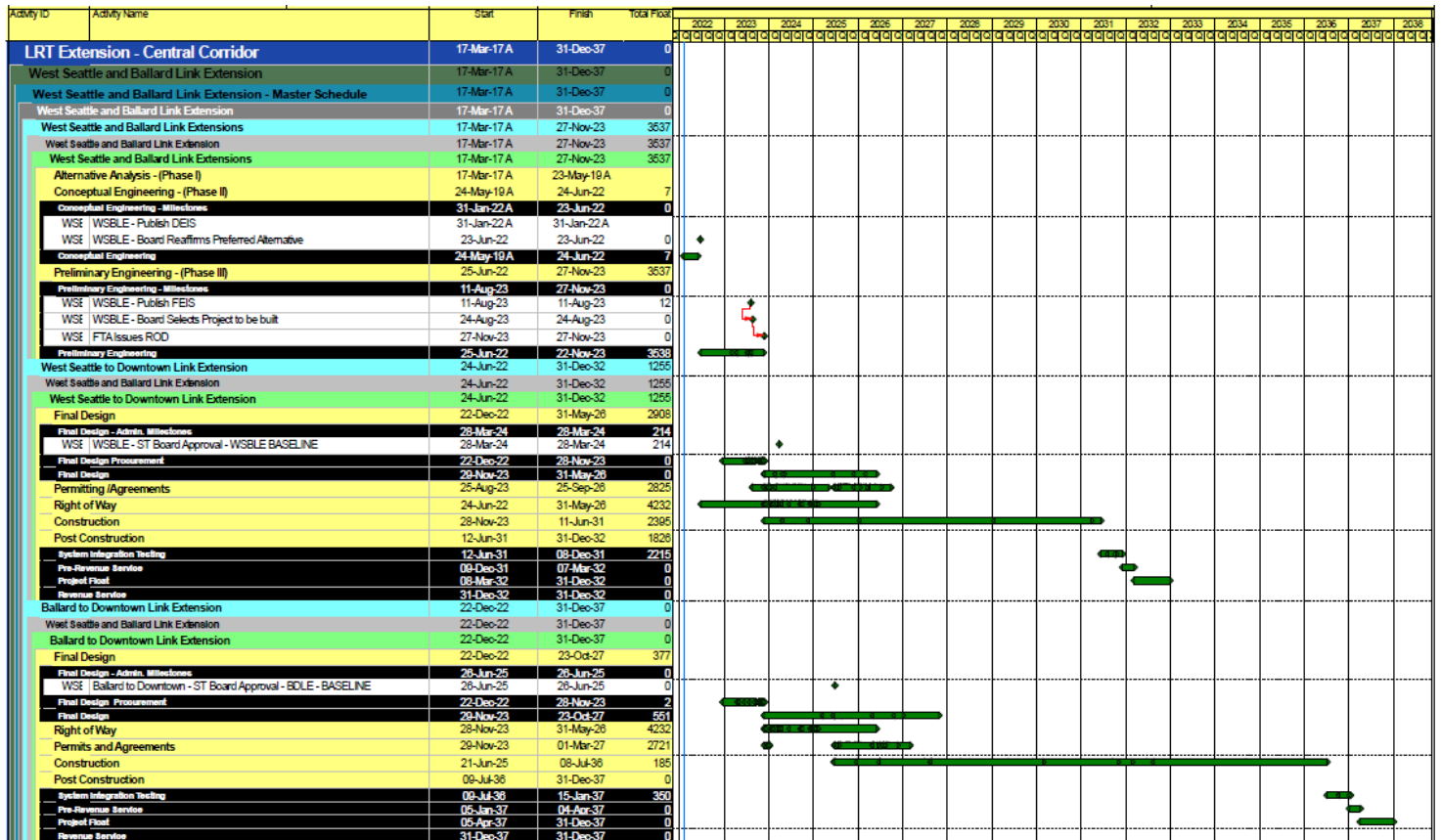
- Continued outreach to property owners, including eight group webinars for property owners and three individual property owner briefings.
- Participated in six briefings/events with communities along the project corridor to provide opportunities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of each event were:
 - ◇ Community Advisory Group Meetings: Station Planning Focus
 - Interbay/Ballard segment, January 5, 2022
 - Downtown segment, January 6, 2022
 - WS/Duwamish segment, January 11, 2022
 - SODO/CID segment, January 13, 2022
 - ◇ KEXP, January 19, 2022
 - ◇ Historic South Downtown, SCIDpda, Interim CDA, January 21, 2022
- Continued effort to contact stakeholders throughout the project corridor to offer briefings regarding the project alternatives as well as information related to ongoing fieldwork activities.

Link Light Rail West Seattle and Ballard Link Extensions



Project Schedule

The Board of Directors announced their realignment decision in August 2021 which includes target dates of 2032 for the West Seattle Extension and 2037 for the Ballard Extension. The schedule below has been updated to represent these dates. Our DEIS was published in January 2022 and Phase 3 Preliminary Engineering approval is expected in Q2 2022.



Link Light Rail West Seattle and Ballard Link Extensions



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 project team has updated the Planned FTE Monthly Average estimate for the year.

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	41.1	37.4	3.7
Consultants	58.0	26.9	31.1
TOTAL	99.1	64.3	34.8
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period	

Progress Report Sounder Program



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

January | 2022



Prepared by Project Controls | Portfolio Services Office



Auburn Station Parking and Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Auburn Station. The purpose of the project is to improve access to the existing Auburn Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

Kent Station Parking and Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station parking and access improvements at or around Kent Station. The purpose of the project is to improve access to the existing Kent Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

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: This 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 Station Access Improvements: Project includes environmental documentation, design, and construction of station access improvements at or around Sumner Sounder 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 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 Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Auburn Station Access Improvement	\$14.9	\$6.9	\$4.8	\$14.9	\$0.0
Kent Station Access Improvements	\$16.8	\$10.9	\$9.0	\$16.8	\$0.0
Lakewood Station Access Improvement	\$5.9	\$1.5	\$1.2	\$5.9	\$0.0
Puyallup Station Access Improvements	\$79.1	\$71.9	\$64.0	\$79.1	\$0.0
Sounder South Capacity Expansion	\$21.1	\$5.3	\$4.3	\$21.1	\$0.0
South Tacoma Station Access Improvements	\$5.4	\$1.1	\$0.9	\$5.4	\$0.0
Sumner Station Access Improvements	\$17.8	\$16.2	\$13.1	\$17.8	\$0.0
Total	\$161.0	\$113.8	\$97.2	\$161.1	\$0.0

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

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

Project Name	Start	Finish	2020					2021				2022		
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
South Corridor	01-May-15	16-Apr-22												
Sounder Commuter Rail - South	01-May-15	16-Apr-22												
Station Access - South	01-May-15	16-Apr-22												
S300017 - Puyallup Station Access Improvements	01-May-15	16-Apr-22												

Sounder Commuter Rail Auburn Station Parking and Access Improvements

Project Summary

Scope The purpose of the project is to improve parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.

Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.

Phase Complete Environmental/Enter Design & Construction

Budget \$14.9 Million

Schedule Target Date: 2025



Improving access to Sounder Auburn Station

Key Project Activities

- Re-appraisals for full property acquisition complete and real estate is developing the condemnation package. Continued appraisals for Temporary Construction Easements (TCEs).
- Continue coordination with the City of Auburn to establish their level of involvement in the design-build procurement.
- Developing draft baseline cost and schedule materials to support the Quantitative Risk Analysis workshop in February

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.

During the annual budget cycle \$2.3M was added to the project ROW phase costs. This period expenditures increased by \$124K. The incurred cost increased from \$4.65M to \$4.78M. The majority of this period's costs are attributed to staff costs, design-build project management activities, 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	\$2.4	\$1.8	\$1.8	\$2.4	\$0.0
Preliminary Engineering	\$2.9	\$2.7	\$2.6	\$2.9	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$2.0	\$0.2	\$2.0	\$0.0
3rd Party Agreements	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
ROW	\$6.9	\$0.4	\$0.2	\$6.9	\$0.0
Total	\$14.9	\$6.9	\$4.8	\$14.9	\$0.0

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

Sounder Commuter Rail Auburn Station Parking and Access Improvements



Risk Management

The following are the top project wide risks:

- Complexity of property acquisition resulting in a delay to the start of construction and cause a budget overrun.
- Differing soil and site conditions discovered after the design builder Notice to Proceed could cause project delay.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.

Project Schedule

Sound Transit is working on developing a combined Kent and Auburn schedule for Feb 2022 QRA session. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. The schedule will be further modified to incorporate Feb 2022 QRA session outcomes.

The project team has engaged the current design-build project management (DBPM) team to help development of the Design-Build Project Requirements, issuance of the Design-Build Procurement Request for Qualifications and Baselineing.

Baseline Approval is planned for Q2 2022 and Design Build NTP in Q1 2023. Other activities underway include initiating property appraisal and condemnation activities, completion expected Q1 2024. Phase III Approval of Project Baseline - Phase Gate 4 is planned for Q2 2022.

Project is forecasting 2026 target date for Open for Service. Date will be confirmed as part of Q2 2022 Board Baseline process.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S300041 - Auburn Station Access Improvements - DB Master	29-May-20 A	31-Dec-26												
Preliminary Engineering (Phase III) - Auburn	01-Oct-21 A	26-May-22												
ST Board Approves Project Baseline - Phase Gate 4 - Auburn	26-May-22	26-May-22												
Administration	01-Oct-21 A	16-May-22												
VE Workshop	01-Apr-22	09-May-22												
Permits and Agreements - Auburn	01-Feb-22	11-Jan-24												
Right of Way - Auburn	29-May-20 A	01-Feb-24												
Design-Build Project Management (DBPM)/Construction Services - Auburn	03-Dec-20 A	22-Jul-22												
Design-Build Contract-Procurement	15-Mar-22	21-Mar-23												
CCB Approvals	15-Mar-22	15-Mar-22												
PM Inputs	16-Mar-22	24-Mar-22												
Prepare and Finalize RFQ	25-Mar-22	22-Apr-22												
RFQ Solicitation Period	20-Apr-22	20-May-22												
SOQ Evaluation and Selection	23-May-22	14-Jul-22												
RFP Phase	01-Jun-22	09-Dec-22												
ST Board Path	15-Dec-22	21-Mar-23												
Design-Build - Design and Construction - Auburn KR	22-Mar-23	03-Sep-26												
Const - Misc / Other / Env Mitigation	01-Feb-22	26-Jul-24												
Post Construction - Auburn	05-Jun-26	31-Dec-26												
Transition to Operations	05-Jun-26	04-Sep-26												
Project Float	04-Sep-26	31-Dec-26												
Open For Service	31-Dec-26	31-Dec-26												

Sounder Commuter Rail Auburn Station Parking and Access Improvements



Community Engagement

- We are planning for a garage visual design workshop in Q1 2022 and an online open house in Q2.

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 project team has updated the Planned FTE Monthly Average estimate for the year.

This month the project focused on packaging and evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average will be ramping up to planned levels as work on the DB procurement documents are in full swing and leading up to baselining the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.5	2.5	3.0
Consultants	4.5	1.8	2.7
TOTAL	10.0	4.3	5.7
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Kent Station Parking and Access Improvements



Project Summary

Scope

The purpose of the project is to improve parking and access to the existing Kent Sounder Station for Sounder riders, bicyclists, bus riders, and drivers.

Project includes alternatives identification, screening environmental documentation, design, and construction of station parking and access improvements at or around Kent Station.

Phase

Complete Environmental/Enter Design & Construction

Budget

\$16.8 Million

Schedule

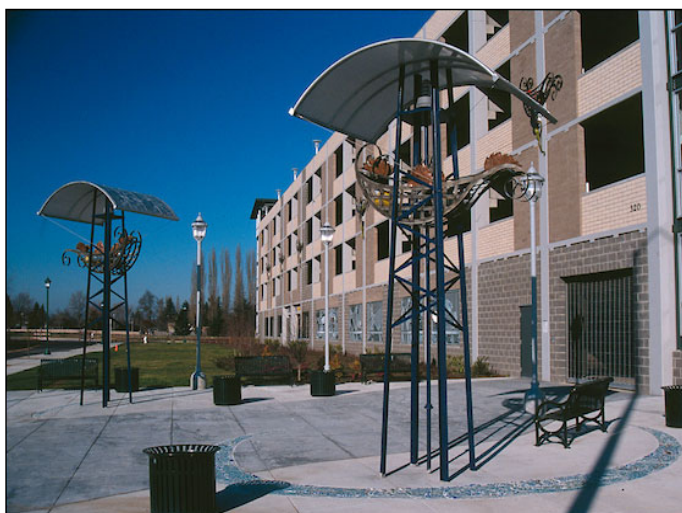
Target Date: 2025



Improving access to Sounder Kent Station

Key Project Activities

- Continued negotiations with the City of Kent to execute a Development Agreement and coordination with King County Metro to determine the requirements for a bus layover to be incorporated into the project.
- Developing draft baseline cost and schedule materials to support the Quantitative Risk Analysis workshop in February
- Took possession of Washington Cold Storage property—primary full site acquisition for the proposed parking garage.



©Lydia Aldredge, 2002, "Cornucopia", Sound Transit, Kent Station plaza art

Sounder Commuter Rail

Kent Station Parking and Access Improvements



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 expenditure increased by \$101K. The incurred cost increased from \$8.9M to \$9.0M. The majority of this period's costs are attributed to staff costs, design-build project management activities, 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	\$2.7	\$2.0	\$2.0	\$2.7	\$0.0
Preliminary Engineering	\$3.4	\$2.7	\$2.7	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.9	\$0.2	\$2.0	\$0.0
3rd Party Agreements	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Construction	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
ROW	\$8.2	\$4.3	\$4.1	\$8.2	\$0.0
Total	\$16.8	\$10.9	\$9.0	\$16.8	\$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 wide risks:

- Risk of Project delay if the City of Kent Development Agreement is not executed before the issuance of Request for Qualifications for the Design Build Contractor.
- Project changes that occur during procurement that require additional environmental review could delay project.
- New building codes cause a delay in permitting and delay the project (seismic requirements)

Sounder Commuter Rail

Kent Station Parking and Access Improvements



Project Schedule

Sound Transit was working on developing combined Kent and Auburn schedule for Feb 2022 QRA session. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. The Schedule will be further modified to incorporate Feb 2022 QRA session outcomes.

The project team has engaged the current design-build project management (DBPM) team to help develop Design-Build Project Requirements, issuance of the Design-Build Procurement Request for Qualifications and Baseline.

Other activities underway include initiating property appraisal and condemnation activities, negotiating the development agreement with the City of Kent. As well as negotiating the King County Metro agreement and contribution for bus layover accommodation expected in Q2 2022. Phase III Board Approval of Baseline is planned for Q2 2022. DB NTB is expected Q1 2023.

Project is forecasting 2026 target date for Open for Service. Date will be confirmed as part of Q2 2022 Board Baseline process.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S300035 - Kent Station Access Improvements - DB Master	02-Jan-20 A	31-Dec-26												
Preliminary Engineering (Phase III)	01-Oct-21 A	26-May-22												
Administration	01-Oct-21 A	26-May-22												
ST Board Approves Project Baseline - Phase Gate 4	26-May-22	26-May-22												
Establish Project Baseline (Phase Gate 4)	01-Oct-21 A	16-May-22												
VE Workshop	01-Apr-22	09-May-22												
Permits and Agreements	02-Jan-20 A	20-Apr-24												
Right of Way	11-Dec-20 A	01-Feb-24												
Design/Build Project Management (DBPM)/Construction Services - Kent	03-Dec-20 A	06-Oct-26												
Design-Build Contract (DB) - Kent	15-Mar-22	06-Oct-26												
Design-Build Contract-Procurement	15-Mar-22	21-Mar-23												
CCB Approvals	15-Mar-22	15-Mar-22												
PM Inputs	16-Mar-22	24-Mar-22												
Prepare and Finalize RFQ	25-Mar-22	22-Apr-22												
RFQ Solicitation Period	20-Apr-22	20-May-22												
SOQ Evaluation and Selection	23-May-22	14-Jul-22												
RFP Phase	01-Jun-22	09-Dec-22												
ST Board Path	15-Dec-22	21-Mar-23												
Design-Build Contract-Design and Construction - Kent	13-Jun-23	06-Oct-26												
Post Construction	07-Oct-26	31-Dec-26												

Sounder Commuter Rail

Kent Station Parking and Access Improvements



Community Engagement

- We are planning community engagement around garage visual design for spring of 2022.

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 project team has updated the Planned FTE Monthly Average estimate for the year.

This month the project focused on the review of the Development Agreement with the City of Kent. Work advanced on the review of the Development Agreement with the City of Kent. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average will be ramping up to planned levels as work on the DB procurement documents are in full swing and leading up to baselining the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.9	3.6	2.3
Consultants	4.5	1.8	2.7
TOTAL	10.4	5.4	5.0

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report 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 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase Planning Phase 1—Alternatives Analysis

Budget \$5.86 Million

Schedule Target Date: 2030



Lakewood Station in Pierce County.

Key Project Activities

- Finalized a final report for Phase 1—Alternatives Analysis
- Finalized a list of recommended potential improvements and possible alternates to be evaluated in conceptual engineering and environmental review phase
- Finalized a scope of work to conduct Phase 2—Conceptual Engineering and Environmental



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).

During the annual budget cycle \$3.9M was added to the project for the CE/ENV phase that will begin this year. This period expenditures increased by \$23K with the majority of the amount coming from staff costs and alternative analysis.

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	\$0.4	\$0.4	\$2.2	\$0.0
Preliminary Engineering	\$3.0	\$0.7	\$0.5	\$3.0	\$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	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$5.9	\$1.4	\$1.2	\$5.9	\$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 wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays to the schedule.
- There may be too many recommendations that exceed the financial plan budget and schedule.

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, reflected in the schedule shown below.

Phase 1 - Alternative Development NTP was issued in December 2020. The consultant has completed Task 4 - Alternative Refinement and Identification of Preferred Alternatives, Task 3 - Public Involvement and Task 5 - Alternative Refinement & Identification of Preferred Alternatives. Expected completion of Alternative Development is end of Q1 2022.

Board Identification of Preliminary Preferred Alternatives is expected in March 2022.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Lakewood Station Access Improvements - Master Schedule	18-Feb-20 A	31-Dec-30												
Preliminary Engineering	18-Feb-20 A	27-Feb-25												
Phase I - Alternative Analysis	18-Feb-20 A	24-Mar-22												
Alternative Analysis Admin	18-Feb-20 A	05-Aug-21 A												
Alternative Analysis Procurement	25-Sep-20 A	04-Dec-20 A												
Alternative Analysis	01-Oct-20 A	24-Mar-22												
Prepare Cost Estimate	01-Oct-20 A	15-Oct-20 A												
Submit Cost Estimate	16-Oct-20 A	30-Oct-20 A												
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20 A	04-Dec-20 A												
Alternatives Development	04-Dec-20 A	10-Mar-22												
Board Identifies DEIS Alts. & Prelim Preferred Alt. (March Board Meeting)	24-Mar-22	24-Mar-22												
Phase II - Conceptual Engineering	25-Mar-22	25-Jan-24												
Phase III - Preliminary Engineering	26-Jan-24	27-Feb-25												
Right of Way	01-Jan-22	31-Dec-23												
Final Design	28-Feb-25	02-Jul-27												
Construction	03-Jul-27	28-Aug-29												
Post Construction	29-Aug-29	31-Dec-30												

Community Engagement

- We are preparing to share the Alternatives Analysis Final Report on the project website and listserv.

Sounder Commuter Rail

Lakewood Station Access Improvements



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 project team has updated the Planned FTE Monthly Average estimate for the year.

Currently the project is trending under the planned staffing needs as the project initiation and initial identification of improvements took less effort than planned. Staffing is anticipated to grow to planned levels the evaluation of the improvements gets underway.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	2.7	1.3	1.4
Consultants	3.0	0.6	2.4
TOTAL	5.7	1.9	3.8

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail Puyallup Station Access Improvements

Project Summary

Scope The project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

The project includes an new 500-space parking garage, new surface parking with approximately 165 spaces, and includes a pedestrian bridge over 5th Street Northwest.

Phase Final Design and Construction

Budget \$79.1 Million

Schedule Open for Service: Q4 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway following City approval of design package.
- Installation of garage and abutment elevator equipment.
- Landscape irrigation and top soil being placed.
- Continuing with painting of the garage interiors.
- Continued curtain wall and tension mesh installation.
- Site sidewalks surrounding the garage and parking are under construction.
- Planning for Phase Gate 5 Enter Operations action continue in March.
- Conducted a quantitative risk analysis (QRA) workshop for project completion—finalizing the results.

Closely Monitored Issues

- Coordination of work with BNSF and the City of Puyallup to execute off site intersection and signal improvements.
- Replacement of intersection signal cabinet and signal cabinet programming and delivery timelines.
- Aligning internal ST resources to successfully complete close out process and turn over to Operations / Facilities.
- Project continues to track, monitor and work to mitigate increasing cost and schedule pressures.
- Supply chain variables are in constant flux. Frequent schedule monitoring of key products required to complete the work.

Sounder Commute Rail

Puyallup Station 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 \$2.6M. The incurred cost increased from \$61.3M to \$64.0M. The majority of this period's costs are attributed to staff costs, construction management services, right-of-way activities, and \$1.6M for the 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	\$4.6	\$4.7	\$4.2	\$4.1	\$4.7	\$0.0
Preliminary Engineering	\$2.9	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$5.2	\$5.1	\$4.6	\$4.1	\$5.1	\$0.0
3rd Party Agreements	\$2.2	\$0.1	\$0.1	\$0.0	\$0.1	\$0.0
Construction	\$58.4	\$59.9	\$54.0	\$46.6	\$59.9	\$0.0
ROW	\$5.6	\$6.6	\$6.5	\$6.4	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$71.9	\$64.0	\$79.1	\$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	\$47.1	\$31.2	\$29.4	\$28.0	\$31.2	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$10.1	\$8.7	\$6.7	\$10.1	\$0.0
50 Systems	\$0.0	\$4.3	\$2.4	\$1.8	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.6	\$40.5	\$36.5	\$45.6	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.5	\$6.4	\$6.6	\$0.0
80 Professional Services	\$22.0	\$26.1	\$25.0	\$21.0	\$26.1	\$0.0
90 Unallocated Contingency	\$3.7	\$0.8	\$0.0	\$0.0	\$0.8	\$0.0
Total (10 - 90)	\$79.1	\$79.1	\$71.9	\$64.0	\$79.1	\$0.0

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

Sounder Commute Rail

Puyallup Station Access Improvements



Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of \$14.6 M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down and no longer reported.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by \$324K due two executed change orders for the S300017 contract.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC was reduced by \$283K due to budget shifts for 2022 adopted budget.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$4.6	5.8%	\$0.0	0.0%
Allocated Contingency	\$6.3	8.0%	\$4.2	27.7%
Unallocated Contingency	\$3.7	4.7%	\$0.8	5.0%
Total:	\$14.6	18.4%	\$5.0	32.8%

Contingency by Type

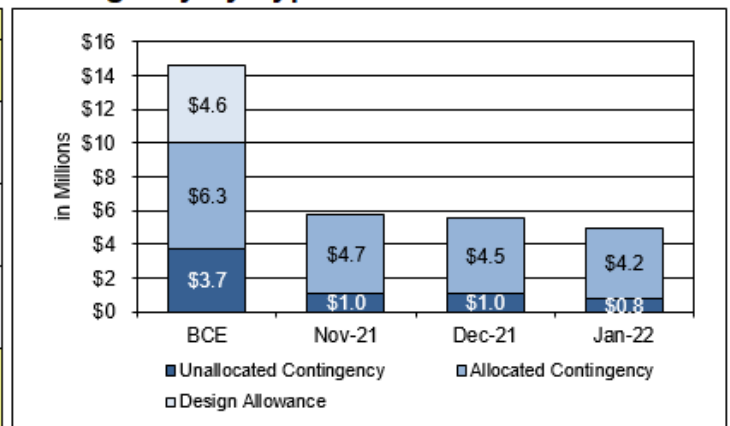


Table figures are shown in millions.

Risk Management

The following are the top project wide risks:

- Additional unknown schedule impacts after ordering of long lead items required for the completion of off site intersection work (signal heads & control cabinets) was delayed by extended permit approval process.
- Coordination of the BNSF, Design Builder and City of Puyallup to execute off-site improvements (Intersection and Signal upgrades) in a timely manner.
- Transition to Operations may be impacted by terms being negotiated over use of parking during off-hours with City. GCR and project team are working toward establishing terms for parking during off hours between parties before Transition to Operations/Garage Opening.

Sounder Commute Rail Puyallup Station Access Improvements



Project Schedule

This month the weighted percent complete is 88.74%. Notice to Proceed was issued to the contractor in the first quarter of 2020 to commence design and the contractor mobilized on site Q3 2020. The schedule update for this period is under review. The contractor is currently dealing with design delays due to changes to proposed traffic mitigation and is looking at possible mitigation for these impacts. Parking Garage completion is currently projected for May of 2022 which is approx. 4 months behind but open for service may be constrained by the traffic mitigation design delays that are pushing project completion into Q4 2022.

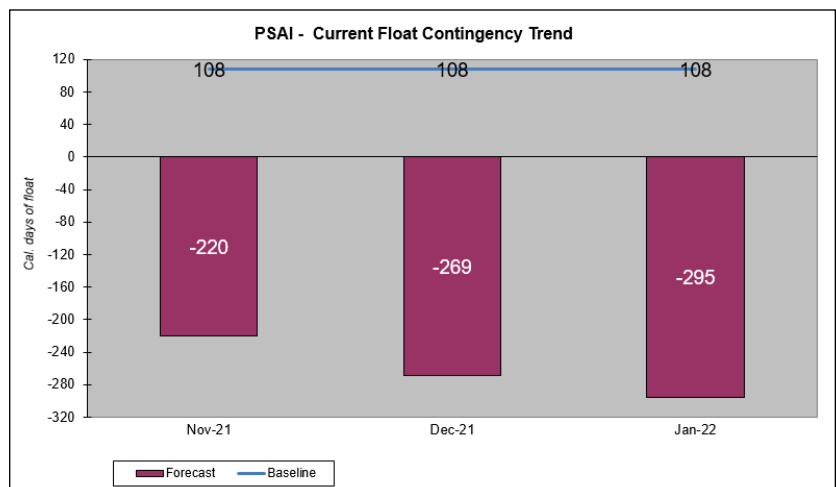
Activity Name	Start	Finish	2019				2020				2021				2022				2023				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit	01-May-15 A	05-Feb-23																					
Sound Transit 2	01-May-15 A	05-Feb-23																					
South Corridor	01-May-15 A	05-Feb-23																					
Sounder Commuter Rail - South	01-May-15 A	05-Feb-23																					
Station Access - South	01-May-15 A	05-Feb-23																					
S300017-Puyallup Station Access Improvements - DB	01-May-15 A	05-Feb-23																					
S300017-Puyallup Station Access Improvements - PE	01-May-15 A	20-Mar-19 A																					
S300017-Puyallup Station Access Improvements - ROW	05-Jul-16 A	31-Mar-21 A																					
S300017-Puyallup Station Access Improvements - Permits & Third Party Agreements	15-Jul-16 A	25-Mar-21 A																					
S300017-Puyallup Station Access Improvements - Construction	17-Sep-18 A	05-Feb-23																					
S300017-Puyallup Station Access Improvements - Design/Build Project Management	17-Sep-18 A	03-Feb-23																					
S300017-Puyallup Station Access Improvements - Construction Procurement	17-Sep-18 A	26-Mar-20 A																					
S300017-Puyallup Station Access Improvements - DB Construction	26-Mar-20 A	05-Feb-23																					
S300017 - Puyallup Station Access and Improvements - Design/Build	26-Mar-20 A	05-Feb-23																					
Milestones	26-Mar-20 A	05-Feb-23																					
Design	27-Mar-20 A	10-Nov-21 A																					
Construction	26-Mar-20 A	02-Dec-22																					
Provisional Sums	08-Sep-20 A	16-Apr-22																					
Requests For Change / Work Directives	13-Apr-20 A	19-Oct-22																					
Change Orders	03-Apr-20 A	04-Mar-22																					
S300017-Puyallup Station Access Improvements - Project Completion	01-Nov-21 A	02-Dec-22																					
S300017 - Puyallup Station Access and Improvements - Project Completion	01-Nov-21 A	02-Dec-22																					
Parking Garage Activation Tasks	01-Nov-21 A	18-Nov-22																					
Post Construction	02-Dec-22	02-Dec-22																					
Transition to Operations	02-Dec-22	02-Dec-22																					
Project Float	02-Dec-22	02-Dec-22																					
Open For Service	02-Dec-22	02-Dec-22																					

Project Float

The Puyallup station access improvements was baselined with 108 days of project float.

Currently, the project is currently calculated to miss the February 10, 2022 open for service date by 295 calendar days due to delays to traffic mitigation design and is reporting a Q4 2022 completion.

ST and the contractor are working diligently to reduce these impacts to the project. The parking garage and surface parking on-site construction is also falling behind this period and into the Q2 2022. The schedule update is currently under review.

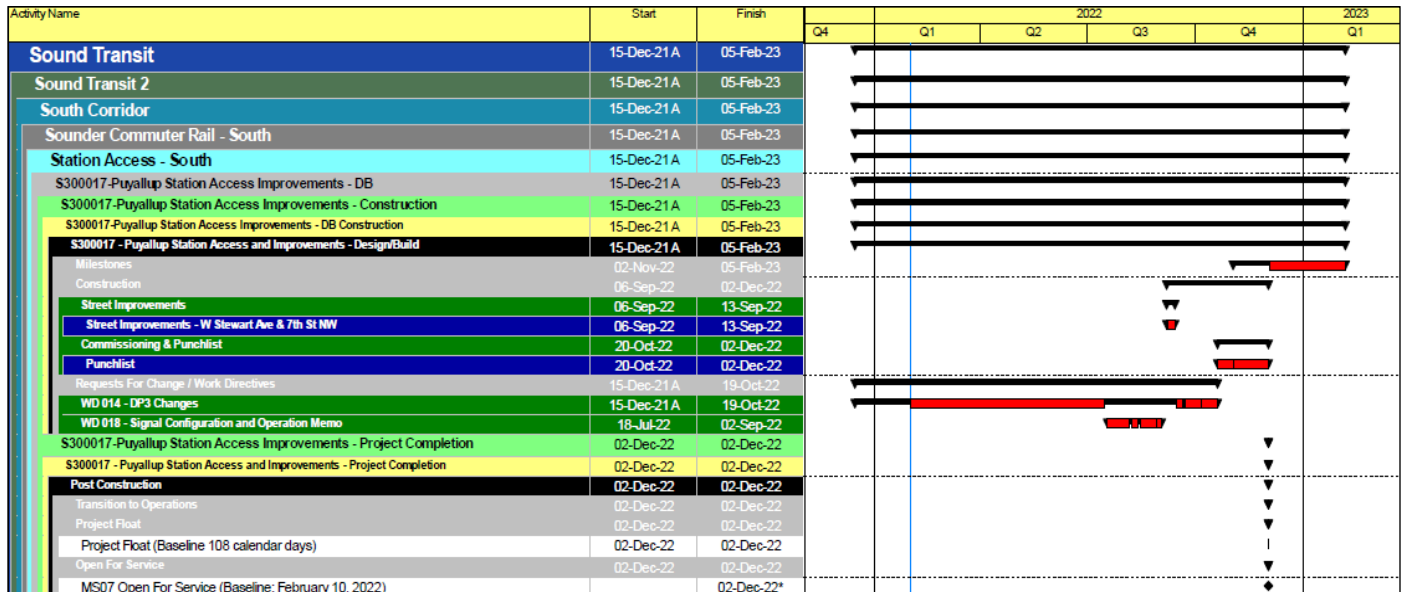


Sounder Commute Rail Puyallup Station Access Improvements



Critical Path Analysis

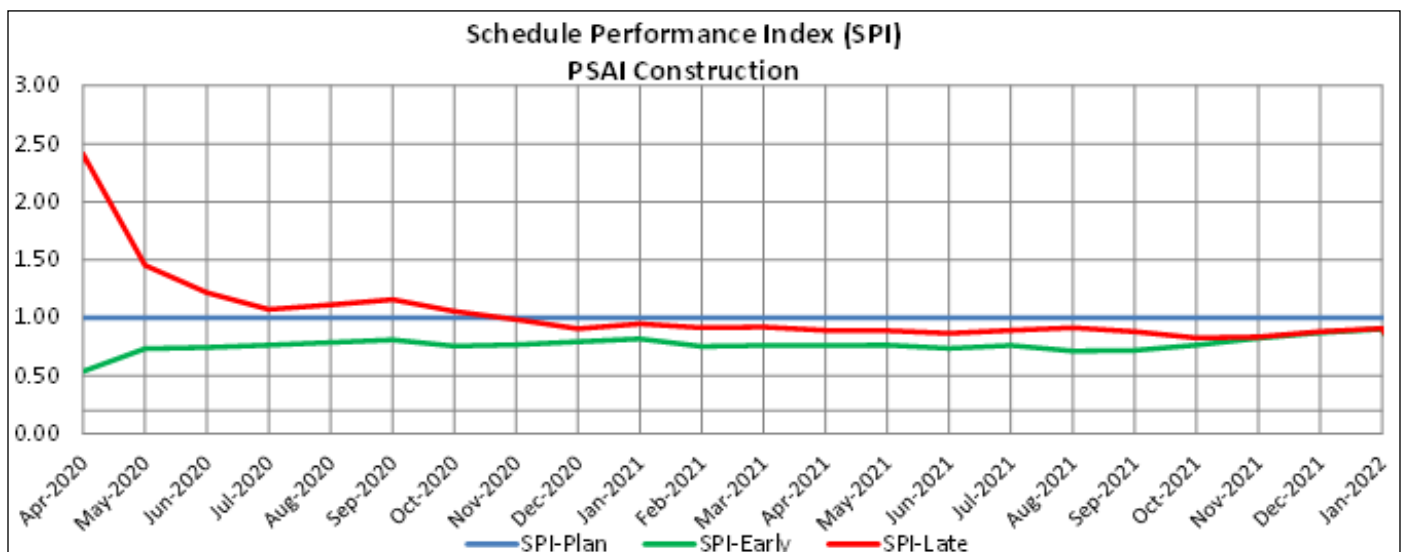
The critical path for the Puyallup is currently driven by the design delays to off site traffic mitigations. However, the work at the parking garage is forecasting completion in May of 2022. Delays due to supply chain issues are causing current impacts to the garage construction. We will continue to monitor the schedule and coordination with our Third Party partners on traffic mitigation.



Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.90 for this period, and the late SPI is at 0.91. An index under 1.0 indicates that the Contractor is behind.

The schedule continues to show some time impacts due to design and installation delays of off site traffic mitigations. The Contractor is working diligently to reduce these impacts to the project and identify as many opportunities as possible to try to recapture float on future work.



Sounder Commute Rail Puyallup Station Access Improvements



Community Engagement

- Monitored construction activities for impacts to community and issued one construction alert.

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 project team has updated the Planned FTE Monthly Average estimate for the year. The limited ST Subject Matter Expert (SME) availability due to the current non-project support focus of the PSO is being supplemented by consultant resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	8.0	5.8	2.2
Consultants	5.0	6.4	(1.4)
TOTAL	13.0	12.2	0.8
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail Puyallup Station Access Improvements



Construction Safety

Data/Measure	January 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	2
Days Away From Work Cases	0	0	1
Total Days Away From Work	0	0	32
First Aid Cases	0	0	4
Reported Near Mishaps	0	0	5
Average Number of Employees on Worksite	33	-	-
Total # of Hours (GC & Subs)	5,270	5,270	84,209
OSHA Incident Rates	January 2022	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	4.75
LTI Rate	0.00	0.00	2.38
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		
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.			

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 Strategic Development and Implementation Plan is complete and includes a program of proposed capital projects.

Phase Planning

Budget \$21.09 Million

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



Sounder South Capacity map alignment

Program Key Activities

Program level activities are highlighted below. Project specific elements are detailed in their own sections on the following pages.

Sounder South Project Development Key Activities

The following Sounder South Capacity Expansion (SSCE) Program planning projects approved by the Sound Transit Board to move forward into Planning Phase 1 Alternative Analysis phase.

- King Street Station Platform Improvements
- BNSF Platform Extension at Auburn Station
- **These priority projects are summarized next followed by the common program reporting elements.**

King Street Station Platform Improvements

This project focuses on extending platforms and improving access and pedestrian flow at King Street Station to accommodate 10-car trains. 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

- Continue Level 1 evaluation of potential improvements to access and pedestrian flow.
- Working closely with the West Seattle Ballard Link Extension (WSBLE) team on the conceptual design phase of the Chinatown/International District Station which is in close vicinity of the King Street Station. Key members of the WSBLE team are invited to participate in the bi-weekly KSS project team meetings.

Community Engagement

- We are preparing for an online open house in spring, to share draft ideas with the public and riders.

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 with 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

- Revised draft alternatives analysis report to reflect comments received by BNSF and the City of Auburn about options to extend platforms at Auburn Station to accommodate 10-car trains.

Community Engagement

- No community outreach activities to report this month.

Sounder Commuter Rail

Sounder South Capacity Expansion



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.

During the annual budget cycle \$3.7M was added to the project for the CE/ENV phases that will begin this year. This period expenditures increased by \$65K with the majority of the amount coming from staff costs, alternative analysis and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.8	\$1.8	\$1.9	\$4.8	\$0.0
Preliminary Engineering	\$13.6	\$3.0	\$2.0	\$13.6	\$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
Third Party Agreements	\$0.9	\$0.5	\$0.4	\$0.9	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$1.7	\$0.0	\$0.0	\$1.7	\$0.0
Total	\$21.1	\$5.3	\$4.3	\$21.1	\$0.0

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

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, reflected in the schedule shown below.

The second Mainline Track Study and Report was finalized and completed on July 28, 2021. The team is currently working on Task 3 - Public Involvement, Task 4 - Alternative Development & Screening and on Task 5 - Alternative Refinement.

Selecting and Approving Preferred Alternatives for King St. Station and Auburn are expected to be completed Q3 2022.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sounder South - Platform Extensions - Master Schedule	18-Nov-18 A	31-Dec-36												
Sounder South Platform Extensions	18-Nov-18 A	31-Dec-36												
Alternative Analysis - (Ph - I)	18-Nov-18 A	28-Jul-22												
Alternative Analysis	18-Nov-18 A	28-Jul-22												
Phase I - CE and Scoping	18-Nov-18 A	13-Jun-22												
King St. Station - Platform Improvements	05-Feb-21 A	13-Jun-22												
Auburn Platform Alternative Analysis	15-Feb-21 A	31-Jan-22												
Sounder South Access - Pierce County (Anticipated Completion by 2036) - Added for Future Inclusion	03-Jan-22	07-Jan-22												
Sounder South Access - South King County (By 2041) - Added for Future Inclusion	03-Jan-22	07-Jan-22												
Additional Roundtrip Trains - (2046) - Added for Future Inclusion	03-Jan-22	07-Jan-22												
Board Identifies NEPA/DCE Alternatives & Preliminary LPA	28-Jul-22	28-Jul-22												
Conceptual Engineering/Environmental - (Ph - II)	29-Jul-22	30-Aug-24												
Right of Way	27-Jun-25	22-Feb-27												
Preliminary Engineering - (Ph - III)	31-Aug-24	24-Jul-25												
Final Design	08-Apr-25	18-May-27												
Construction	19-May-27	24-Feb-31												
Post Construction	25-Feb-31	31-Dec-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.
- 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 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 project team has updated the Planned FTE Monthly Average estimate for the year.

The staffing variance is attributed to the majority of the SCCE Program's activities being on pause during the capital program realignment process.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.4	4.4	1.0
Consultants	8.2	0.7	7.5
TOTAL	13.6	5.1	8.5

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail

South Tacoma Access Improvements

Project Summary

Scope This project will plan, design and construct a parking facility and provide 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 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase Planning Phase 1—Alternatives Analysis

Budget \$5.4 Million

Schedule Target Date: 2030



South Tacoma Station in Pierce County

Key Project Activities

- Finalized a final report for Phase 1—Alternatives Analysis
- Finalized a list of recommended potential improvements and possible alternates to be evaluated in the conceptual engineering and environmental review phase
- Finalized a scope of work to conduct Phase 2—Conceptual Engineering and Environmental



South Tacoma Station



South Tacoma Station Passenger Platform Access

Sounder Commuter Rail South Tacoma Access Improvement



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).

During the annual budget cycle \$3.9M was added to the project for the CE/ENV phases that will begin this year. This period expenditures increased by \$23K with the majority of the amount coming from staff costs, and alternative analysis.

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	\$0.4	\$0.4	\$1.8	\$0.0
Preliminary Engineering	\$3.3	\$0.7	\$0.5	\$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	\$0.0	\$0.0	\$0.0	\$0.0	\$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	\$0.0	\$0.0	\$0.3	\$0.0
Total	\$5.4	\$1.1	\$0.9	\$5.4	\$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 wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays to the schedule
- There may be too many recommendations that exceed the financial plan budget and schedule

Sounder Commuter Rail South Tacoma Access Improvement



Project Schedule

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

Phase 1 - Alternative Development NTP was issued in December 2020. The consultant has completed Task 4 - Alternative Refinement and Identification of Preferred Alternatives, Task 3 - Public Involvement and Task 5 - Alternative Refinement & Identification of Preferred Alternatives. Expected completion of Alternative Development is end of Q1 2022.

Board identification of Preliminary Preferred Alternatives is expected in March 2022.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
South Tacoma Station Access Improvements - Master Schedule	04-Dec-20 A	31-Dec-30												
Preliminary Engineering	04-Dec-20 A	27-Feb-25												
Phase 1 - Alternative Analysis	04-Dec-20 A	24-Mar-22												
Alternative Analysis	04-Dec-20 A	24-Mar-22												
Alternatives Development	04-Dec-20 A	10-Mar-22												
Board Identifies DEIS Alts. & Prelim Preferred Alt. (March Board Meeting)	24-Mar-22	24-Mar-22												
Phase II - Conceptual Engineering	25-Mar-22	25-Jan-24												
Phase III - Preliminary Engineering	26-Jan-24	27-Feb-25												
Right of Way	16-Sep-24	15-Sep-26												
Final Design	28-Feb-25	02-Jul-27												
Construction	03-Jul-27	02-Oct-29												
Post Construction	03-Oct-29	31-Dec-30												

Community Engagement

- We are preparing to share the Alternatives Analysis final report on the project website and listserv.

Sounder Commuter Rail

South Tacoma Access Improvement



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 project team has updated the Planned FTE Monthly Average estimate for the year.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.4	1.2	2.2
Consultants	3.0	0.6	2.4
TOTAL	6.4	1.8	4.6
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Sumner Station Access Improvements

Project Summary

Scope The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.

Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.

Phase Complete Environmental/Enter Design & Construction

Budget \$17.8 Million

Schedule Target Date: 2025



Improving access to Sounder Sumner Station

Key Project Activities

- Updating design-build project requirements and contract documents for the upcoming design-build Request for Proposals in February.
- Conducting property appraisals for Temporary Construction Easements.
- Actively meeting with City staff to inform project requirements and participate in the design build procurement.



©Ellen Sollod, 2003, "Hops Trellis", Sound Transit, Sumner Sounder Station, platform

Sounder Commuter Rail

Sumner Station Access Improvements



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's expenditures increased by \$31K. The majority of this period's costs are attributed to staff costs working on finalizing the project requirements for the upcoming design build procurement.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.7	\$2.0	\$2.0	\$2.7	\$0.0
Preliminary Engineering	\$2.7	\$2.6	\$2.6	\$2.7	\$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	\$7.6	\$7.6	\$4.6	\$7.6	\$0.0
Construction	\$0.2	\$0.1	\$0.1	\$0.2	\$0.0
ROW	\$4.6	\$4.0	\$3.9	\$4.6	\$0.0
Total	\$17.8	\$16.2	\$13.1	\$17.8	\$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 wide risks:

- Risk of project delay due to Area of Potential Effect requiring updating before the start of construction.
- Risk of delay to project if Inadvertent Discovery Plan is not complete by beginning of construction.
- Schedule impacts if Third Party Agreements not finalized before contract award.

Sounder Commuter Rail

Sumner Station Access Improvements



Project Schedule

Team presented modified schedule that will be used for Feb 2022 QRA session. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. The Schedule will be further modified to incorporate Feb 2022 QRA session outcomes.

Project procurement documents are complete. Issuance of the Design-Build Request for Qualifications is anticipated in Q1 2022. Final agreements for parking construction are also expected Q1 2022.

The project is in the Preliminary Engineering Phase III. Design-build procurement and baseline the project activities will start Feb. 2022. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area needed for the design-build contractor's construction activities. Upcoming milestones include Gate 4 Establish Baseline expected Q2 2022 and Notice to Proceed Expected Q4 2022.

Project is forecasting 2026 target date for Open for Service. Date will be confirmed as part of Q2 2022 Board Baseline process.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S300018 - Sumner Station Parking and Access Improvements	01-Oct-21 A	30-Jun-26												
Preliminary Engineering (Phase III)	01-Oct-21 A	26-May-22												
Administration	01-Oct-21 A	26-May-22												
MS01 ST Board Approves Project (Baseline) - Phase Gate 4	26-May-22	26-May-22												
+ Phase Gate 4 and Establish Project Baseline	01-Oct-21 A	16-May-22												
+ Permits and Agreements	01-Oct-21 A	01-Mar-22												
+ Right of Way	15-Mar-22	16-Feb-24												
+ Design-Build Project Management	01-Feb-22	02-Sep-25												
Design-Build Contract (DB)	01-Feb-22	30-Jun-26												
Design-Build Contract-Procurement	04-Feb-22	15-Dec-22												
+ Prepare and Finalize RFQ	04-Feb-22	22-Feb-22												
+ RFQ Solicitation Period	23-Feb-22	25-Mar-22												
+ SOQ Evaluation and Selection	28-Mar-22	17-May-22												
+ RFP Phase	05-Apr-22	11-Oct-22												
+ ST Board Path	27-Oct-22	15-Dec-22												
+ Design-Build - Design and Construction	01-Feb-22	02-Sep-25												
+ Const - Misc / Other / Env Mitigation	31-May-23	30-May-25												
+ Post Construction	03-Jun-25	30-Jun-26												

Sounder Commuter Rail

Sumner Station Access Improvements



Community Engagement

- We are 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 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 project team has updated the Planned FTE Monthly Average estimate for the year.

This month the project was focused on updating the design-build project requirements and contract documents. The actual FTE monthly average will be ramping up to planned levels as work continues to baselining the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.9	1.9	4.0
Consultants	0.0	0.0	0.0
TOTAL	5.9	1.9	4.0

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report

Regional Express & STRIDE Programs



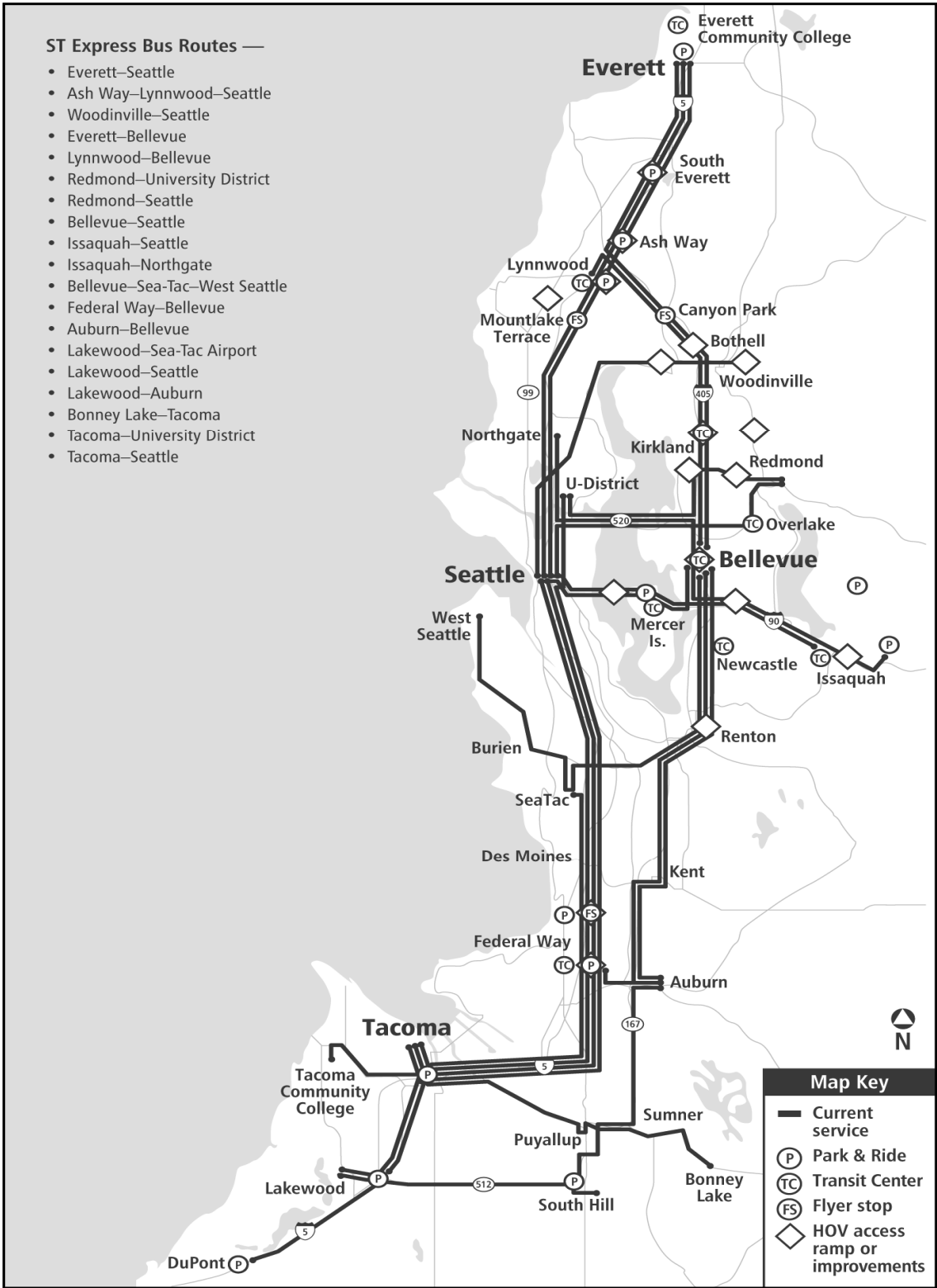
ST Express Bus routes connects major regional hubs throughout the three counties
(King, Pierce, and Snohomish)

January | 2022



Prepared by Project Controls | Portfolio Services Office

Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

Regional Express & STRIDE Program Overview



Bus Base North: This project establishes the operations and maintenance facility necessary to support 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, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. 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 Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Bus Base North	\$64.0	\$41.5	\$39.1	\$64.0	\$0.0
I-405 Bus Rapid Transit	\$703.9	\$202.1	\$97.2	\$703.9	\$0.0
SR 522/NE 145th St Bus Rapid Transit	\$209.1	\$70.8	\$50.0	\$209.1	\$0.0
Total	\$977.1	\$314.4	\$186.3	\$977.1	\$0.0

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

Program Schedule

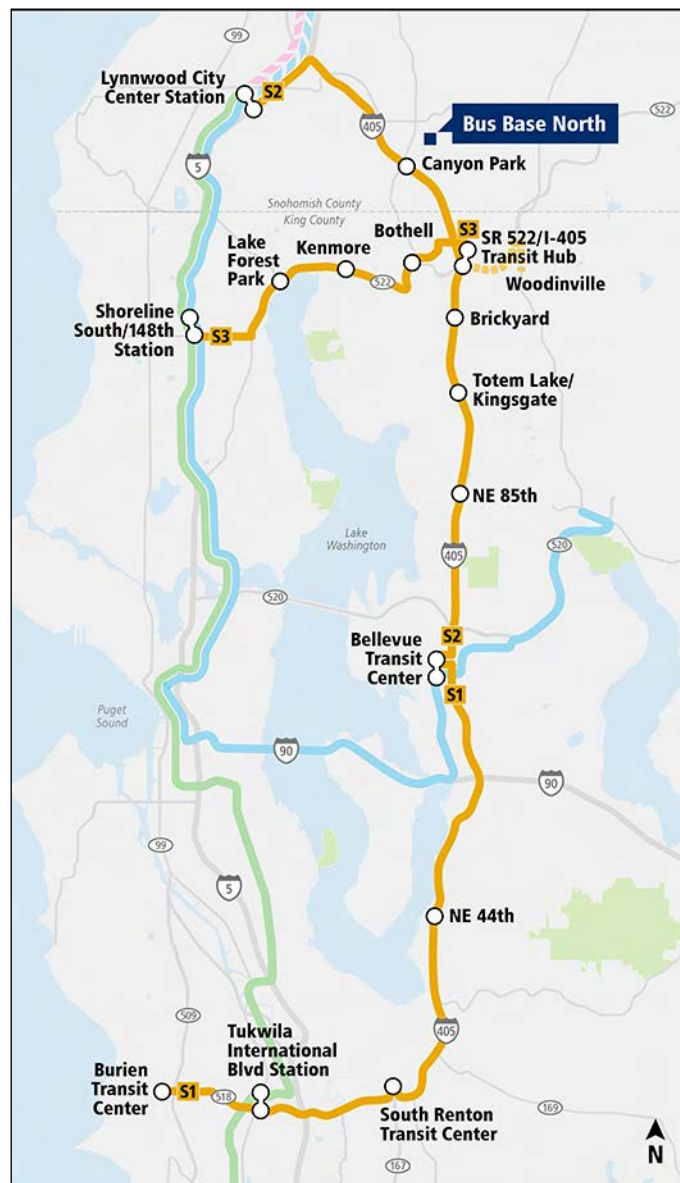
All projects within the Regional Express and STRIDE programs were part of the realignment process. Projects in the realignment process are not shown. *A graphic of the revised timelines will be displayed in a future update.*

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	Conceptual and Preliminary Engineering
Budget	\$64.0 Million for Preliminary Engineering, Final Design, Property Acquisition and Third Party Coordination.
Schedule	Target Date: 2025



Map of Project Alignment

Key Project Activities

- Continued addressing Codes, Covenants and Restriction (CCRs) of the site that has been selected for the bus base at Canyon Park Business Center.
- Held the Concept Design Charrette sessions continued working with the General Engineering Consultant (GEC) to bring the conceptual design toward 15%.
- Began soliciting inputs from internal business stakeholders on the requirements for the Computer Aided Dispatch, and Automated Vehicles Location (CAD/AVL) systems to be included into the Request for Proposals (RFP's).
- Continued working with the GEC on addressing the BRT Program master integrated schedule.

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 Authorized Allocation has been increased by \$15.3Million to support Program Management with the GEC and Final Design progress.

This period the project cost incurred increased by around \$414K. This is primarily due to progress in Final Design with the GEC for \$360K and to Sound Transit staff time for \$35K.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$7.1	\$2.2	\$2.1	\$7.1	\$0.0
Preliminary Engineering	\$2.0	\$1.7	\$1.4	\$2.0	\$0.0
Final Design	\$12.3	\$2.3	\$0.5	\$12.3	\$0.0
Construction Services	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
3rd Party Agreements	\$0.2	\$0.1	\$0.1	\$0.2	\$0.0
Construction	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Right-of-Way (ROW)	\$42.3	\$35.2	\$35.0	\$42.3	\$0.0
Total	\$64.0	\$41.5	\$39.1	\$64.0	\$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 wide risks:

- Soil conditions could require additional special foundations. Risk Mitigation: additional review of soil testing and borings, additional construction funds to address soil concerns are recommended to be budgeted.
- Addressing the Business Park Codes, Covenants and Restrictions (CC&R): performing additional noise and vibration analysis.
- The project delivery method is being readdressed to better address risks related to permitting and CC&R.

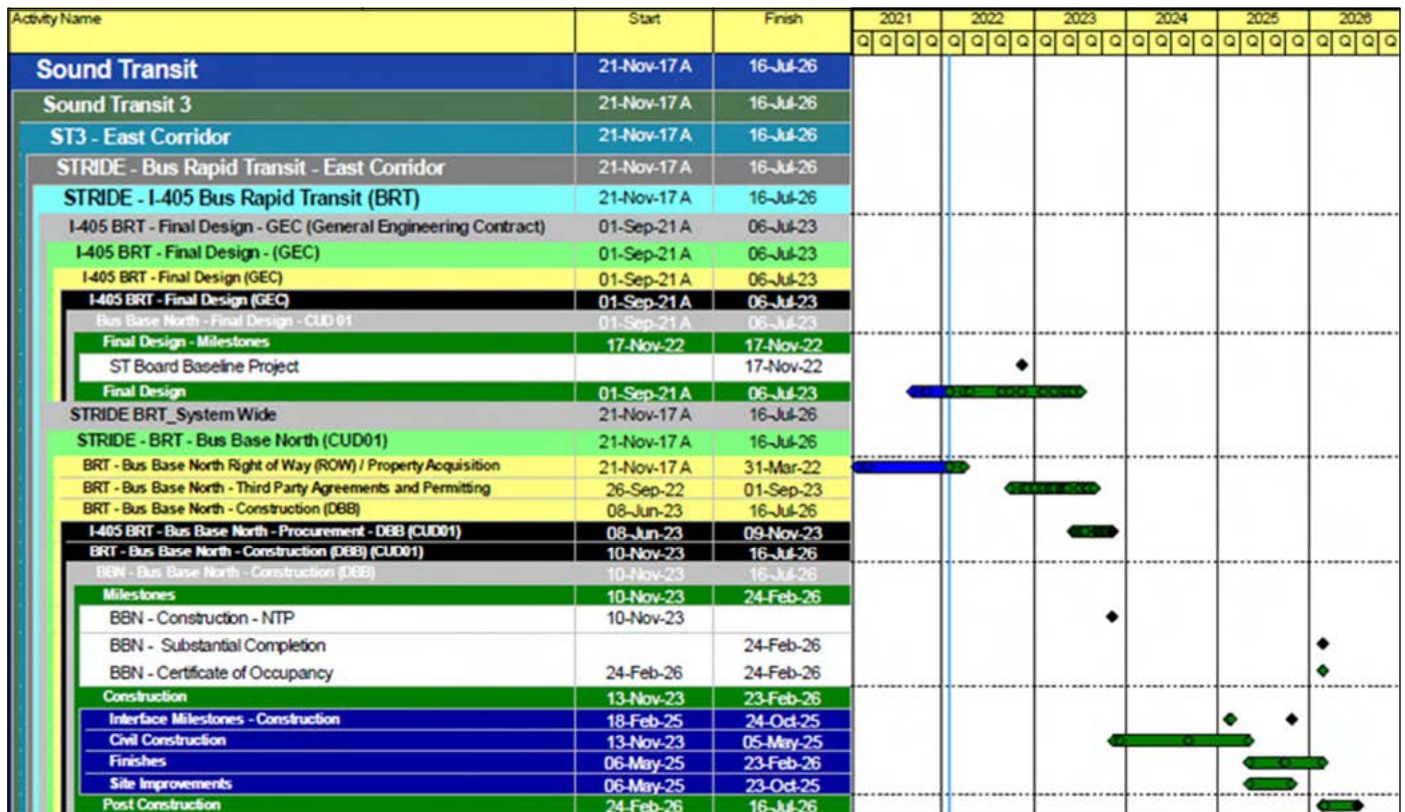
Regional Express & STRIDE Bus Base North



Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST is working with the GEC consultant to address the project schedule to align with the decision. The GEC also commence conceptual design of the base in October 2021.

The current critical path for Bus Base North is Final Design by the GEC, then construction procurement, civil construction and finishes then systems and testing. Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants that prohibit Sound Transit's proposed use for the property, developing project requirements, and permitting/agreements. The current forecast for completion is Q3 2026, 197 days past the ST Board realignment milestone.



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.

- We are monitoring outreach needs for the project and are available to answer any questions.
- Planning began for neighbor outreach for construction.

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.

Planned FTE is an annual projection. The variance will reduce once final design accelerates.

The YTD Actual FTE Monthly Average is lower than Planned currently. However, both ST Staff and Consultants staff level will ramp up as the project progresses toward 30% and 60% design in 2022 to be at or close to the Planned FTE Monthly Average.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.9	3.5	3.4
Consultants	18.0	8.4	9.6
TOTAL	24.9	11.9	13.0
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

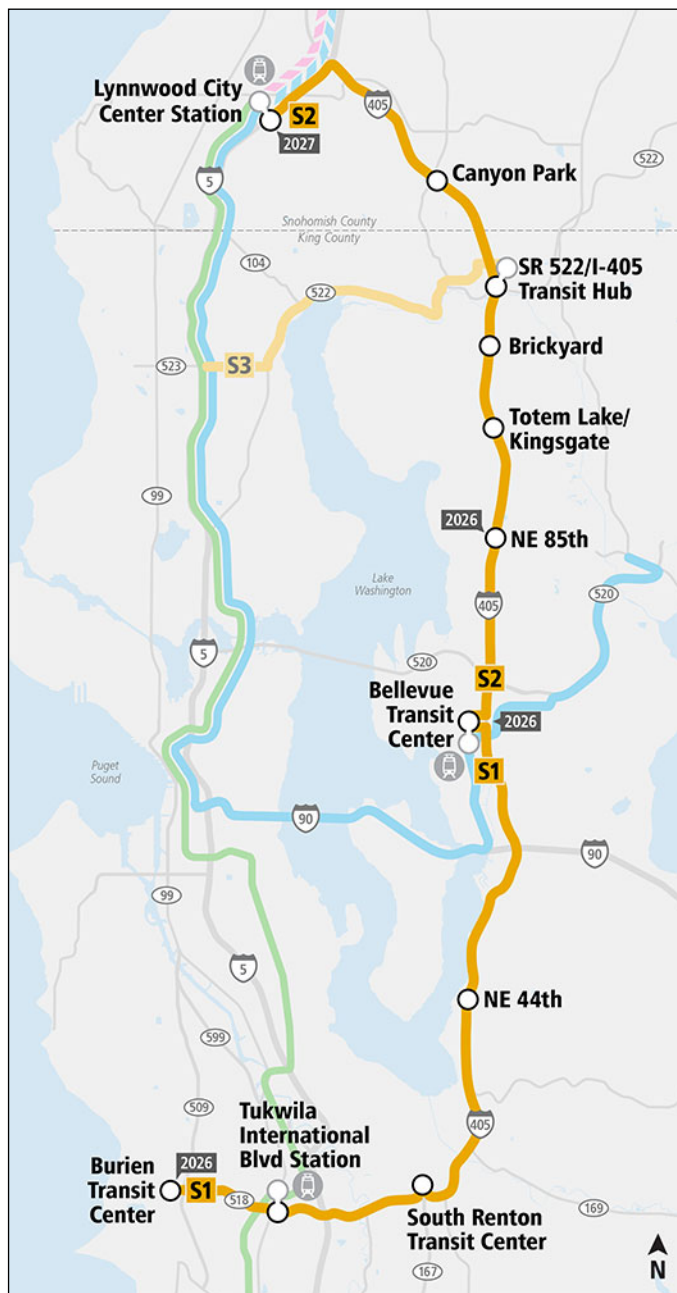
Board Action	Description	Date
	None to report this period.	

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, Tukwila International Blvd Station, Burien Transit Center
Phase	Final Design
Budget	\$703.9 Million for Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.
Schedule	Target Date: 2026 for Service Line 1 (S1); 2027 for Service Line 2 (S2); not including parking elements



Key Project Activities

- Sound Transit Board approved Motion M2022-05 Construction Agreement with WSDOT for the Design-Build Delivery of the I-405/NE 85th Street In-line Freeway Station for the I-405 BRT Project.
- Worked with Sound Transit Legal to finalize the design-build delivery construction agreement with WSDOT for the I-405/NE 85th Street Held meetings with WSDOT.
- Reviewed WSDOT's draft construction agreements at Brickyard, SR 522/I-405 Transit Hub, and Canyon Park In-line Stations.
- Prepared to request approval from Sound Transit Board for funding of an agreement with City of Kirkland for the BRT-related construction of NE 85th arterial.
- Completed demolition work at the Sound Ford site in Renton.

Regional Express & STRIDE I-405 Bus Rapid Transit



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 Authorized Project Allocation has been increased by \$436 Million to support program management, final design and construction at NE 85th, North ETL and Brickyard.

This period expenditures are \$1.7M, of which \$0.2M for staff time, \$1M for project refinement activities, preliminary engineering and environmental activities in the preliminary engineering phase, \$0.4M in the final design phase with the GEC, \$145K in construction, \$23K in ROW activities and \$15K in third party agreement phase.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$18.6	\$10.3	\$10.2	\$18.6	\$0.0
Preliminary Engineering	\$49.2	\$40.2	\$32.9	\$49.2	\$0.0
Final Design	\$17.4	\$3.1	\$1.1	\$17.4	\$0.0
Construction Services	\$1.7	\$0.4	\$0.0	\$1.7	\$0.0
Third Party Agreements	\$1.7	\$0.9	\$0.7	\$1.7	\$0.0
Construction	\$578.5	\$119.0	\$24.9	\$578.5	\$0.0
Right-of-Way (ROW)	\$36.8	\$28.2	\$27.3	\$36.8	\$0.0
Total	\$703.9	\$202.1	\$97.2	\$703.9	\$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 top project risks and proposed mitigations:

- Completion of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes (ETL) Project. *Risk Mitigation:* Sound Transit participated in WSDOT's Design-Build process for the I-405 Renton to Bellevue Project as a proposal evaluation member and integrated BRT milestones into the WSDOT schedule. Sound Transit staff is participating in design and constructability reviews for BRT related facilities included in WSDOT's projects.
- Coordination with WSDOT North-end I-405 Express Toll Lane schedule. Sound Transit and WSDOT staff coordination is ongoing to minimize or eliminate schedule gaps or slowdowns.
- The Tukwila International Boulevard station is on the critical path for a 2026 opening of S1 (Burien to Bellevue). ST and WSDOT staff are developing a Project Development Task Order.

Regional Express & STRIDE I-405 Bus Rapid Transit



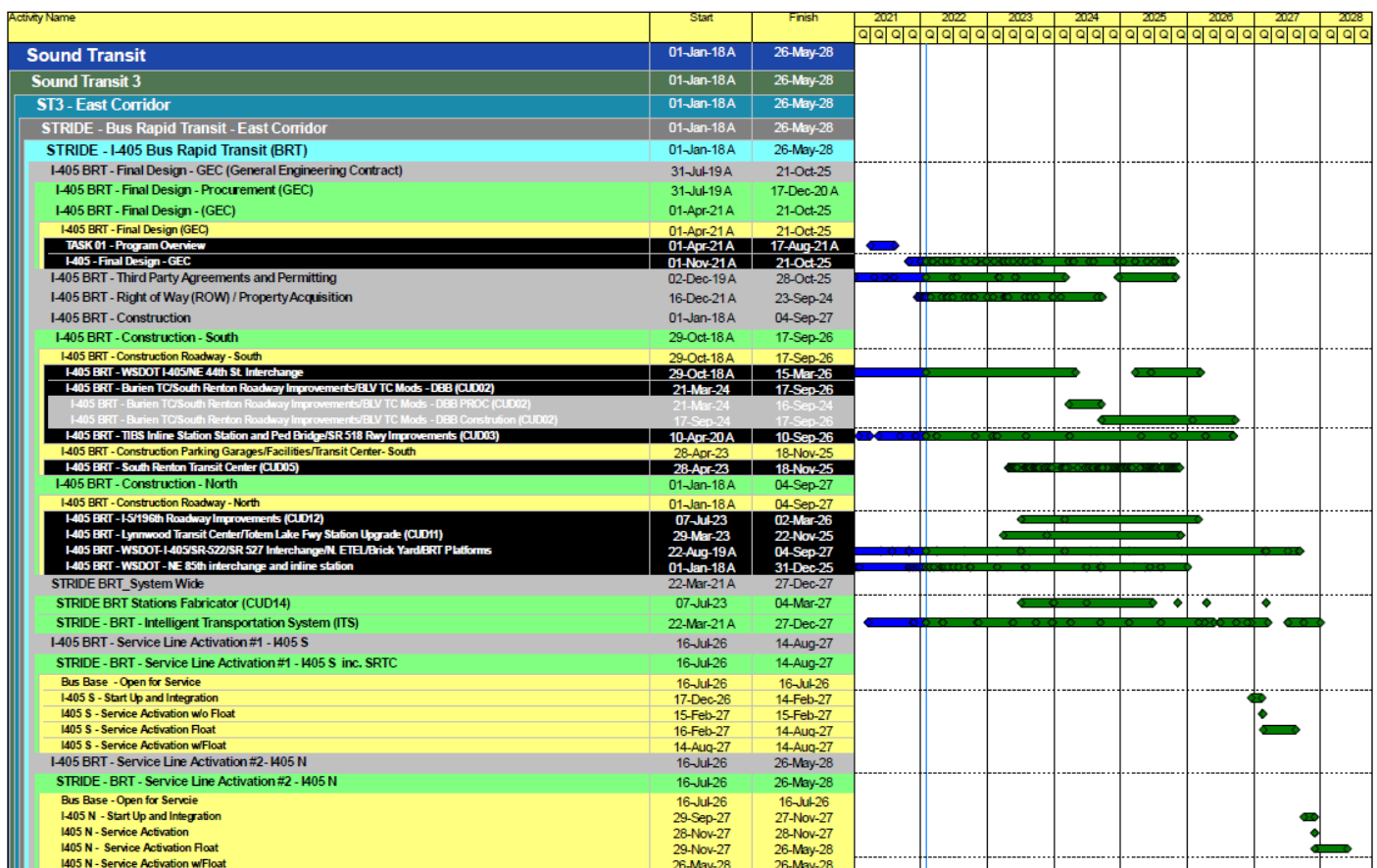
Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST is working with the GEC consultant to address the project schedule to align with the decision.

The current critical path for the I-405 BRT project is through Final Design by our General Engineering Contract (GEC) Construction Procurement, Civil Construction, commissioning and testing, project float contingency to service line activation. There are other near critical efforts which include ROW acquisition for CUD 02, Task Order for WSDOT on TIBS and SR518 improvements, permitting and agreements with local jurisdictions.*

I-405 S, Service Line #1 is currently forecasting 232 days beyond proposed ST Board Realignment dates. I-405 N, Service Line #2 is currently forecasting 147 days beyond proposed ST Board Realignment dates.

**There are construction 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—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.*



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. Due to COVID-19 outreach efforts have shifted to virtual platforms.

- One hundred email invitations sent to Community Based organizations along the alignment to offer briefings on project
- Five email correspondence from the public
- Two community briefings held: Refuge Church on January 20th and City of Lynnwood on January 27th.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff. 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.

Planned FTE is an annual projection. The variance will reduce once final design accelerates.

Overall, the YTD Actual FTE Monthly Average is slightly higher than Planned. As work progresses through 2022, actual monthly average variance to planned is expected to reduce.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.3	13.7	1.6
Consultants	26.5	31.0	(4.5)
TOTAL	41.8	44.7	(2.9)

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.*

Sound Transit Board Actions

Board Action	Description	Date
M2022-05	Construction Agreement with the WSDOT for the Design - Build Delivery of the I-405/NE 85th Street In-Line Freeway Station.	1/27/2022

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

Project Summary

Scope Launch a Bus Rapid Transit (BRT) system from the Shoreline South/148th light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

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.

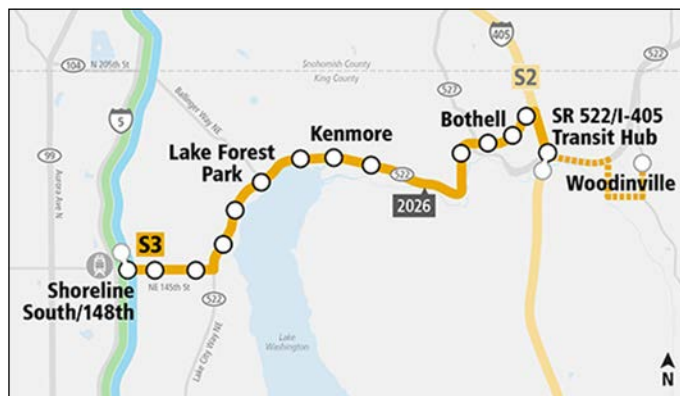
Stations Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Final Design

Budget \$209.1 Million for Preliminary Engineering Phase (1-3), Bothell Stage 3, Third Party Agreements, and Property Acquisition.

Schedule Target Date: 2026, not including parking elements



Map of Project Alignment



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

Key Project Activities

- Continued coordination with the local jurisdictions on the design development of the SR 522 / NE 145th BRT corridor.
- Worked toward finalization of a concurrence letter with City of Bothell on the scope and funding related to the street improvement of NE 185th Street from Bothell Way NE to Beardslee Boulevard
- The Project Development Consultant, David Evans and Associates, Inc. (DEA), completed all of their 30% design submittals.
- Continued to advance the NE 145th Street, Lake Forest Park and Kenmore segments toward 60% design.
- Began scoping work with the General Engineering Consultant (GEC) for the 60% design work of the Bothell segment.

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 \$2M. This is primarily due to progress on final design for \$1.1M with the GEC contract, construction progress in Bothell for \$0.7M, Sound Transit staff time accounts for \$92K, and in ROW for \$94K.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$13.9	\$7.5	\$7.3	\$13.9	\$0.0
Preliminary Engineering	\$15.5	\$15.4	\$15.3	\$15.5	\$0.0
Final Design	\$33.8	\$10.2	\$2.0	\$33.8	\$0.0
Construction Services	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
3rd Party Agreements	12.1	\$10.8	\$0.6	12.1	\$0.0
Construction	\$49.4	\$25.0	\$23.9	\$49.4	\$0.0
Right-of-Way (ROW)	\$83.8	\$2.0	\$0.9	\$83.8	\$0.0
Total	\$209.1	\$70.8	\$50.0	\$209.1	\$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 and proposed mitigations:

- The SR 522/NE 145th Street BRT project is an early deliverable and involves close coordination with multiple project partners. Staff and consultants are continuing to coordinate closely with project partners.
- Early concurrence on project components is a key effort of project development though on-going coordination with the Project Interagency Coordination Group, City Managers Group and Elected Leadership Group. Letters of Concurrence are being developed with jurisdictions on the SR 522/145th BRT alignment for the project advancing to 30 percent design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline - complex jurisdictional situation and third partner expectation for ST capital investment. Partner agency staff are actively working towards a solution.

Regional Express & STRIDE

SR 522/NE 145th Street Bus Rapid Transit



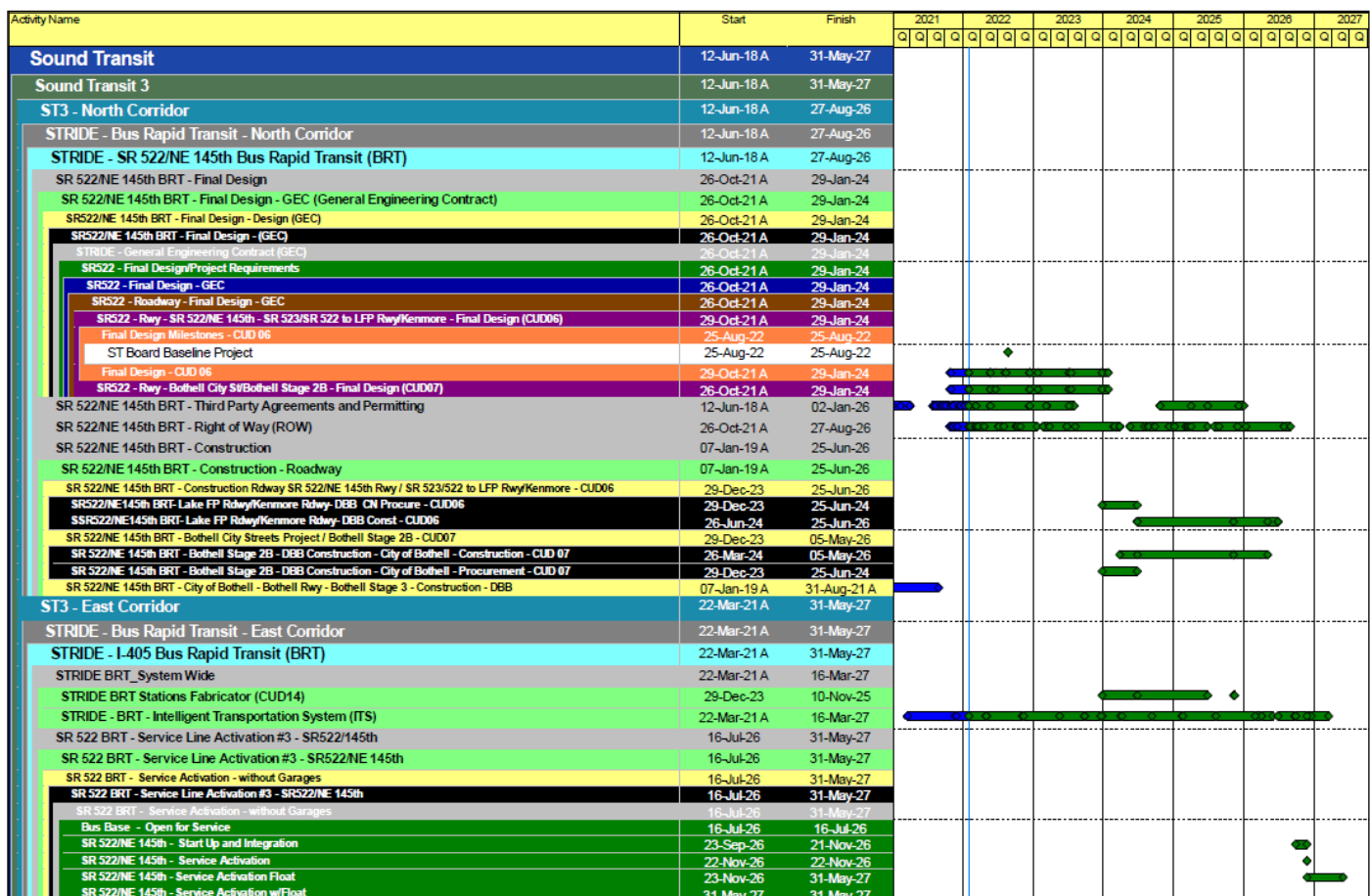
Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST is working with the GEC consultant to address the project schedule to align with the decision.

“Project to be Built” was approved by ST Board in September 2021.

The current critical path for the ST 522/NE 145th BRT project is Final Design by the GEC who was issued a task order in October 2021 to proceed with design for CUD 06 - SR522/NE145th Rdwy through construction procurement, civil construction, system testing and project float. Near critical is ROW acquisition which will be monitored closely along with permitting/agreements. The current forecast for completion is Q2 2027, 151 days past the ST Board realignment milestone.

Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (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.



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR522 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. Due to COVID-19 outreach efforts have shifted to virtual platforms.

- 15 email correspondences from the public

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.

Planned FTE is an annual projection. The variance will reduce once final design accelerates.

The YTD Actual FTE Monthly Average is lower than Planned currently. However, both ST Staff and Consultants staff level will ramp up as the project progresses toward 60% design in 2022 to be at or close to the Planned FTE Monthly Average.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.8	10.3	7.5
Consultants	38.0	8.3	29.7
TOTAL	55.8	18.6	37.2
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report Capital Program Support



Capital Program Support Grants



Current Grant Funding *(Includes only Active Executed Grants)*

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Balance Remaining
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	68,419,050
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	9,774,195
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	7,800,002
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	07/16/2019	-
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extensio	2,318,683	04/29/2020	1,718,683
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	497,710,967	03/19/2021	17,239,162
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	297,710,967	02/25/2021	88,198,263
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Expansion	5,600,000	12/13/2019	5,088,369
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	5,400,000
REGIONAL EXPRESS	WA-2020-080	HIMB Bus Prev Maint	14,898,460	09/08/2021	-
LINK LIGHT RAIL	WA-2020-086	HIFG Rail Prev Maint	38,937,648	09/18/2021	753,019
LINK LIGHT RAIL	WA-2021-002	Downtown Redmond Link Ext	31,668,475	09/10/2021	-
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	1,873,685
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	4,800,000
REGIONAL EXPRESS	WA-2021-083	Bus Replacements	1,494,561	09/07/2021	-
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvments	1,500,000	09/10/2021	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	7,255,465
LINK LT RAIL & SOUNDER	WA-2021-123	Rail State of Good Repair - PIMS	3,612,229	09/24/2021	3,612,229
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARS/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	1,421,500
REGIONAL FUND	WA-2021-141	ARP Act 2021-Operating Expense	275,258,761	10/28/2021	230,064,218
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	08/27/2015	285,750
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/08/2014	-
TOTAL FEDERAL TRANSIT AUTHORITY			1,973,258,301		455,203,590
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,138	11/02/2017	662,138
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	857,457
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	596,099
TOTAL OTHER FEDERAL			2,620,689		2,115,694
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	197,000
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	02/10/2020	-1
TOTAL STATE			697,000		196,999
TOTAL ALL GRANTS			1,976,575,990		457,516,283

* = Multiple values exist within this grant number grouping, see AwardID for details.

Above table as of Q4 2021. 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 2021, Sound Transit continues to carry out 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 Accomplishments and Activities for Q4 2021

- Launched the ESMS general awareness training with a 98% completion rate.
- Presented at the APTA Sustainability Workshop on sustainability strategic planning.
- Presented at Washington State Transportation Association’s Annual Conference on zero emission bus planning.
- Completed the ESMS External surveillance audit with ISO 14001 Registrar with no major or minor findings.
- Complete annual environmental compliance audit at Federal Way Link Extension
- Began development of 2022 Environmental and Sustainability Targets.
- Completed design of an internal sustainability networking and learning community.
- Hosted three lunch and learns for agency staff.

Key Upcoming Activities for Q1 2022

- Publish 2022 Environmental and Sustainability targets.
- Begin data collection for 2021 Annual Sustainability Progress Report and greenhouse gas inventory.
- Collect applications for Efficiency and Sustainability Program internal grant program.

Progress Report Acronyms



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	IFB	Issue for Bids
CCTV	Close Circuit Television	IFC	Issue for Construction, also Industry Foundation Classes
CDF	Controlled Density Fill	IRT	Independent Review Team
CHS	Capitol Hill Station	IWP	Industrial Waste Permit
CM	Construction Management	JA	Jacobs Associates
CMU	Concrete Masonry Unit	JARPA	Joint Aquatic Resource Permit Application
CO	Change Order	KCM	King County Metro
CPI	Cost Performance Index	LNTP	Limited Notice to Proceed
CPM	Critical Path Method	LRRP	Light Rail Review Panel
DAHP	Department of Archaeology & History Preservation	LRT	Light Rail Transit
DART	Days Away, Restricted or Modified	LRV	Light Rail Vehicle
DB	Design-Build	LTK	LTK Engineering Services
DBPM	Design-Build Project Management	MACC	Maximum Allowable Construction Cost
DCE	Document Categorical Exclusion	MBT	Mount Baker Tunnel
DECM	Design, Engineering and Construction Management	MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
DEIS	Draft Environmental Impact Statement	MLK	Martin Luther King, Jr. Way
DP	Design Package	MOA	Memorandum of Agreement
DPD	Seattle Department of Planning and Development	MOU	Memorandum of Understanding
DSC	Differing Site Conditions	MOW	Maintenance of Way
DSDC	Design Support During Construction	MPPCV	Major Public Project Construction Variance
DSTT	Downtown Seattle Transit Tunnel	MRB	Material Review Board
EFC	Estimated Final Cost	MUP	Master Use Permit
EMI	Electro Magnetic Interference	NB	Northbound
ERC	East Rail Corridor	NCR	Notification of Change Report

Acronyms

NCTP	North Corridor Transit Partners	SIP	Street Improvement Permitting
NEPA	National Environmental Policy Act	SPI	Schedule Performance Index
NOAA	National Oceanic and Atmospheric Administration	SR	State Route
NPDES	National Pollutant Discharge Elimination System	ST	Sound Transit
NTP	Notice to Proceed	START	Seattle Tunnel and Rail Team
OCS	Overhead Catenary System	SWI	Stacy and Witbeck, Inc.
OMF	Operations and Maintenance Facility	TBM	Tunnel Boring Machine
OMSF	Operations and Maintenance Satellite Facility	TCAL	Temporary Construction Airspace Lease
PA	Public Address System	TCE	Temporary Construction Easement
PE	Preliminary Engineering	TE	Traction Electrification
PEP	Project Execution Plan	TFK	Traylor Frontier Kemper Joint Venture
PEPD	Planning, Environment and Project Development	TOD	Transit Oriented Development
PMOC	Project Management Oversight Consultant	TPSS	Traction Power Substations
PSST	Pine Street Stub Tunnel	TVM	Ticket Vending Machine
QA	Quality Assurance	UAC	Unallocated Contingency
QC	Quality Control	U-Link	University Link project
QTR	Quarter	UDS	University District Station
RE	Resident Engineer	USFWS	U.S. Fish and Wildlife Service
RFC	Request for Change	UW	University Of Washington
RFD	Request for Deviation	UST	Underground Storage Tank
RFI	Request for Information	UWS	University of Washington Station
RFP	Request for Proposal	VAV	Variable Air Volume
RFQ	Request for Qualifications	VE	Value Engineering
RIR	Recordable Injury Rates	VECP	Value Engineering Cost Proposal
RMP	Risk Management Plan	VMS	Video Management System
ROD	Record of Decision	WBS	Work Breakdown Structure
ROW	Right -of -Way	WDFW	Washington Department of Fish and Wildlife
RSD	Revenue Service Date	WSDOT	Washington Department of Transportation
SB	Southbound		
SCADA	Supervisory Central and Data Acquisition		
SCC	Standard Cost Categories		
SCL	Seattle City Light		
SDEIS	Supplemental Draft Environmental Impact Statement		
SEPA	State Environmental Policy Act		