

Agency Progress Report Capital Programs



Take transit to the game!

Summer sports season is here. The train or bus is a great way to the game.

June | 2023



Editor's Note

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

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

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

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

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Agency Progress Report

TABLE of CONTENTS

Executive Summary	6
Link Light Rail	7
Regional Express & STRIDE	122
Souder Commuter Rail	142
Capital Program Support	169
Acronyms	172

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CHIEF EXECUTIVE OFFICER
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Sound Transit Current Service

Link Light Rail

- Link 1 Line**
(Northgate–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
- 512 Everett–Northgate
- 513 Seaway TC–Northgate
- 522 Woodinville–Roosevelt
- 532 Everett–Bellevue
- 535 Lynnwood–Bellevue
- 542 Redmond–University District
- 545 Redmond–Seattle
- 550 Bellevue–Seattle
- 554 Issaquah–Seattle
- 556 Issaquah–University District
- 560 Bellevue–Sea-Tac Airport–West Seattle
- 566 Auburn–Redmond
- 574 Lakewood–Sea-Tac Airport
- 577 Federal Way–Seattle
- 578 Puyallup–Federal Way–Seattle
- 580 South Hill–Puyallup
- 586 South Hill–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



Sound Transit future service

Link light rail

Future service:

- 1 Line** Ballard–Tacoma
- 2 Line** Mariner–Redmond
- 3 Line** Everett–West Seattle
- 4 Line** South Kirkland–Issaquah
- T Line** Tacoma Dome–Tacoma Community College

In service:

- Northgate–Angle Lake
- Tacoma Dome–Theater District

Sounder trains

Future service:

- S Line** DuPont–Lakewood

In service:

- N Line** Everett–Seattle
- S Line** Lakewood–Seattle

Stride bus rapid transit

Future service:

- S1 Line** Bellevue–Burien
- S2 Line** Lynnwood–Bellevue
- S3 Line** Shoreline–Bothell

ST Express buses

In service:

— Service re-evaluated annually

○ New station or bus facility
 P Added parking
 ⊕ Station improvements
 ∞ Major transfer hub
 ○ Existing station or bus facility
 P Existing parking
 ○ Provisional light rail station

Amtrak trains Monorail
 Ferry terminal Sea-Tac Airport
 Greyhound buses Streetcar



For more details, including information about project schedules, go to:
soundtransit.org/system



Executive Summary

Sound Transit Capital Program

Regional Mobility Grant Award

This month, the Washington State Department of Transportation awarded Sound Transit \$8.6 million in State Regional Mobility grant funds. The money will support our Stride BRT program for transit signal priority and non-motorized improvements.

The funds will be split between two State biennium: \$4.8M for 2023-2025 and \$3.8M for 2025-2027.

Equity work

Two important Sound Transit Employee Resource Groups (ERG) organized successful events to mark respective June celebrations.

Our BEST ERG (Black Employees at Sound Transit) sponsored our Juneteenth Picnic on Saturday, June 17, from 2-7 p.m., at Coulon Beach Park in Renton.

Our Pride ERG organized agency participation in the Seattle Pride Parade on Sunday, June 25.

Sound Transit Employee Resource Groups and Networks are pivotal in our work to support Diversity, Equity, Inclusion, and Belonging inside of our agency and in our growth as an Anti-racist organization.

Vertical conveyance fixes

On June 18, we re-activated one of our two North-Bound IDS/CID Station escalators, which had been inoperable since 2021 due to severe water damage and supply chain and labor constraints.

The escalator had been the last of the long-term vertical conveyance outages in our Downtown stations.

Auburn Station parking and area improvement contracts authorized

At its monthly meeting on June 22, the Sound Transit Board authorized the \$60 million award of a design-build contract for a new Auburn parking garage and other access improvements to Absher Construction of Puyallup.

The project is scheduled to be completed in early 2027 and will serve Sounder S Line passengers and Sound Transit Express customers. In addition to parking, the construction project will also include improvements for walking, bicycling, and transit. These could include curb extensions, enhanced crosswalks, accessible curb ramps and new bus shelters.

Progress Report

Link Light Rail Program



Link Light Rail leaving Mount Baker Station

June | 2023



Sound Transit Link light rail

Current service and future extensions

Link light rail

Future service:

- 1 **1 Line** Ballard–Tacoma
- 2 **2 Line** Mariner–Redmond
- 3 **3 Line** Everett–West Seattle
- 4 **4 Line** South Kirkland–Issaquah
- T **T Line** Tacoma Dome–Tacoma Community College

In service:

- Northgate–Angle Lake
- Tacoma Dome–Theater District

○ New station
P Added parking
⊕ Major transfer hub
○ Existing station
P Existing parking
○ Provisional light rail station

✈ Amtrak trains ✈ Sea-Tac Airport
⚓ Ferry terminal ⚓ Sounder trains
🚌 Greyhound buses 🚗 Streetcar
🚝 Monorail 🚗 Stride buses

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

[soundtransit.org/system](https://www.soundtransit.org/system)



Link Light Rail Program Overview



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

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

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

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

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

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

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

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

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

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

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

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

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

Link Light Rail Program Overview



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

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

Link Light Rail Program Overview



Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	\$630.6	\$164.3	\$121.1	\$630.6	\$0.0
Boeing Access Rd Infill Station	\$8.6	\$0.1	\$0.1	\$8.6	\$0.0
Downtown Redmond Link Extension	\$1,530.0	\$1,021.2	\$811.1	\$1,530.0	\$0.0
East Link Extension	\$3,677.2	\$3,387.7	\$3,295.4	\$3,677.2	\$0.0
Everett Link Extension	\$196.9	\$28.9	\$27.6	\$196.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,906.6	\$1,589.0	\$2,383.5	\$68.0
Graham St Infill Station	\$2.9	\$0.1	\$0.1	\$2.9	\$0.0
Hilltop Tacoma Link Extension	\$282.7	\$271.6	\$265.9	\$282.7	\$0.0
Light Rail Vehicle (LRV) Fleet Expansion	\$740.7	\$691.0	\$530.7	\$740.7	\$0.0
Lynnwood Link Extension	\$2,771.6	\$2,571.2	\$2,293.1	\$2,731.3	\$40.3
NE 130th Street Infill Station	\$240.2	\$55.7	\$39.9	\$240.2	\$0.0
North Corridor Maintenance of Way	\$32.0	\$3.4	\$2.5	\$32.0	\$0.0
Series 3 LRV	\$33.0	\$0.2	\$0.2	\$33.0	\$0.0
Tacoma Dome Link Extension	\$299.1	\$121.0	\$77.8	\$299.1	\$0.0
West Seattle Link Extensions	\$225.0	\$50.9	\$35.5	\$225.0	\$0.0
Total	\$13,122.2	\$10,273.9	\$9,090.0	\$13,013.9	\$108.3





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

Program Schedule of Baseline Projects

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

	'20	'21	'22	'23	'24	'25	'26	'27	'28
LINK LIGHT RAIL PROGRAM									
Downtown Redmond Link Extension	Hatched		Solid			Thin Hatched			
East Link Extension	Solid			Thin Hatched					
Federal Way Link Extension	Hatched		Solid					Thin Hatched	
Hilltop Tacoma Link Extension	Solid								
Light Rail Vehicle (LRV) Fleet Expansion	Solid					Thin Hatched			
Lynnwood Link Extension	Solid								
Northgate Link Extension	Solid								
NE 130th St Infill Station	Green	Yellow		Solid					

KEY:

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

Link Light Rail Program Overview



Revenue Service Years

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

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

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

Link Light Rail Ballard Link Extension

Project Summary

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

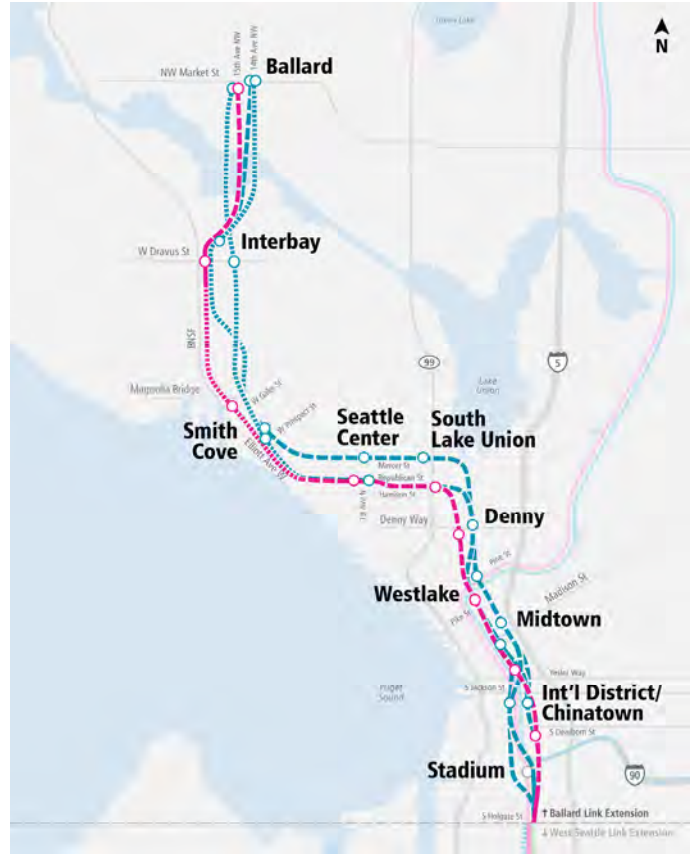
The Draft EIS included alignment alternatives in Downtown, Interbay, and Ballard; different station depths in Chinatown-International District and Downtown; and bridge and tunnel alternatives across Salmon Bay.

Phase Planning

Budget \$630.6 M through completion of Preliminary Engineering

Schedule Target date: 2039

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



Map of Project Alignment

Key Project Activities

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

Project Cost Summary

The Ballard Link Extension is a voter-approved project under the ST3 Plan. The current Authorized Project Allocation (budget) for the project that has been approved by the Sound Transit Board allows staff to conduct alternatives development, followed by an Environmental Impact Statement, leading to ST Board selection of the project to be built and FTA issuance of a Record of Decision in 2026.

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

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

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$40.6	\$32.8	\$32.8	\$40.6	\$0.0
Preliminary Engineering	\$235.8	\$125.1	\$83.4	\$235.8	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$4.4	\$0.0	\$0.0	\$4.4	\$0.0
3rd Party Agreements	\$7.7	\$2.7	\$2.0	\$7.7	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$342.2	\$3.6	\$2.9	\$342.2	\$0.0
Total	\$630.6	\$164.3	\$121.1	\$630.6	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$341.4	\$3.6	\$2.9	\$341.4	\$0.0
80 Professional Services	\$271.9	\$160.7	\$118.2	\$271.9	\$0.0
90 Unallocated Contingency	\$17.3	\$0.0	\$0.0	\$17.3	\$0.0
Total (10 - 90)	\$630.6	\$164.3	\$121.1	\$630.6	\$0.0

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

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

Link Light Rail Ballard Link Extension



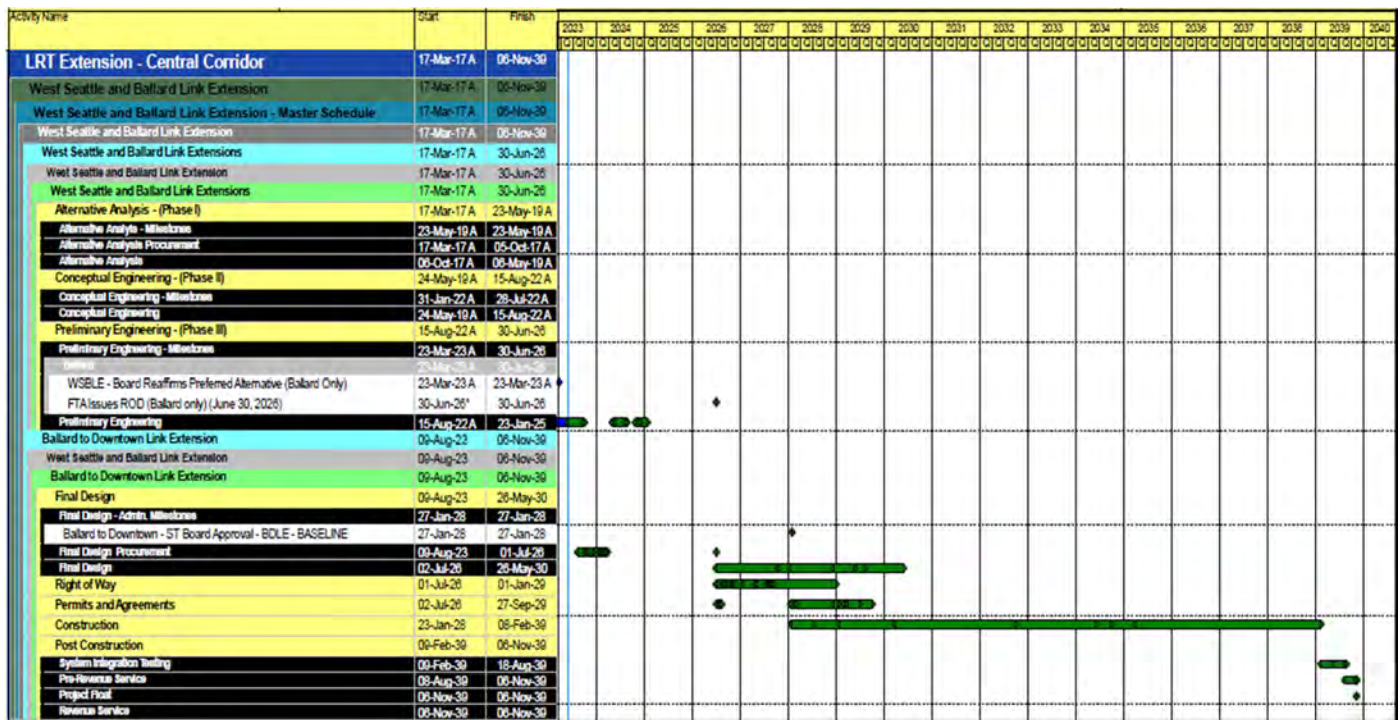
Risk Management

The following are the top project-wide risks:

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

Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2037. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of consideration and an extended public comment period, the Board did not identify a Preferred Alternative for the Ballard Link Extension in July 2022, but instead directed further studies in a number of areas. In March 2023, the Board considered the results of the further studies and identified a Preferred Alternative for much of the project corridor but with direction to continue review of two station options in the Denny Station area and to return to the Board in mid-2023. The delay in identification of the Preferred Alternative and the associated Board requested further studies, as well as the need for additional environmental review associated with the Board’s March 2023 action, will necessitate adjustments to the environmental process and schedule, which will affect the Select Project to be Built milestone as well as subsequent milestones including the revenue service date.



Community Engagement

- Conducted 8 community outreach briefings, meetings, tabling and tours.
- Met with two property owners.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	36.0	19.6	16.4
Consultants	108.3	67.3	41.0
TOTAL	144.3	86.9	57.4

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Link Light Rail Boeing Access Rd Infill Station

Project Summary

Scope This project adds a new elevated level light rail station to the existing 1 Line in the vicinity of S Boeing Access Rd, E Marginal Way S, and I-5 in Tukwila.

The project bridges the 5.5-mile gap between the existing Rainier Beach and Tukwila International Boulevard stations and increases access to the Tukwila and Duwamish manufacturing/ industrial centers and neighborhoods in north Tukwila and south Seattle.

The project adds a 300-stall surface parking lot and/or provides a flexible approach to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase Planning

Budget \$8.6M through completion of Preliminary Engineering

Schedule Target date: 2031

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



Map of Project Alignment

Key Project Activities

- Assembled project team and documented roles and responsibilities through project chartering.
- Evaluated consultant proposals and conducted interviews for Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services. Anticipating consultant selection and contract negotiation in July and August 2023.

Link Light Rail Boeing Access Rd Infill Station



Project Cost Summary

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

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

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

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$1.2	\$0.1	\$0.1	\$1.2	\$0.0
Preliminary Engineering	\$6.8	\$0.0	\$0.0	\$6.8	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$8.6	\$0.1	\$0.1	\$8.6	\$0.0

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

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

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.

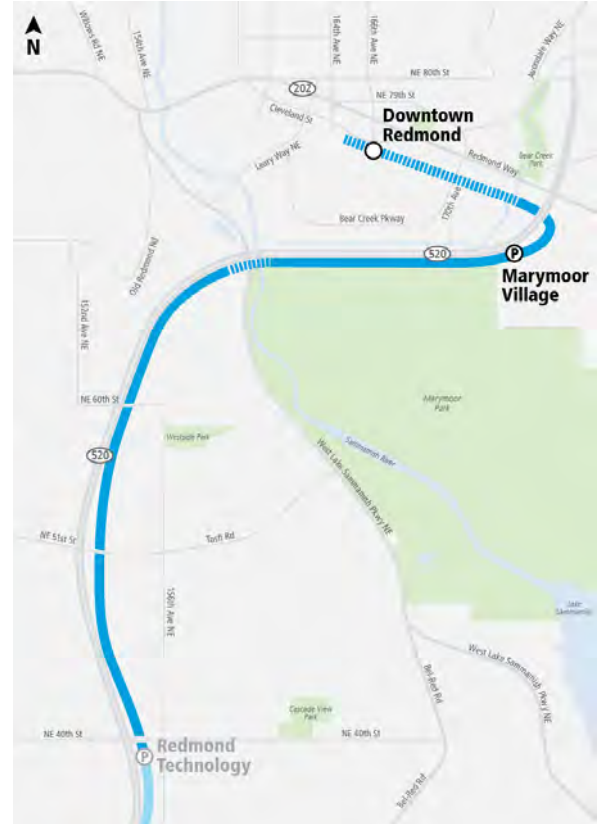
Stations Two Stations: Marymoor Village and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.53 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Ballasted track and DF track work continues from Pedestrian bridge on Bear creek through Downtown Redmond Station.
- Structural steel at Downtown Station (DTS) and Garage continues, platform level of DTS is ongoing. Interior steel stud wall construction has started.
- Structural steel at Marymoor Village Garage started.
- The first Traction Power System Substation was delivered and installed.
- FTA representative on site for update and site tour.
- Majority of ST provided ethernet switches are on site with DBPM (processing to deliver to DB).

Closely Monitored Issues

- Garage concrete quality issues/repairs. Managing proper repairs that don't impact continued work.
- Coordination with PSE to finalize power connections to TPSS locations, garage, and stations.
- Downtown Redmond Station Structural Steel: Delivery of steel is critical to the DTS schedule. Meet with Design Builder team and ST team weekly to keep submittal, fabrication, and delivery schedule on track.

Link Light Rail Downtown Redmond Link Extension



Project Cost Summary

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

In this period, DRLE incurred approximately \$15.9M of expenditure. Most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date rose from \$795.2 M to \$811.1 M.

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	\$26.9	\$26.4	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.54	\$19.4	\$23.0	\$0.0
Final Design	\$4.50	\$4.5	\$1.58	\$1.4	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.62	\$35.3	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.73	\$8.7	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$802.20	\$609.3	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$110.60	\$110.52	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$1,021.2	\$811.1	\$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	\$332.40	\$332.4	\$247.9	\$192.2	\$462.9	\$130.5
20 Stations	\$261.9	\$261.9	\$196.9	\$141.7	\$196.9	(\$65.0)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.00
40 Sitework & Special Conditions	\$287.0	\$288.1	\$208.0	\$146.3	\$239.8	(\$48.3)
50 Systems	\$108.6	\$103.2	\$72.8	\$52.9	\$82.2	(\$21.0)
Construction Subtotal (10 - 50)	\$989.9	\$985.6	\$725.6	\$533.0	\$981.8	(\$3.8)
60 Row, Land	\$168.5	\$168.5	\$110.6	\$110.5	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.3	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$184.7	\$167.3	\$297.4	\$3.8
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$1,021.2	\$811.1	\$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 following are the current top risk areas that may impact project cost and schedule:

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



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

Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency balance effective remains unchanged at \$231.3M when compared to the previous period. The current contingency utilization is performing positively against the project’s planned contingency drawdown.

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

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. No change on AC balance this period.

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

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148.1	9.7%	\$2.8	0.4%
Allocated Contingency	\$209.6	13.7%	\$150.3	20.9%
Unallocated Contingency	\$78.2	5.1%	\$78.2	10.9%
Total	\$435.8	28.5%	\$231.3	32.2%

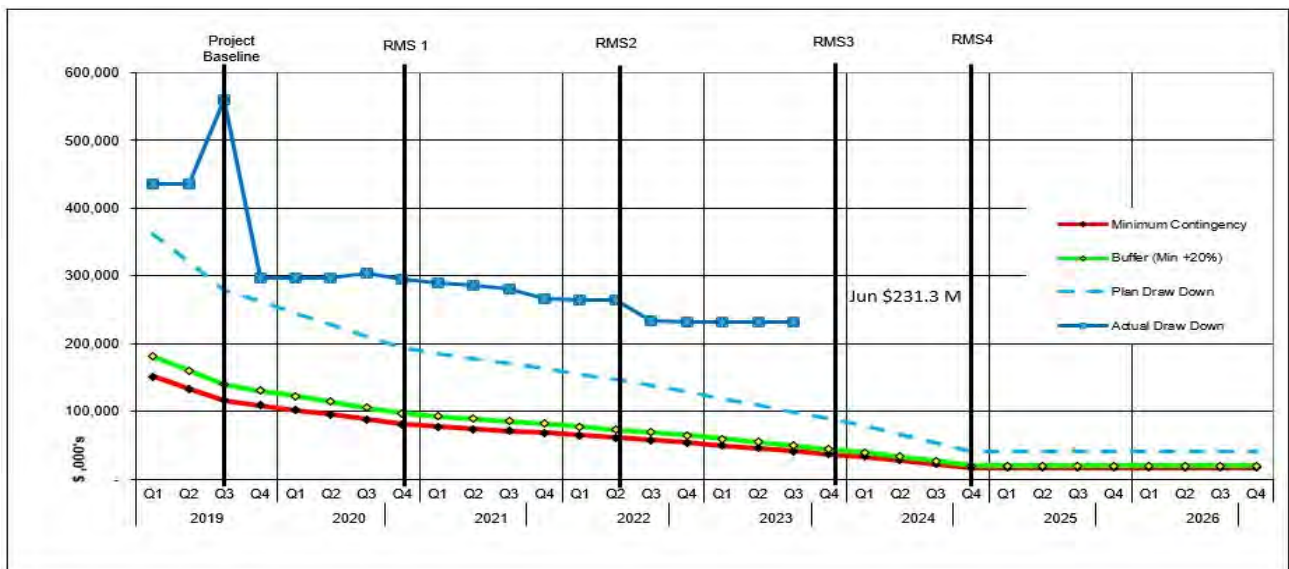
Contingency by Type



Table figures are shown in millions.

Contingency Drawdown

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



Contingency Drawdown as of June 30, 2023

Link Light Rail Downtown Redmond Link Extension



Project Schedule

Weighted percent complete of the R200 contract is calculated at 73.1%.

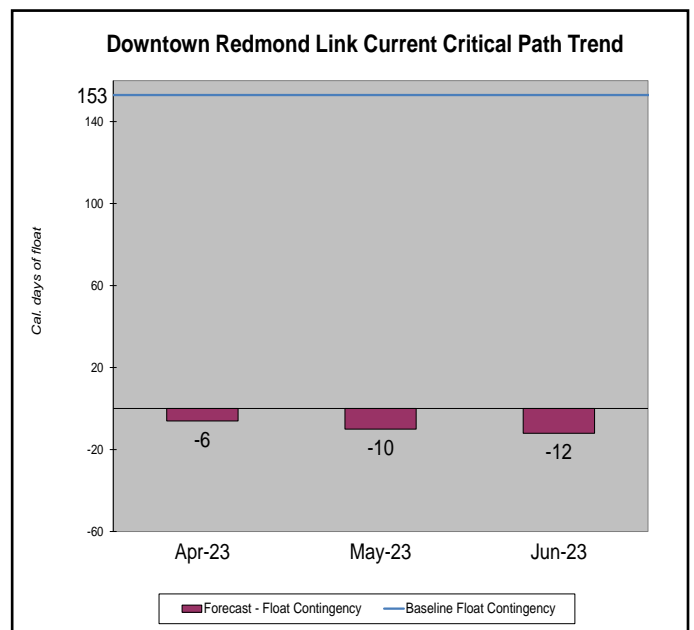
The June update is presented below. The contractor continued distributing rail for installation along the at-grade guideway; installation of DF track on Structure A; ductbank installation, rail distribution, and OCS foundations for Structure B; deck placement and MEPF rough-ins at the Marymoor Village Garage; and CMU enclosure and underground MEP at Downtown Redmond Station.

Activity Name	Start	Finish	23	2024					Q1
			Q3	Q4	Q1	Q2	Q3	Q4	Q1
Downtown Redmond Link Extension - Construction	09-Sep-19 A	12-Jan-25							
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	12-Jan-25							
CONTRACT MILESTONES & STARTUP	09-Sep-19 A	12-Jan-25							
NTP (9/9/19)	09-Sep-19 A								
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		14-Oct-24*							
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS		12-Jan-25*							
OWNER FLOAT & PRE-REVENUE OPERATIONS	09-Aug-24	12-Jan-25							
UNUSUALLY SEVERE WEATHER	28-Jun-21 A	29-Nov-22 A							
GENERAL CONDITIONS	09-Sep-19 A	31-Jul-24							
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19 A	12-Jul-22 A							
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A							
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	20-Nov-24							
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20 A	20-Nov-24							
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20 A	22-Apr-24							
LINEAR GUIDEWAY WORK	07-Jan-22 A	13-May-24							
OCC	16-Jan-24	16-Jan-24							
PUNCHLIST	09-Jun-24	07-Aug-24							
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	31-May-24							
CLOSEOUT	10-Aug-23 A	14-Dec-24							
COMMISSIONING	01-Feb-23 A	08-Aug-24							
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	12-Jan-25							
Downtown Redmond Link Extension - Rail Activation	28-Mar-22 A	12-Jan-25							
SIT - System Integrated Testing	12-Apr-24	08-Aug-24							
SSCRS - Safety and Security Certification	28-Mar-22 A	11-Dec-24							
Pre-Revenue Service	14-Oct-24	12-Jan-25							
Operations Walk Thru - Entire Alignment	14-Oct-24	13-Nov-24							
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	14-Oct-24	28-Nov-24							
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	28-Nov-24	12-Jan-25							
Project Float Contingency	12-Jan-25	12-Jan-25							
Revenue Service	12-Jan-25	12-Jan-25							
Revenue Service Date (Baseline 31-Dec-24)		12-Jan-25*							

Project Float

DRLE was baselined with 153 days of project float. Current float projection is -12 days. Time was added to the schedule this month as the contractor revised their testing & commissioning schedule to reflect more appropriate detail. The contractor is currently evaluating mitigations to recover this time. Sufficient float remains within the R200 contract to absorb any additional days granted to the contractor for unavoidable delay due to weather.

As a result of 2022’s program-wide risk assessment, a new target for opening of DRLE is under consideration. Project and programmatic QRAs will be conducted in mid-to-late 2023 that will further inform a revised Revenue Service Date.

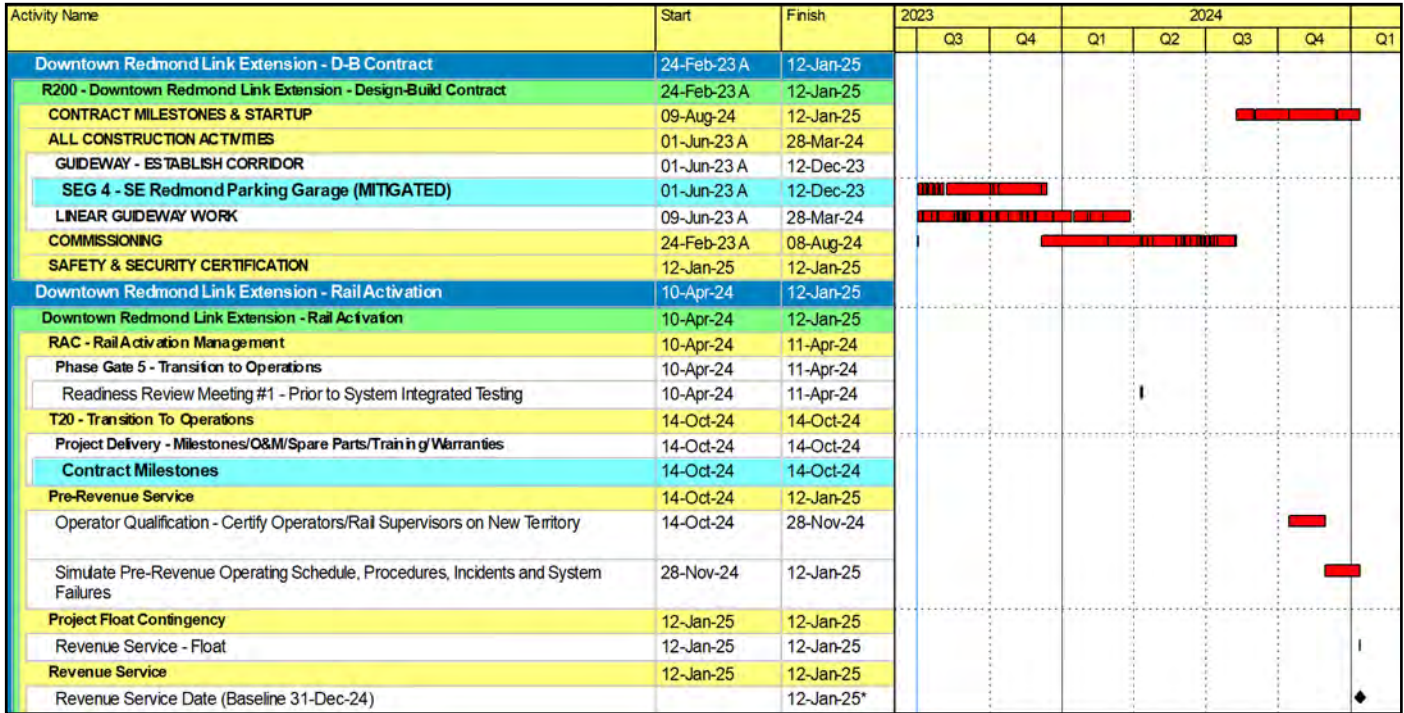


Link Light Rail Downtown Redmond Link Extension



Critical Path Analysis

The critical path for R200 currently runs through the parking garage decks, trackwork and utilities on Structure B, commissioning/testing and closeout. The communications rooms at both stations are near-critical.



Right-of-Way

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

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date*	Relocations Required	Relocations Completed to date
84	94	66	80	1579	1574

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

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the construction activities possibility design change to some properties. Planning engagement strategy along with Business Relations program for 2023.
- Completed one-on-one conversations with 12 homeowners in between 51st and 60th to finalize designs for backyard restoration.
- Finalized and installed a new windscreen at the Marymoor Velodrome next to MVS. Windscreen faces SR520 with the message "Excitement is building, Light Rail is coming to Redmond in 2025."
- Continue working with local businesses and other Contractors regarding parking issues, landscaping, vibration overnight with construction workers. Issued construction alerts for ramp closures at Redmond Way and 51st off-ramps.
- Assisted in conducting a project-wide tour for Deputy CEO Brooke Belman.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.7	23.8	5.9
Consultants	26.7	25.1	1.6
TOTAL	56.4	48.9	7.5

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Construction Safety

Data/ Measure	June 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	2	4	24
Days Away From Work Cases	0	1	3
Total Days Away From Work	0	12	89
First Aid Cases	3	26	105
Reported Near Mishaps	3	11	35
Average Number of Employees on Worksite	577	-	-
Total # of Hours (GC & Subs)	61,643	379,459	1,503,027
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	6.49	2.11	3.19
LTI Rate	0.00	0.53	0.40
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

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

Contract R200 - DRLE Design Build

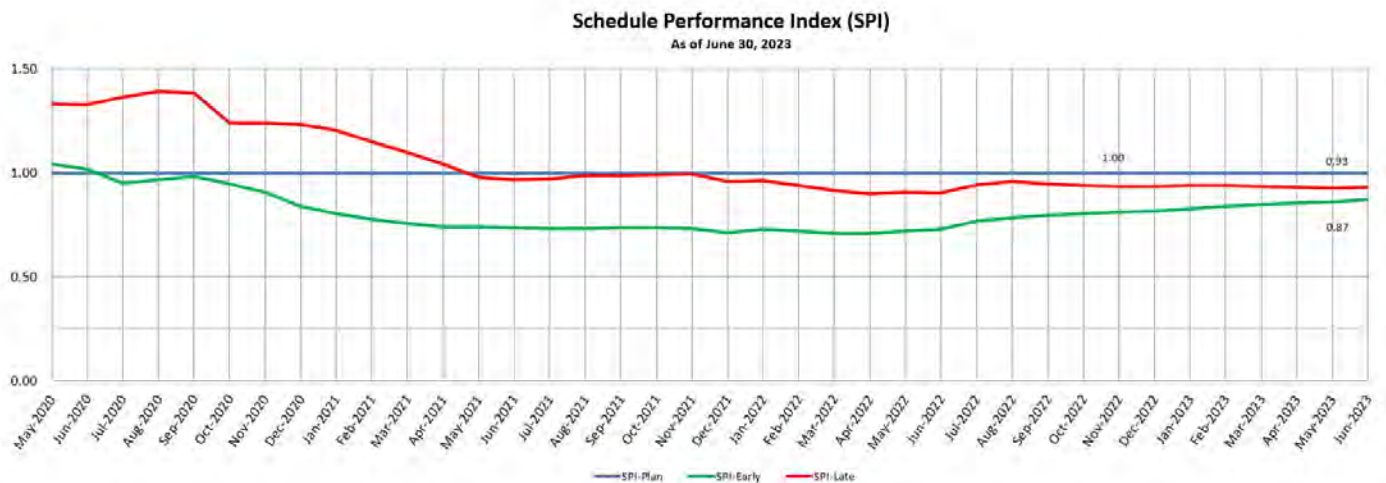
Current Progress

Construction:

- Cut and Cover Construction: Installing permanent light foundation and pole luminaries, Safeco Road restoration and landscaping is ongoing 40th to 51st. Pig seal resident side of post and panel wall, restoration of existing road and landscaping along freeway ramps is ongoing at 51st to 60th. Existing road restoration and landscaping, final dressing of ballast and continued civil work restoration is ongoing at 60th C&C and Unnamed Tributary Bridge area.
- Sammamish River to Marymoor Station: Installing chain link fence posts and water and sewer work ongoing.
- Marymoor Village Station and Garage: MEPF work in progress on garage levels 1-5. Placed concrete on garage level 1. Firestopping installation on garage level 2. Paint deck/beam soffits on garage level 2. Steel wall stud installation on garage level 2. CMU wall work on garage level 3. Rebar work on garage level 5 and planter wall. Ground of columns and stub column construction on garage level 6. Shoring/deck forming on garage level 6. Construction of barrier wall for Access Ramp. Plinth work for pre-curved rail through parking garage ongoing. NCR repair prep work and investigation ongoing.
- SR-520/SR-202 Interchange: Curb, gutter and asphalt at 76th is ongoing, installation of irrigation system at 520 off-ramp.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B.
- Downtown Redmond Station: Structural steel erection on hold at tail track pending NCR resolution. Structural steel erection for canopy at platform ongoing. Stair construction ongoing and structural steel erection complete at east elevator/escalator structures. Formwork and embeds installation at Stair #2 landing plaza level ongoing at west elevator/escalator structures. Install precast foundation for E31 signal house complete.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.87 for this period, and the late SPI is at 0.93. This period both early and late SPI for June 2023 are lower than projected. The contractor's performance is lagging behind baseline due to delay in roadway restoration throughout the project, labor resource availability, delay in parking garage concrete pour, supply of ballast, and unusually severe weather causing delay to completion of guideway walls and impacting production at downtown station and the parking garage.



Next Period's Activities

- RTS to Marymoor: Continue installation of permanent light foundations, pole luminaries, pig seal, road restoration and landscaping, final dressing of ballast, installing chain link fence posts and water and sewer work. Begin installation of OCS poles, cantilevers and signal cable.
- Marymoor Garage: Continue structural steel work, MEPF rough in, firestopping, wall work, forming and rebar installation and column and plinth work.
- Bear Creek to Downtown Redmond: Continue dry finish and pig seal of superstructure and DF plinth work.
- Downtown Redmond Station: Continue stair construction, structural steel erection, formwork installation and installing MEPF overhead hanging supports at escalator/elevator structures.

Closely Monitored Issues

- Station progress – ramping up activities and coordination of several subcontractors work.
- System progress – mobilize crews and reach production level progress.
- Passed through Phase Gate 5 – readiness to begin Rail Activation.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$ 719,936,000
*Change Order Value	\$ 56,370,701
Current Contract Value	\$ 776,306,701
Total Actual Cost (Incurred to Date)	\$ 592,003,443
Percent Complete	73.1%
Alternative Concept Allowance	\$ 30,060,542
Authorized Contingency	\$ 92,866,058
*Contingency Drawdown	\$ 56,370,701
*Contingency Index	1.46

**Excludes Betterments*



Steel Erection at Downtown Redmond Station Platform

Link Light Rail East Link Extension



Project Summary

Scope

Limits Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.

Alignment East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.

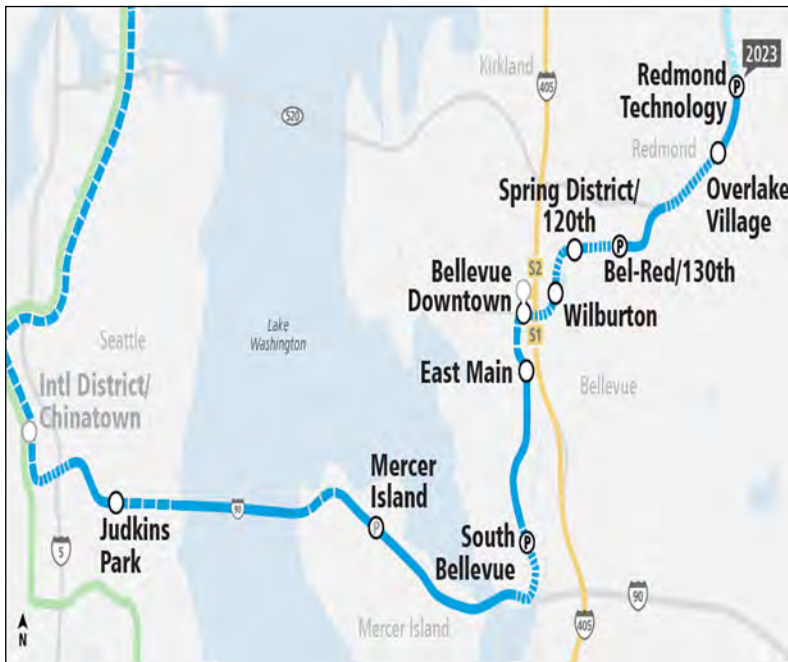
Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

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

Phase Construction

Budget \$3.68 Billion (Baseline April 2015)

Schedule Baseline Revenue Service: June 2023
Revised Revenue Service: TBD



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Ongoing non-conforming track plinth reconstruction from IDS to East Channel Bridge with focus on nylon insert replacement; continued to advance punch list and commissioning activities at Judkins Park Station, and Mercer Island Tunnel & Station. Including post tensioning strand investigation at Mercer Island Station.
- **Mercer Island Transit Integration (E135):** The roundabout is open for traffic use. Ongoing landscaping punch list activities, pending acceptance of as-builts, and continue close out activities.
- **South Bellevue (E320):** Non-conforming track remediation work delayed until August-September to allow SIT work; continued punch list and landscape maintenance activities.
- **Downtown Bellevue to Spring District (E335):** Continued emergency ventilation system testing and commissioning at Bellevue Downtown Tunnel, and L&I elevator and escalator inspection at Bellevue Downtown Station; Continued site wide punch list, landscaping and site cleaning.
- **Bel-Red (E340):** The contractor has requested Acceptance of Milestone 4 (all work) and the E340 construction management consultant is performing a field review of as-built drawings to confirm readiness for Milestone 4 Acceptance. ST management and the Contractor have reached a tentative settlement agreement for all outstanding claim issues.
- **SR520 to Redmond Technology Station (E360):** TOD site restoration and Punchlist work continues to finalize at Redmond Technology Station (RTS). All other areas have been completed. ST management continues to work on closing out commercial items. RTS transit loop opening further delayed from March to July due to contractor delays.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication installations throughout alignment; performed local testing on communication and signaling equipment. Live Wire testing was performed and continues to be on-going on the East Link Alignment.

Link Light Rail East Link Extension



Closely Monitored Issues

- Work associated with the emergency ventilation system testing and commissioning in the Bellevue Downtown Tunnel.
- Late discovery of contractor quality issues. E130 track plinths demolition/reconstruction and nylon inserts replacement is currently the biggest schedule and cost impact.
- Design corrections, scope additions, contractor performance issues and passenger information management system (PIMS).
- Thefts of installed elements along the project alignment.
- Significant Contractor claims on E130, E360, and E750 remain; Settlement agreements have been reached on E320, E335, and tentatively on E340.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight “blind spots”.
- Operational readiness - operational capacity to support transition from construction and then to operate and maintain Link.

Project Cost Summary

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

The Estimated Final Cost (EFC) remains the same at approximately \$3.68B. This period’s estimated expenditure came in at about \$26M, bringing the total expenditure to date to about \$3.3B. Project commitment is now at approximately \$3.39B with all major construction contracts in place or near completion.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$138.0	\$136.6	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$268.9	\$255.2	\$250.8	\$268.9	\$0.0
Construction Services	\$257.5	\$277.2	\$250.1	\$237.8	\$277.2	\$0.0
3rd Party Agreements	\$52.2	\$49.7	\$40.6	\$38.1	\$49.6	\$0.0
Construction	\$2,544.3	\$2,551.9	\$2,368.7	\$2,297.4	\$2,551.9	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$288.5	\$280.4	\$279.9	\$288.5	\$0.0
Total	\$3,677.2	\$3,677.2	\$3,387.7	\$3,295.4	\$3,677.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$941.5	\$934.4	\$926.8	\$957.2	(\$15.8)
20 Stations	\$397.7	\$481.1	\$479.5	\$465.7	\$509.1	(\$28.0)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$601.1	\$535.7	\$517.7	\$551.8	\$49.3
50 Systems	\$353.8	\$382.2	\$364.2	\$336.8	\$386.9	(\$4.7)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,405.8	\$2,313.7	\$2,247.0	\$2,405.0	\$0.8
60 ROW, Land	\$288.5	\$288.5	\$280.4	\$279.9	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.0	\$1.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$900.5	\$792.6	\$767.5	\$901.2	(\$0.7)
90 Unallocated Contingency	\$182.9	\$79.6	\$0.0	\$0.0	\$79.6	(\$0.0)
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,387.7	\$3,295.4	\$3,677.2	\$0.0

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

Risk Management

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

- **Construction Claims:** There are significant construction contractor claims on E130, E360 and E750. Settlement agreements have been reached on E320, E335, and a tentative settlement agreement with the E340 contractor is being finalized. E360 settlement discussions to resume.
- **Design and Construction 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 from both internal and third parties.
- **Late Discovery of Contractor Quality Issues:** Non-conforming DF plinth constructions on E130 is the most significant impact on the project schedule. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- **Operational Readiness:** Availability of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. ST and KCM are examining mitigation options.
- **Organizational Capacity:** Loss of key personnel, including key consultants, to other projects creates risk around oversight and administration of project; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently. ST works closely with our consultants and internal leaders to maintain our staff and quickly fill gaps, if needed.



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

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$204.7M (previously \$236M). The current contingency balance is consistent with the project's planned contingency drawdown.

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

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency decreased by approximately \$18.8M, largely attributed by the construction claim settlement and routine change orders.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased by approximately \$12.5M due mostly to the claim settlement.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$0.4	0.1%
Allocated Contingency	\$428.9	11.7%	\$137.3	36.0%
Unallocated Contingency	\$182.9	5.0%	\$67.1	17.6%
Total	\$795.9	21.6%	\$204.7	53.6%

Contingency by Type

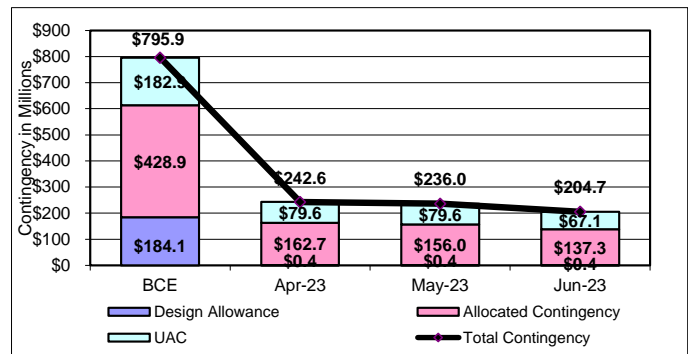
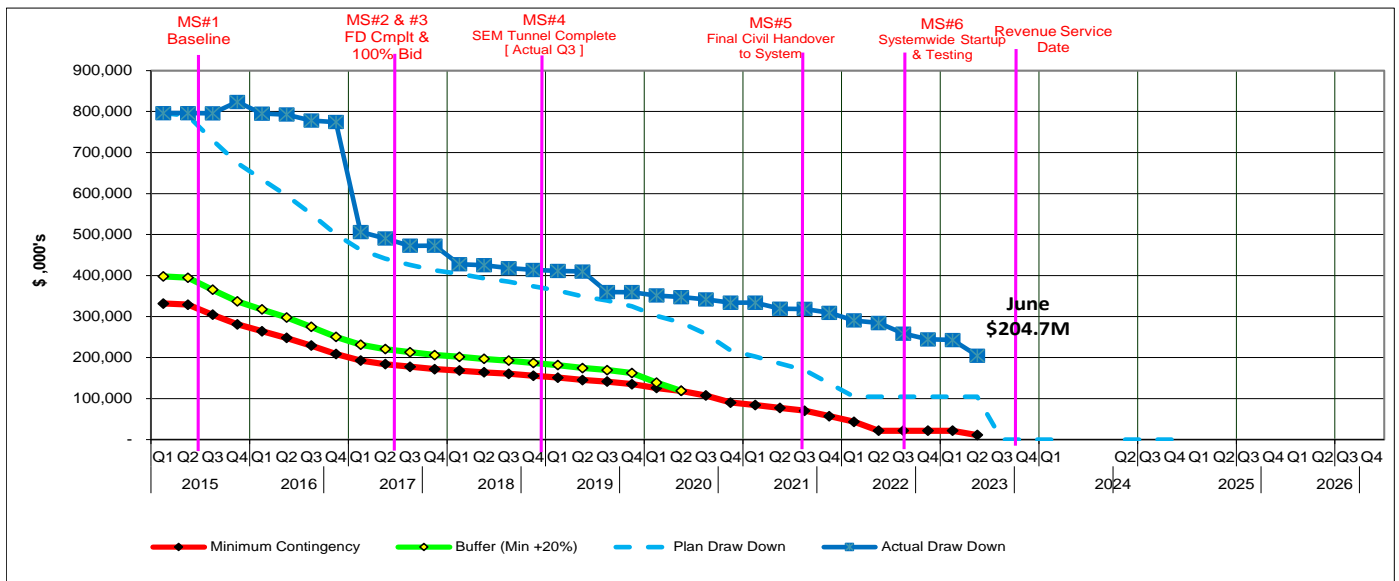


Table figures are shown in millions.

Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$204.7M (previously \$236M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of June recorded a net decrease of \$31.3M.



Contingency Drawdown as of June 30, 2023

Link Light Rail East Link Extension



Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.4%.

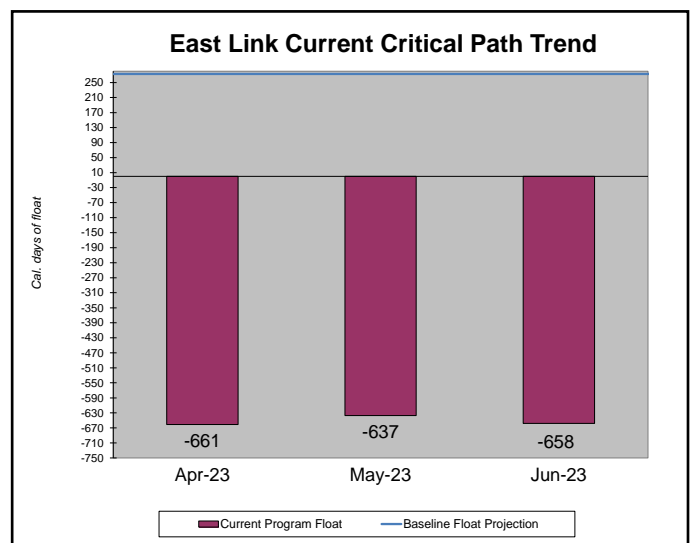
- E130** continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.
- E320** has achieved substantial completion. Remaining work is limited to track repair and project closeout.
- E330** has achieved final acceptance.
- E335** continued commissioning in stations and tunnel, electrical work at BDS and punch list work throughout.
- E340** has achieved Substantial Completion and is working toward acceptance.
- E360** continued RTS garage reconstruction and segment wide punch list work.
- E750** continued system integration testing between South Bellevue and Redmond Technology Stations.

Activity Name	Start	Finish	2023								2024							
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4					
Sound Transit	13-Jul-16 A	28-Mar-25	[Gantt bar]															
Sound Transit 2	13-Jul-16 A	28-Mar-25	[Gantt bar]															
East Corridor	13-Jul-16 A	28-Mar-25	[Gantt bar]															
LRT Extension - East	13-Jul-16 A	28-Mar-25	[Gantt bar]															
East Link	13-Jul-16 A	28-Mar-25	[Gantt bar]															
East Link Construction	13-Jul-16 A	28-Mar-25	[Gantt bar]															
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	29-Mar-24	[Gantt bar]															
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	29-Aug-23	[Gantt bar]															
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	04-Sep-23	[Gantt bar]															
EL 750 - Systems	12-Jun-17 A	12-Oct-24	[Gantt bar]															
ELRACT - East Link Rail Activation/System Integration/Project Closeout	29-Sep-24	28-Mar-25	[Gantt bar]															
East Link Rail Activation	29-Sep-24	28-Mar-25	[Gantt bar]															
Pre-Revenue Service	29-Sep-24	28-Mar-25	[Gantt bar]															
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	29-Sep-24	28-Dec-24	[Gantt bar]															
ELE - Simulate Pre-Revenue Operating Schedule	28-Dec-24	28-Mar-25	[Gantt bar]															
Project Float Contingency	28-Mar-25	28-Mar-25	[Gantt bar]															
Revenue Service	28-Mar-25	28-Mar-25	[Gantt bar]															
ELE - Revenue Service (Baseline June 30, 2023)		28-Mar-25*	[Gantt bar]															

Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 658 days behind the target Revenue Service Date of June 30, 2023. Current float reductions reflect the E130 contractor not yet meeting its forecast production rates for plinth reconstruction.

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



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130, which is delaying E750 access to complete OCS and signal installation and systems integration testing.

Activity Name	Start	Finish	2023			2024							
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2		
EL 130 - Seattle to I-90 Overpass (GC/CM)	14-Jun-23 A	28-Mar-24											
E130 Construction	14-Jun-23 A	28-Mar-24											
Milestones	28-Mar-24	28-Mar-24											
Construction	14-Jun-23 A	27-Mar-24											
Structures Retrofit	13-Feb-24	15-Feb-24											
Trackwork	14-Jun-23 A	27-Mar-24											
EL 335 - Downtown Bellevue to Spring District (GC/CM)													
EL 360 - SR 520 to Overlake Transit Center (DB)													
EL 750 - Systems	06-Jul-21 A	20-Oct-24											
E750 Construction	06-Jul-21 A	20-Oct-24											
E750 Project	06-Jul-21 A	20-Oct-24											
E750 Engineering	10-May-24	22-Aug-24											
E750 Construction	06-Jul-21 A	20-Oct-24											
E750 Milestones	06-Jul-21 A	20-Oct-24											
E750 OCS	28-Mar-24	30-Apr-24											
E750 Traction Power / Substations	30-Apr-24	03-May-24											
E750 Testing and Commissioning	03-May-24	20-Oct-24											
ELRACT - East Link Rail Activation/System Integration/Project Closeout	20-Oct-24	18-Apr-25											
East Link Rail Activation	20-Oct-24	18-Apr-25											
Pre-Revenue Service	20-Oct-24	18-Apr-25											
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	20-Oct-24	18-Jan-25											
ELE - Simulate Pre-Revenue Operating Schedule	18-Jan-25	18-Apr-25											
Project Float Contingency	18-Apr-25	18-Apr-25											
ELE - Revenue Service - Float	18-Apr-25	18-Apr-25											
Revenue Service	18-Apr-25	18-Apr-25											
ELE - Revenue Service (Baseline June 30, 2023)		18-Apr-25*											



E335 Bellevue Downtown Station

Right-of-Way

The East Link Extension involves the acquisition of a range of property interests including fee acquisitions for stations, guideway, staging areas, support facilities, and tunnel and guideway easements as well as permanent easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are complete, with limited processing of relocation claims and coordination of property transfers with the City of Bellevue remaining.

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

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

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for East Link.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including close-out activities, construction easements, traffic, access and maintenance of traffic.
- June's focus included, but not limited to responding to safety concerns at Bellevue Residential Properties; continued at grade safety campaign in conjunction with livewire testing in Bellevue and Redmond, and questions regarding operational noise.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	51.2	54.6	(3.4)
Consultants	101.1	123.9	(22.8)
TOTAL	152.3	178.5	(26.2)

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

Sound Transit Board Actions

Board Action	Description	Date
M2023-52	<p>Contract Contingency increase for Global Construction Claim Resolution for Contract E335</p> <p>Authorization to increase the contract contingency for the construction contract with Stacy and Witbeck / Atkinson, a joint venture, for Global Construction Claim Resolution for the Downtown Bellevue to Spring District Segment of the East Link Extension, in the amount of \$25,870,000, for a new total authorized contract amount not to exceed \$449,358,121.</p>	6/22/2023

Construction Safety

Data/ Measure	June 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	1	93
Days Away From Work Cases	1	1	16
Total Days Away From Work	11	11	1,348
First Aid Cases	13	31	402
Reported Near Mishaps	3	8	308
Average Number of Employees on Worksite	389	-	-
Total # of Hours (GC & Subs)	60,429	212,133	8,165,877
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	3.31	0.94	2.28
LTI Rate	3.31	0.94	0.39
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

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

Major Construction Contract Packages

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

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

Status: Completed and Closed.

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

Status: See following pages under Contract E130.

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

Status: Substantial completion achieved. Punch list work remains.

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

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

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

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

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

Status: See following pages under Contract E335.

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

Status: Substantial Completion on September 30th, 2022. See following pages under Contract E340.

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

Status: See following pages under Contract E360.

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

Status: See following pages under Contract E750.



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

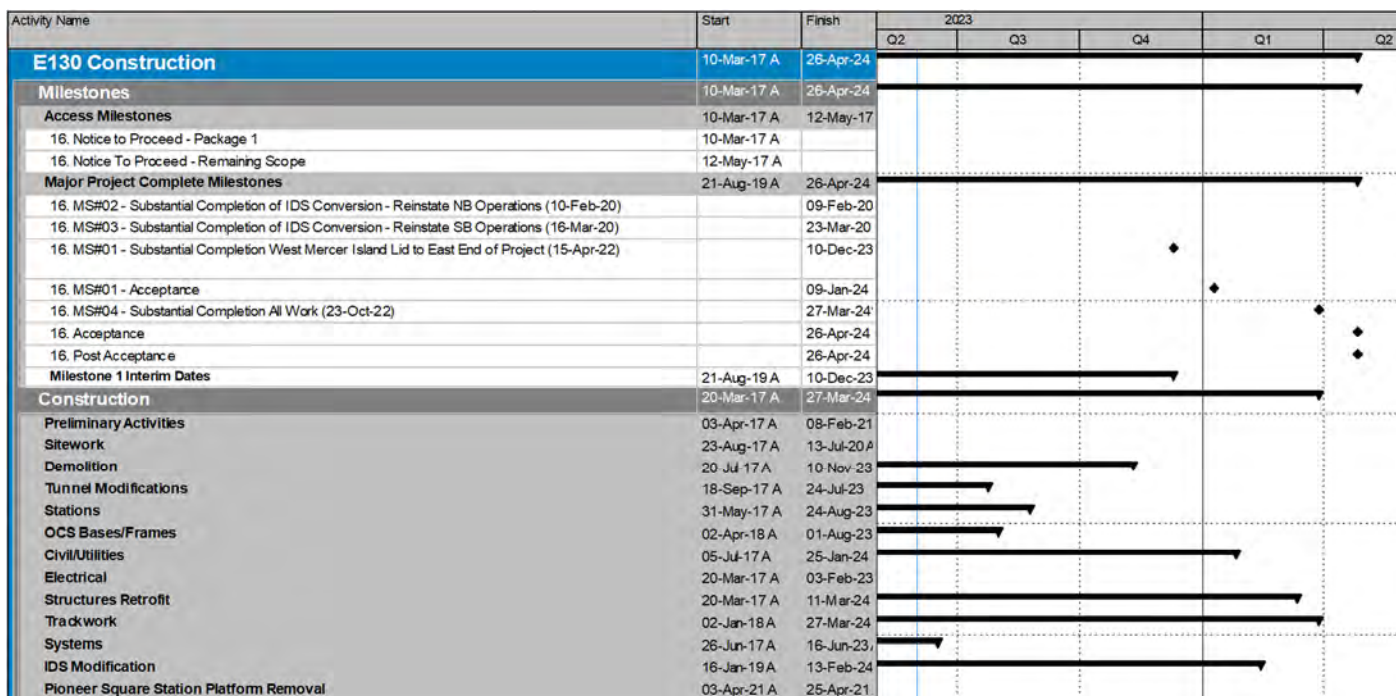
Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

Current Progress

- **West Segment:** Continue post tensioning strand investigation at D2 roadway; ongoing punch list and commissioning activities at Judkins Park Station; continue NCR trackwork remediation at floating bridge approach.
- **Center Segment:** Ongoing cathodic protection adjustments and monitoring; continue NCR trackwork remediation with focus on plinth rebuild, nylon insert replacement.
- **East Segment:** progress punch list and commissioning at Mercer Island Tunnel and Station; prep for turnover of station care; ongoing NCR trackwork remediation.

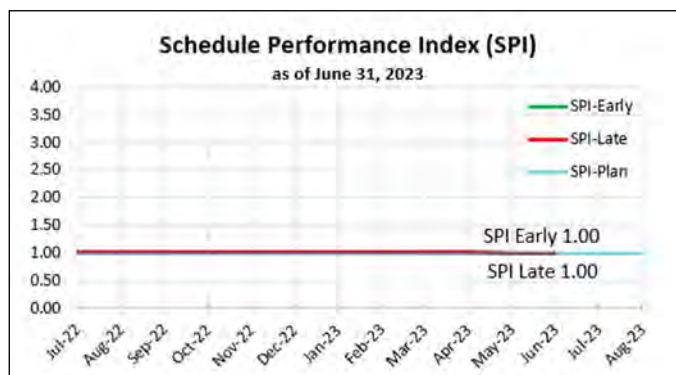
Schedule Summary

The contractor’s June update is presented below. It forecasts a March 27, 2024 Substantial Completion date, 521 calendar days later than the contractual milestone date of October 23, 2022. The critical path continues to run through plinth repair and nylon insert replacement on the floating bridge. Production on the plinth rebuild is increasing, and it is anticipated the forecast completion date will stabilize over the coming months.



Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently forecast to occur in Q2 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



Next Period's Activities

- **West Segment:** Direct fixation plinth reconstruction at D2 Ramp, Judkins Park and Mount Baker tunnel. Continue punch list at Judkins Park Station, D2
- **Center Segment:** Continue plinth demolition and cathodic protection monitoring; prep for nylon insert replacement.
- **East Segment:** Progress DF plinth reconstruction in Mercer Island Tunnel, Mercer Island Station and East Channel. Continue punch list at Mercer Island Station.

Closely Monitored Issues

- DF track plinth reconstruction.
- Testing and commissioning of the Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- East Channel Bridge rebar damage assessment.
- D2: rebar and post tensioned damage assessment.

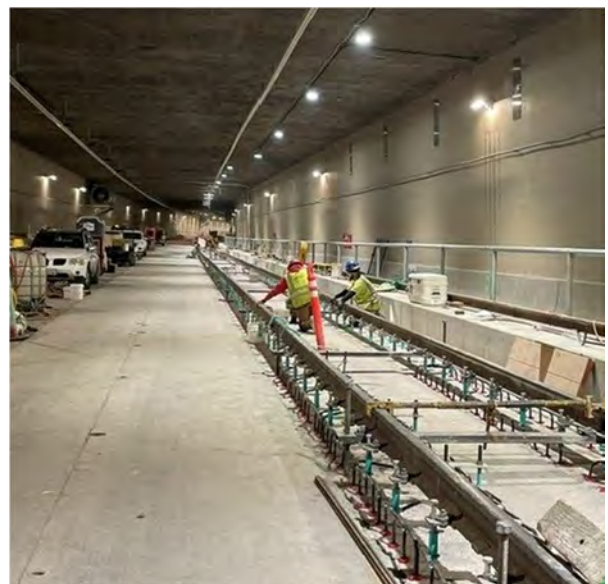
E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$51,015,129
Current Contract Value*	\$714,100,770
Total Actual Cost (Incurred to Date)	\$704,233,117
Percent Complete	97.8%
Authorized Contingency	\$70,660,541
Contingency Drawdown	\$51,015,912,9129
Contingency Index	1.4

* Contract Value excludes Betterments



Skeletonizing track at Mount Baker Tunnel

Contract E320 – South Bellevue – Substantially Complete

- E330 Contractor achieved Substantial Completion on August 29, 2022.
- Sound Transit to issue Acceptance upon acceptable completion of remaining punch list landscaping activities and track NCR work; anticipated in September 2023.



Cost Summary

Final Financial Status	Amount
E320 Contractor - Shimmick / Parsons Joint Venture	
Original Contract Value	\$319,859,000
Change Order Value	\$44,571,973
Current Contract Value*	\$364,396,719
Total Actual Cost (Incurred to Date)	\$364,287,731
Percent Complete	99.8%
Authorized Contingency	\$45,532,000
Contingency Drawdown	\$44,571,973
Contingency Index	1.0

*Amount excludes Betterments & START.



Damaged south mezzanine tiles to be replaced

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

Current Progress

- Bellevue Downtown Station (BDS): Continued L&I elevator and escalator punch list and City of Bellevue inspections.
- Bellevue Downtown Tunnel (BDT): Continued emergency ventilation system (EVS) testing and commissioning.
- Wilburton Station: Continued final acceptance punch list and City of Bellevue permit inspections.
- 120th Station: Continued final acceptance punch list, L&I elevator and escalator punch list and City of Bellevue permit inspections.
- Sitewide continued punch list, landscaping and site cleaning.

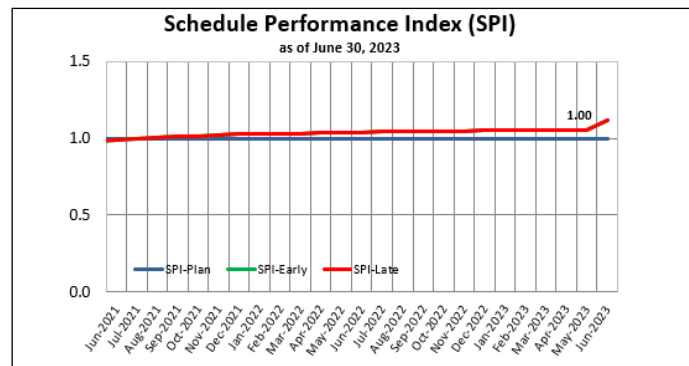
Schedule Summary

The May update forecasts an August 18, 2023, Substantial Completion Date, 824 calendar days later than the contractual milestone date of May 16, 2021. The critical path is driven by commissioning and station closeout activity. Follow-on work by the E750 systems contract is not affected.

Activity Name	Start	Finish	2023	
			Q2	Q3
E335 Construction	24-Apr-17 A	25-Aug-23	[Gantt bar spanning Q2 and Q3]	
Milestones	04-May-18 A	25-Aug-23	[Gantt bar spanning Q2 and Q3]	
Contract Milestones	30-Sep-18 A	18-Aug-23	[Gantt bar spanning Q2 and Q3]	
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A	[Gantt bar ending in Q2]	
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A	[Gantt bar ending in Q2]	
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		26-Jul-21 A	[Gantt bar ending in Q2]	
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		09-Aug-23*	[Gantt bar ending in Q3]	
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		09-Aug-23*	[Gantt bar ending in Q3]	
Milestone #6 - Substantial Completion of all Work (16-May-21)		18-Aug-23*	[Gantt bar ending in Q3]	
Calculated Milestones	04-May-18 A	25-Aug-23	[Gantt bar spanning Q2 and Q3]	
Mobilization	24-Apr-17 A	24-Apr-17 A	[Gantt bar in Q2]	
Construction	24-Apr-17 A	25-Aug-23	[Gantt bar spanning Q2 and Q3]	
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	29-Mar-22 A	[Gantt bar in Q2]	
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	19-Jul-23	[Gantt bar in Q3]	
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	25-Aug-23	[Gantt bar spanning Q2 and Q3]	
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	31-Mar-23 A	[Gantt bar in Q3]	
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A	[Gantt bar in Q2]	
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	17-Jul-23	[Gantt bar in Q3]	
Testing and Commissioning	01-Jun-20 A	15-Dec-21 A	[Gantt bar in Q2]	

Schedule Performance Index

E335 contract substantial completion date was planned for May 2021 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes elevator and escalator certifications at BDS and 120th Station, emergency ventilation system testing and commissioning in the BDT, as well as sitewide punch list work. By definition, at substantial completion the schedule performance index is 1.0. All planned work is completed.



Next Period's Activities

- Bellevue Downtown Station (BDS): Continued L&I elevator and escalator punch list, COB inspections and Substantial Completion punch list.
- Bellevue Downtown Tunnel (BDT): Complete emergency ventilation system testing and commissioning.
- Wilburton Station: Continued final acceptance punch list, tile punch list/rework and COB permit closeout.
- 120th Station: Continued final acceptance punch list, tile punch list/rework, L&I escalator punch list and COB permit closeout.

Closely Monitored Issues

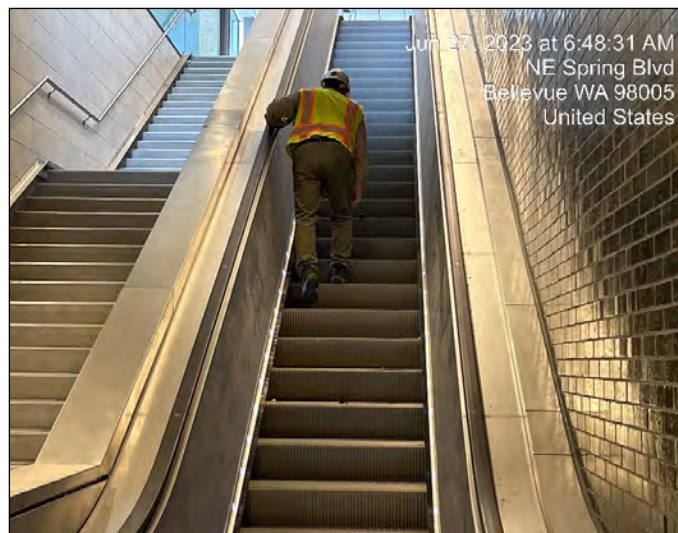
- Testing and commissioning of emergency ventilation system in Bellevue Tunnel.
- Punch list work at BDS, Wilburton and 120th Station.
- Completion of the safety certifiable paperwork.
- COB permit correction issues are being tracked by the team and are being addressed as expeditiously as possible.
- Delivery of the smoke control electrical breaker continues to be the critical path for project completion.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck / Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	\$393,798,210
Change Order Value	\$53,584,821
Current Contract Value	\$447,383,031
Total Actual Cost (Incurred to Date)	\$442,946,642
Percent Complete	99.8%
Authorized Contingency	\$55,559,911
Contingency Drawdown	\$53,584,821
Contingency Index	1.0



Elevator Work at 120th Station

Contract E340 – Bel-Red – Substantially Complete

- E340 Contractor achieved Substantial Completion on September 30, 2022 and Acceptance of 130th station on March 2nd, 2023.
- Sound Transit and Kuney have reached a tentative Global settlement.
- Kuney is working to resolve warranty items for non-functioning pedestrian warning signs, train crossing signals, and failed epoxy joints on FRP systems ductbank conduit. Notified contractor to correct joints. Track access to be scheduled for correction work.
- The Evans property (EL-291 and EL-293) turnover completed.



130th Bel-Red Station

Cost Summary

Present Financial Status	Amount
E340 Contractor – Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$7,833,241
Current Contract Value	\$101,003,253
Total Actual Cost (Incurred to Date)	\$99,707,630
Percent Complete	99.6%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$7,833,241
Contingency Index	1.8



Street level track at Spring Street looking east

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

Current Progress

- Continued punch list work at Redmond Technology Station.
- Completed punch list work at all other sites.

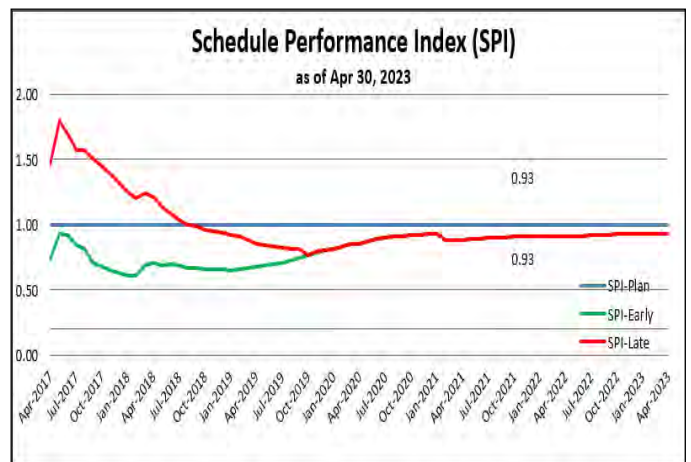
Schedule Summary

The June update forecasts an August 15, 2023, Substantial Completion date, 1,110 calendar days later than the contractual milestone date of July 31, 2020. The critical path runs through the closeout of the RTS garage. The E750 systems contractor has access to all work areas.

Activity Name	Start	Finish	2023	
			Q2	Q3
E360 Construction	13-Jul-16 A	16-Aug-23	[Gantt bar spanning Q2 and Q3 2023]	
Base Contract	13-Jul-16 A	16-Aug-23	[Gantt bar spanning Q2 and Q3 2023]	
Design	13-Jul-16 A	11-May-21 A	[Gantt bar in Q2 2017]	
Construction	13-Jul-16 A	16-Aug-23	[Gantt bar spanning Q2 and Q3 2023]	
General	13-Jul-16 A	15-Aug-23	[Gantt bar spanning Q2 and Q3 2023]	
Project Milestones	13-Jul-16 A	15-Aug-23	[Gantt bar spanning Q2 and Q3 2023]	
Notice to Proceed	13-Jul-16 A		[Gantt bar in Q2 2017]	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A	[Gantt bar in Q2 2017]	
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A	[Gantt bar in Q1 2020]	
Milestone 3B Substantial Completion (31-Jul-2020)		15-Aug-23*	[Gantt bar in Q3 2023]	
WA #1 - Track Slab Guideway	22-May-17 A	27-Mar-23 A	[Gantt bar spanning Q2 2017 and Q1 2023]	
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A	[Gantt bar spanning Q2 2017 and Q1 2020]	
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A	[Gantt bar spanning Q2 2017 and Q1 2020]	
WA #4 - Overlake Village Station	14-Jul-16 A	07-Jul-23	[Gantt bar in Q2 2017]	
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A	[Gantt bar in Q3 2017]	
WA #6 - Overlake Transit Center	01-May-17 A	10-Jul-23	[Gantt bar spanning Q2 2017 and Q3 2023]	
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A	[Gantt bar in Q3 2018]	
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	16-Aug-23	[Gantt bar in Q3 2020]	
Change Orders	24-Jul-19 A	16-Jul-23	[Gantt bar in Q3 2019]	
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	16-Jul-23	[Gantt bar in Q3 2019]	

Schedule Performance Index

E360 contract substantial completion date was planned for July 2020 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes completing commissioning and providing acceptable closeout documentation. By definition, at substantial completion the schedule performance index is 1.0, which denotes all planned work is completed.



Next Period's Activities

- Complete remaining punch list activities and commissioning.
- Continue to work on closing out remaining permits.
- Progress on closeout documentation.

Closely Monitored Issues

- RTS Bus Loop handed over to ST Facilities.



Redmond Technology Station and Garage

Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$6,404,878
Current Contract Value	\$231,740,966
Total Actual Cost (Incurred to Date)	\$214,898,479
Percent Complete	98.0%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$6,404,878
Contingency Index	3.4

Table Excludes Betterment



Redmond Technology Station Transit Loop

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

- Ongoing coordination meetings for interface and access with the civil contracts.
- Communication testing and installation of equipment continues along the alignment from the South Bellevue to Redmond Technology Station.
- Installation of signal cable and signal equipment testing continues along the alignment from the South Bellevue to Redmond Technology Station.

Schedule Summary

The June update projects an October 20, 2024 Substantial Completion Date, 874 calendar days later than the contractual milestone date of May 30, 2022. The critical path for this contract is driven by track handover from the E130 civil contractor, which is significantly delayed. Installation and testing in all other areas is progressing toward a forecast completion of September 30, 2023.

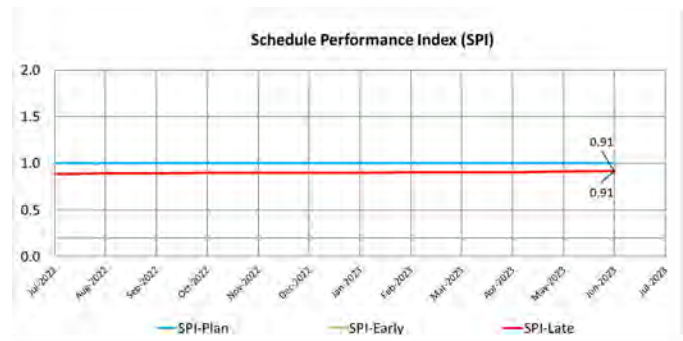
Activity Name	Start	Finish	2023			2024				
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	
E750 Construction	12-Jun-17 A	20-Oct-24								
General	12-Jun-17 A	12-Jun-17 A								
Key Dates	12-Jun-17 A	12-Jun-17 A								
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A									
E750 Project	11-Jul-17 A	20-Oct-24								
E750 Engineering	11-Jul-17 A	22-Aug-24								
E750 Construction	12-Sep-18 A	20-Oct-24								
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A								
E750 Milestones	12-Mar-19 A	20-Oct-24								
E750 Project Milestones	30-Apr-21 A	03-Aug-23								
E750 Access Dates	12-Mar-19 A	28-Mar-24								
E750 Contract Milestones	09-Feb-20 A	20-Oct-24								
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)		09-Aug-23*								
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		22-Aug-24*								
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		20-Oct-24*								
E750 SCCCRM	25-Jan-19 A	31-Jan-24								
E750 OCS	14-Feb-19 A	03-May-24								
E750 Traction Power/ Substations	01-Oct-18 A	08-May-24								
E750 Signals	12-Sep-18 A	15-Apr-24								
E750 Communications	13-Nov-18 A	03-Sep-23								
E750 Radio	28-Jan-19 A	09-Aug-23								
E750 SCADA	12-Jul-22 A	20-Apr-23 A								
E750 Trunk Fiber	19-Dec-18 A	13-Jul-23								
E750 Testing and Commissioning	27-May-20 A	20-Oct-24								

Schedule Performance Index

E750 contract substantial completion date planned for May 30, 2022 is currently anticipated to occur in Q4 2024.

The SPI-Early and SPI-Late is 0.91. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

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



Next Period's Activities.

- Ongoing meetings between systems and civil contractors for interface coordination for respective contracts.
- Continued live wiring and train control signal systems testing between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue and Redmond Technology Stations.
- Procurement of the pedestrian crossing enhancement hardware and installation.
- Procurement and installation of signal system changes needed to convert South Bellevue Station to a terminal for the East Link Starter Line.
- Delivery and testing of the PIMS software.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$7,935,475
Current Contract Value	\$263,703,602
Total Actual Cost (Incurred to Date)	\$240,695,798
Percent Complete	94.8%
Authorized Contingency	\$27,788,406
Contingency Drawdown	\$7,935,475
Contingency Index	3.5



Systems Testing at the 130th Station

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

Link Light Rail Everett Link Extension

Project Summary

Scope

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

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

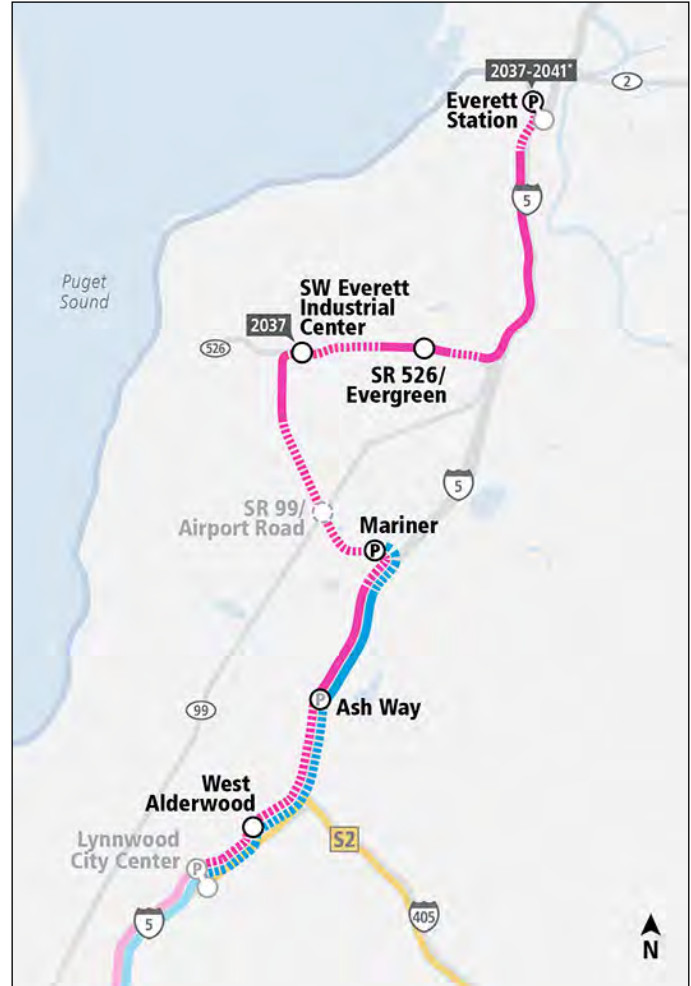
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

Phase Planning

Budget \$197 Million (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

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

Key Project Activities

- Sound Transit Board of Directors approved Motion M2023-47 identifying Preferred Alternative(s) and other alternatives for study in a Draft Environmental Impact Statement.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding alternatives development process.

Project Cost Summary

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

During the annual budget cycle \$9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. In June 2023, \$1.5M 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	\$8.0	\$7.8	\$34.2	\$0.0
Preliminary Engineering	\$128.5	\$19.2	\$18.6	\$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	\$0.2	\$0.2	\$13.2	\$0.0
Construction	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$20.1	\$0.7	\$0.3	\$20.1	\$0.0
Total	\$196.9	\$28.9	\$27.6	\$196.9	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
60 Row, Land	\$19.0	\$0.7	\$0.3	\$19.0	\$0.0
80 Professional Services	\$161.3	\$27.6	\$26.6	\$161.8	\$0.0
90 Unallocated Contingency	\$15.7	\$0.0	\$0.0	\$15.1	\$0.0
Total (10 - 90)	\$196.9	\$28.9	\$27.6	\$196.9	\$0.0

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

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

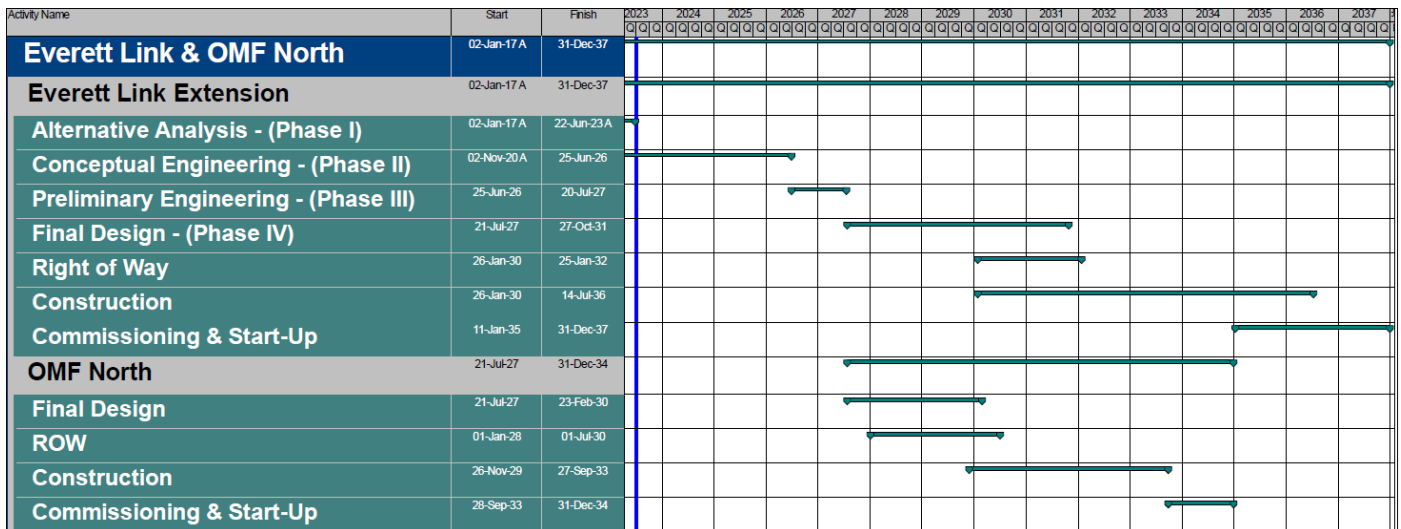
Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay risk due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North are trending slightly higher than the current Finance Plan Estimate. A QRA and Value Engineering will be conducted in Q1/Q2, which could result in revisions to the existing estimate range.

Project Schedule

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



Community Engagement

- Continued coordination with Connect Casino Road.
- Hosted a table at the Everett Station District Alliance Town Hall and Farmers Market, Everett Pride, and Westmont Holly Neighborhood Association community event.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding community engagement.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.1	17.0	5.1
Consultants	44.0	25.1	18.9
TOTAL	66.1	42.1	24.0

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

Sound Transit Board Actions

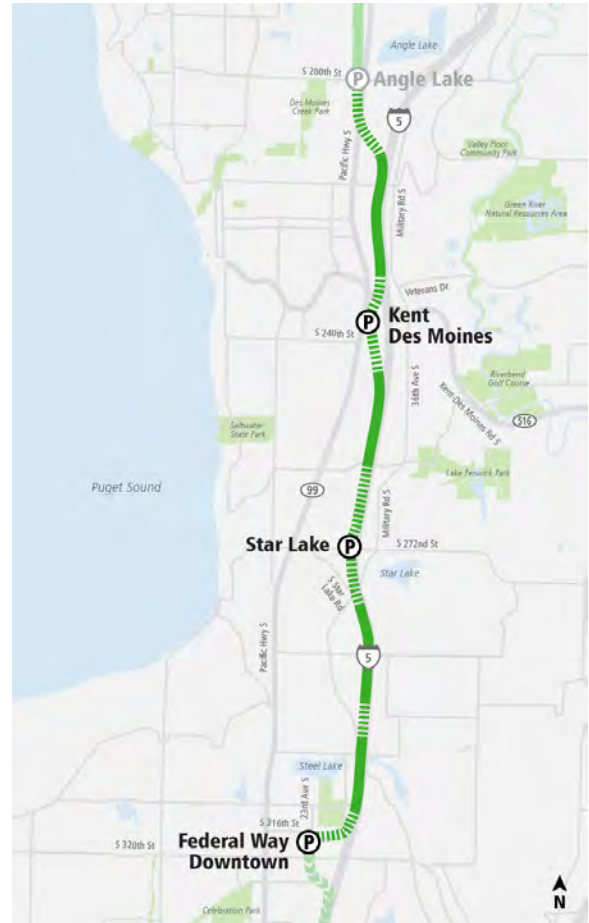
Board Action	Description	Date
M2023-47	Everett Link Extension DEIS Alternative	6/22/2023

Link Light Rail Federal Way Link Extension

Project Summary

Scope

Limits	The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)
Systems	Signals, traction power, and communications (SCADA)
Phase	Final Design/Construction
Budget	\$2.45 Billion (ST Baseline September 2018)
Schedule	Revenue Service: December 2024** <i>(to be revised beyond this date with ST Board approval due to impacts at Structure C)</i>



Map of Federal Way Link Extension

Key Project Activities

- Contractor continued work at Structure C including tangent pile installation.
- KDM garage was successfully energized to the switchboard with PSE power.
- FWLE team has been working on S02 TPSS punch list items to resolve.
- FWLE team working with Federal Way to extend City Services Agreement; agreement reached with City of Kent and Des Moines to extend their respective city services agreements.
- FWLE team working with WSDOT to amend the Temporary Construction Airspace Lease (TCAL) agreement for Structure C area as well as WSDOT construction funding and coordination task order agreements.
- Project team continues utility relocations needed at station areas.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.

Link Light Rail Federal Way Link Extension



Project Cost Summary

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

This period approximately \$88.6M was incurred. \$81.5M was incurred in the Construction phase, mainly for the F200 contract at \$78.7M, and utility relocation expenditures at \$2.7M. Construction Services phase at \$4.8M for the DBPM contract and Right-of-Way at \$0.5M. Remaining expenditures came from Preliminary Engineering, Final Design, Third Party and Administration phases. This period the project is forecasting an Estimated Final Cost of \$2.38B, a budget underrun of \$68.0M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$96.5	\$96.5	\$50.4	\$49.7	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.6	\$45.4	\$46.1	\$0.0
Final Design	\$3.1	\$6.1	\$4.0	\$3.8	\$6.1	\$0.0
Construction Services	\$107.0	\$156.2	\$104.8	\$91.3	\$156.2	\$0.0
3rd Party Agreements	\$27.7	\$37.7	\$25.4	\$20.6	\$37.7	\$0.0
Construction	\$1,831.9	\$1,770.0	\$1,446.1	\$1,149.1	\$1,770.0	\$0.0
ROW	\$338.8	\$338.8	\$230.3	\$229.1	\$270.8	\$68.0
Total	\$2,451.5	\$2,451.5	\$1,906.6	\$1,589.0	\$2,383.5	\$68.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$155.2	\$406.2	\$346.7	\$512.7	-\$357.5
20 Stations	\$318.9	\$105.2	\$302.7	\$205.5	\$334.5	-\$229.3
30 Support Facilities	\$5.3	\$4.6	\$11.6	\$8.8	\$4.9	-\$0.4
40 Sitework & Special Conditions	\$558.4	\$1,169.0	\$485.2	\$374.1	\$684.0	\$485.0
50 Systems	\$153.8	\$49.6	\$126.4	\$95.4	\$152.2	-\$102.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,483.5	\$1,332.1	\$1,030.4	\$1,688.3	-\$204.9
60 Row, Land	\$341.6	\$338.8	\$230.3	\$229.1	\$270.8	\$68.0
70 Vehicles	\$1.8	\$1.8	\$0.0	\$0.0	\$1.8	\$0.0
80 Professional Services	\$370.7	\$398.0	\$344.2	\$329.5	\$341.0	\$57.0
90 Unallocated Contingency	\$178.1	\$229.5	\$0.0	\$0.0	\$81.6	\$147.9
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,906.6	\$1,589.0	\$2,383.5	\$68.0

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

Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. Additional contingency of \$460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is unchanged at \$444.2M.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period the overall AC remained unchanged.

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

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%	\$362.6	42.0%
Unallocated Contingency	\$178.1	7.3%	\$81.6	9.5%
Total:	\$549.9	22.4%	\$444.2	51.5%

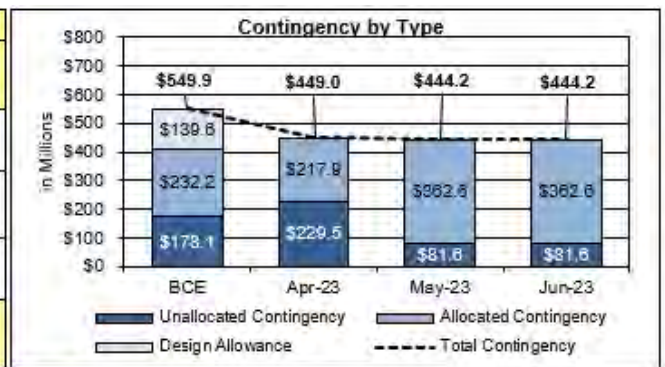
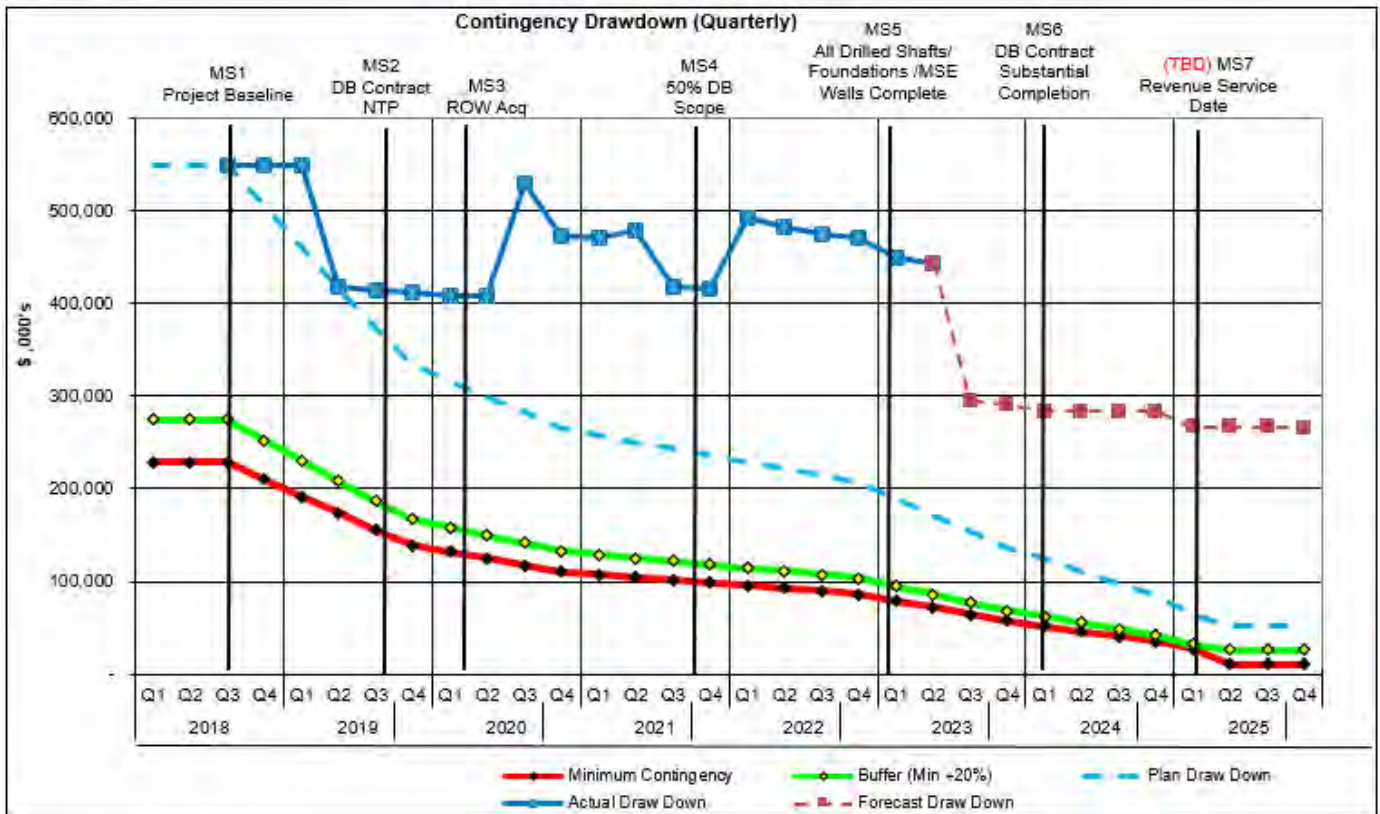


Table figures are shown in millions.



Risk Management

Changes to the projects top risks are reflected below:

- The scheduled duration between F200 Substantial Completion and planned RSD is insufficient to accommodate impacts and changes to activation and pre-revenue service, resulting in delays to RSD and increased project costs.
- Overlap between the F200 Design Builder's presence at structure C interferes with the SR-509 project construction creates delay and inefficiency costs to the project.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- Untimely city permits (SeaTac, Kent, and Des Moines) may impact design and construction schedule.
- Hazardous materials are likely to be encountered during F210 construction, resulting in cost and schedule impacts to the project.
- The existing ST fiber-optic backbone might be insufficient to support the connection requirements of the project, resulting in cost and schedule impacts.
- The contractor is unable to meet production requirements necessary to achieve Final Acceptance on schedule, resulting in a delay to RSD.
- PSE service connections and utility relocation (excluding permanent power connections) may not occur as scheduled, impacting the Contractor's schedule.
- Insufficient Link Operations Staff for Pre-Revenue/Revenue Service operations.
- PSE SCADA Switch Delay.



PSE Power Vault Installation at Military Rd in Federal Way



Structure C C06B Column Form in Kent

Project Schedule

The calculated weighted percent complete of the major construction contracts is 73.5%. The weighted percent complete accounts for the time and cost impact of the F200 Structure C Long Span. The FWLE integrated schedule includes the revised F200 contract milestones resulting from Structure C Long Span negotiations.

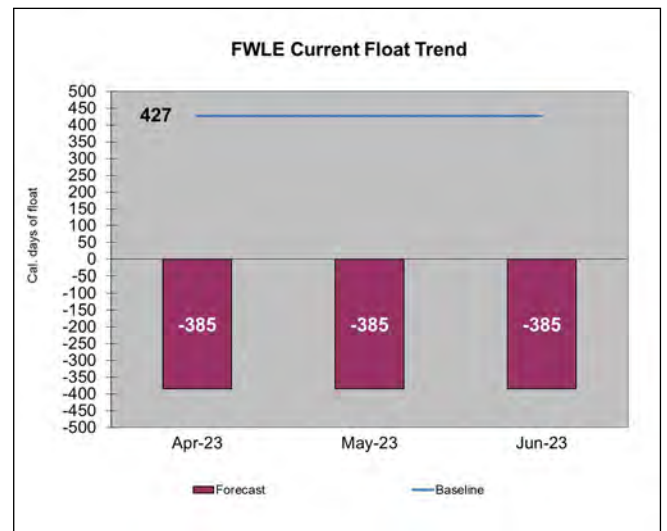
FFGA Milestone #3 is trending to be finished by Q4 2024 due to delays in acquiring several F200 properties. The FWLE ROW team forecasts that F210 ROW acquisitions will be complete by Q3 2024. The F210 100% design is complete and the Final Designer has started work on IFB drawings. F210 construction procurement has started and forecasted to advertise for bid by Q4 2023.

Activity Name	Start	Finish	2023		2024				2025				2026
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit	01-Jul-16 A	20-Jan-26											
Sound Transit 2	01-Jul-16 A	20-Jan-26											
South Corridor	01-Jul-16 A	20-Jan-26											
LRT Extension - South	01-Jul-16 A	20-Jan-26											
Federal Way - Main Schedule	01-Jul-16 A	20-Jan-26											
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	20-Jan-26											
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	20-Jan-26											
Baseline/FFGA Milestones	27-Sep-18 A	20-Jan-26											
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A											
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A											
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-22 A											
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		10-Dec-24											
MS 03 - ROW Acquisitions Complete (Q1 2020)		21-Dec-24											
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		20-Nov-25											
MS 07 - Revenue Service w/Float (Q4 2024)		20-Jan-26											
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A											
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A											
Federal Way Link - Design/Build Construction Management Consultant - Contract	14-Nov-16 A	04-Aug-24											
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A											
Federal Way - Right of Way	10-May-17 A	21-Dec-24											
Federal Way - Construction	01-Jun-19 A	19-Jan-26											
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	19-Jan-26											
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	21-Nov-24											
Federal Way - Rail Activation	30-Oct-19 A	20-Jan-26											
Federal Way Link Extension - Rail Activation	30-Oct-19 A	20-Jan-26											
Federal Way Link Rail Activation	30-Oct-19 A	20-Jan-26											
Rail Activation Committee (RAC)	01-Aug-22 A	09-Sep-24											
System Integrated Testing Subcommittee (SITS)	01-Aug-22 A	01-Dec-25											
Safety and Security Certification Review Subcommittee (SSCRS)	03-Feb-20 A	06-Jan-26											
Transition To Operations (T2O) Subcommittee	01-Aug-22 A	13-Jan-26											
Pre-Revenue Service and Startup (PSS) Subcommittee	03-Jul-23	23-Jan-25											
IT Readiness Committee	30-Oct-19 A	20-Dec-25											
Fire Life Safety & Security Committee (FLSSC)	03-Jul-23	04-Dec-24											
Bus-Rail Integration (BRI) Committee	19-Mar-22 A	09-Sep-24											
Rider Information (RI) Committee	03-Jul-23	17-Apr-25											
Systems Integration Testing (SIT)	05-Jul-23	07-Nov-25											
Pre-Revenue Service	21-Nov-25	19-Jan-26											
Project Float Contingency	20-Jan-26	20-Jan-26											
Revenue Service	20-Jan-26	20-Jan-26											

Project Float

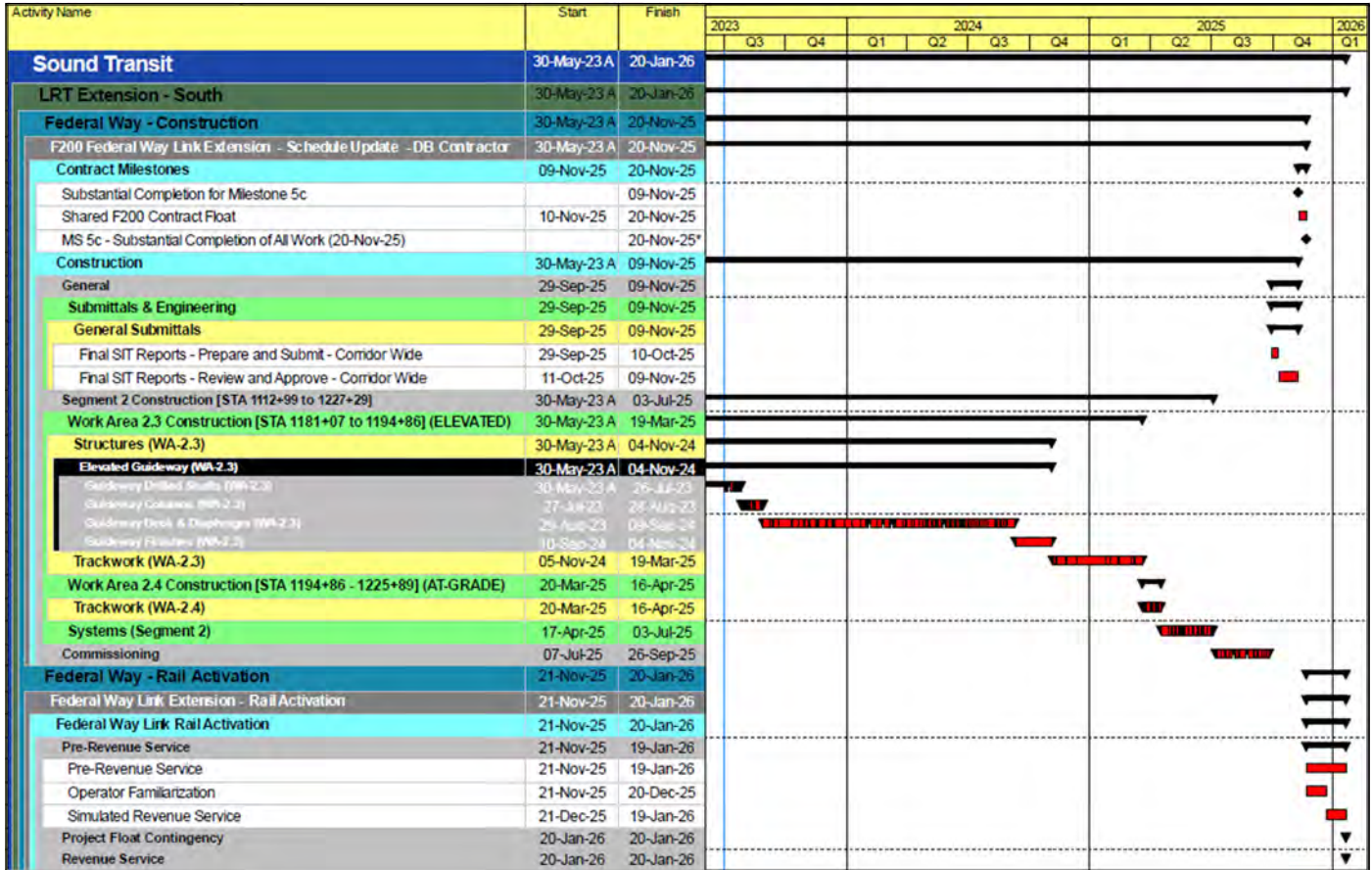
Federal Way Link Extension was baselined with 427 days of project float and an Revenue Service Date of 12/31/2024. Currently, the project is reporting negative 385 days of project float. The negative project float was caused by the impact of poor soil conditions at Structure C.

Sound Transit and the Design-Builder (DB) conducted several workshops in Q4 2022 to collaborate on how to best mitigate the impact of the Structure C delay. The impacts of this delay were agreed as part of global resolution change order which is now reflected in the approved CPM schedule. The DB continues to progress with drilled shaft work. Drilled shaft work is scheduled to be completed by Q3 2023.



Critical Path Analysis

The critical path to revenue service commences with drilled shafts at pier C05. Next, construction of the C05 flared column, pier table, mobilization of traveler, and construction of cast-in-place (CIP) segments can be done. The critical path continues with Structure C Long Span emergency railing and concludes with Segment 2 trackwork, OCS system construction, system integration testing, and pre-revenue service operations.



Key Traffic Mitigation Activities

- 100% plan review in Bluebeam complete. Consultant responding to comments.
- CCB approval obtained for procurement of construction contract on 6/13/2023.
- Zayo master agreement routing for signatures.
- Construction procurement intake package submitted.

Closely Monitored Activities

- F210 ROW acquisition:
 - 3 of 10 properties acquired.
 - 9 of 10 appraisals completed.
 - FL-910 appraisal due in July for specialty appraiser for gas station.
- City of Federal Way request to relocate stormwater line on SR-99 classified as non-contract compliant.

Right-of-Way

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

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

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
275	371	440	391	444	437

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

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

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

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

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

Community Engagement

- Tabled informational booth at Somali Heritage Festival.
- Tabled informational booth at Des Moines Waterfront farmers market.
- Tabled information booth at Kent International Festival event.
- Provided wayfinding signages for business impacted by College Way Connection Project along Kent/Des Moines road.
- Began business interviews for Loyal to the Local video campaign.
- Sent flyers to adjacent properties on 23rd Ave S for night work.
- Closeout Temporary Construction Easements with 2 properties.



Kent International Festival



Somali Heritage Festival

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 10.5 under the staffing plan for this period. DBPM Services is higher than plan this period while addressing Design-Build contractor activities involving change management and major construction oversight that involves drilled shafts, guideway, trackwork, parking garages, stations, system work, and other civil work (including Structure C soil issues). ST staff is 12.1 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	46.7	34.6	12.1
Consultants	81.0	82.6	(1.6)
TOTAL	127.7	117.2	10.5

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Construction Safety

Data/ Measure	June 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	4	18
Days Away From Work Cases	0	1	8
Total Days Away From Work	0	133	237
First Aid Cases	7	34	81
Reported Near Mishaps	2	4	17
Average Number of Employees on Worksite	511	-	-
Total # of Hours (GC & Subs)	96,979	577,493	2,346,162
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	2.06	1.39	1.53
Lost Time Injury (LTI) Rate	0.00	0.35	0.68
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

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

F200 Design Build Contract

Current Progress

Status at the close of June 2023, the baseline schedule confirmed completion: Contract total = 73.5%, Construction = 72.1%, and Design = 100%. Significant construction progress occurred on all segments in relation to: Guideway (track construction, systems duct bank, sub-ballast, superstructure and substructure). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and Federal Way Downtown (FWD) Station and Garage and End of Line Facility (EOL). TPSS and Signal House Fabrication work also progressed.

Design:

- All design packages are IFC.

Construction:

- Guideway substructure and superstructure construction completed (all Segments except structure C): Structures A, B,C,D,E,F,G and Z are complete, finish and track work remain.

Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress
Drilled Shafts	100%	Columns	100%	Caps and Straddles	100%	Girder Erection	100%	Abutments	100%	Decks	100%

- Track: Corridor Wide: Direct fixed track – plinths = 77%, Sub Ballast = 60%, Ballast = 48%, Ties =41%, Rail = 41%.
- Ballasted Track: WA 1.2, 2.2, 2.4, 3.1 and 3.3 and DF Track: WA 1.1, 1.3, 3.4 and 3.8.
- Systems work (OCS and Signals): WA 1.1 Install poles and cantilevers. WA 1.2 Install span insulation and impedance bonds. WA 3.5 OSC Shafts and duct bank construction. WA 3.7 OCS installation verification.
- Noise wall, MSE wall, and CIP wall construction in work areas 1.2, 2.2, 2.3, 2.4, 3.1, 3.3, 3.5, 3.7 and 3.8.
- TPSS S02: Exterior CMU work and backfill footings. TPSS S03: Install conduits and ground grid. Backfill conduits.
- KDM Station (56.5% complete): KDM Garage (76% complete).
- Structure C: Tangent pile embankment CO5 and CO7. Shaft work at C05 and C06. Column work at C06. Pier table at C06 and C05.
- Star Lake Station (34.6% complete): Extensive work on both East and West Platform and Plaza levels.
- Star Lake Garage (66.4% complete): Extensive work on both interior and exterior elements.
- FWD Station (48.6% complete) and FWD Garage modification (27.7% complete) continues.
- Milestone 3: Segment 1 OCS wire run installation, followed by testing and verification prior to TPSS S02 acceptance. TPSS S02 has been set and logistics of LRV storage is ongoing.



Station finishes underway at Star Lake Station and Garage



Structural steel and concrete complete at FW Station

Schedule Summary

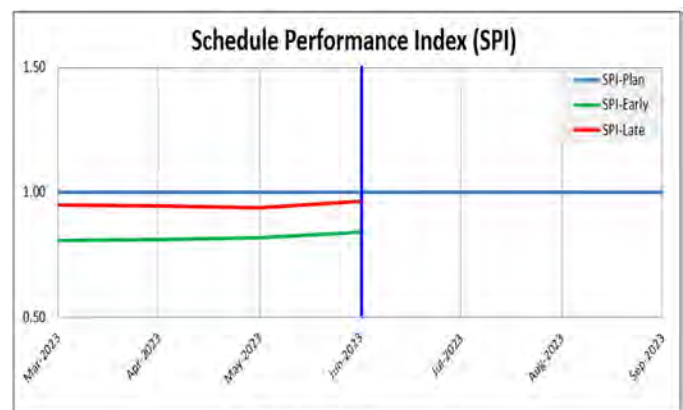
The June 2023 F200 Design-Builder's schedule is under review. The Structure C Long Span impact and adjusted contract milestones have been incorporated into the F200 integrated schedule. All of the Issue For Construction (IFC) design packages have been completed. As-built documentation and other design support work will continue until the end of the project. Also, the DB continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS poles and other system work.

Activity Name	Start	Finish	2023				2024				2025				2026
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
F200 Federal Way Link Extension - Schedule Update - DB Contra	01-Jun-19 A	19-Jan-26													
Contract Milestones	07-Jun-19 A	19-Jan-26													
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. L2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A													
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A													
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		12-Sep-23*													
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		27-Oct-23*													
MS 5a - Substantial Completion Work North of Structure C (05-Aug-24)		02-Aug-24*													
MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24)		18-Oct-24*													
MS 5b - Substantial Completion Work South of Structure C (31-Dec-24)		20-Dec-24*													
MS 5c - Substantial Completion of All Work (20-Nov-25)		20-Nov-25*													
MS 5d - Acceptance of All Work (20-Jan-26)		19-Jan-26*													
Substantial Completion Inspection and Punchlist	09-May-24	20-Dec-25													
Design	07-Jun-19 A	30-Dec-24													
Design Milestones	07-Jun-19 A	30-Dec-24													
Corridor Wide	07-Jun-19 A	25-Aug-22 A													
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A													
Design Packages - Star Lake Segment 2	07-Jun-19 A	30-Jul-23													
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A													
Construction	01-Jun-19 A	19-Jan-26													
General	01-Jun-19 A	19-Jan-26													
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	15-Dec-25													
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	09-Jan-26													
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	26-Dec-25													
Commissioning	10-May-21 A	26-Sep-25													
Provisional Sums	01-Dec-19 A	25-Aug-25													

Schedule Performance Index

For the June reporting period, the Early SPI is 0.84 and Late SPI is 0.96 and is calculated based on the EV report this period which is still under review.

Kiewit performance this period continues to reflect slow progress due to several issues; Station and Garages and most notably Structure C differing site conditions that is driving the critical path.



Next Period's Activities

Design:

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

Construction:

- Guideway superstructure construction is wrapping up, drainage, curb and finish work remains. Only Structure C remains.
- DF trackwork: WA 1.1 Structure A, WA 1.3- 2.1 structure B, WA 2.5 Structure D ,WA 3.4 Structure E, WA 3.6 Structure F, and WA 3.8 Structure G.
- Ballasted Trackwork WA 1.2, WA 2.2, WA 2.4 , WA 3.1, and WA 3.3.
- TPSS S03: Grounding building, set comms case and anchor building.
- TPSS S07: Wall , rebar and duct bank work.
- KDM Garage: Extensive work on exterior and interior. Electrical installation and testing.
- KDM Station: Extensive work on station north and south plaza and platform levels. Testing and Commissioning effort.
- Signal House S05 S05-SIG-01: Form foundation. S02-SIG-01: Set signal house and temp power. S03-SIG-01: Form Slab.

Construction (continued):

- Structure C: CO7 Tangent embankment and cut walls. Secant piles C07, drilled shafts C05 A and B. Permanent casing C02, C03 and C04. Columns CO5 and CO6. Pier tables C06 and C05.
- Star Lake Garage: Extensive work on both exterior and interior elements.
- Star Lake Station: Extensive work on both plaza and platform levels.
- Star Lake Ancillary Building: Work on both interior and exterior elements.
- FWD Garage: PT deck, wall and column work.
- FWD Station: Extensive work on both North and South surface and platform levels.
- End of Line Facility: Work on both interior and exterior elements.
- Milestone 3: Trackwork at WA 1.3, SIT and SAT testing TPSS S02. OCS live wire test, MS3 LRV early storage 8/29/2023.

Closely Monitored Issues (F200)

- Structure C tangent pile anomalies (C-05-3A, C-05-2A, C-05-8A). Structure C Shaft C05A.
- KDM Platform evaluation (KDM Platform Elevation Station Platform Elevation).

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$287,185,535
Current Contract Value	\$1,570,570,731
Total Actual Cost (Incurred to Date)	\$1,016,813,896
Percent Complete	73.5%
Authorized Contingency + Add'l Ctg	\$358,297,519
Contingency Drawdown	\$287,185,535
*Contingency Index	
*Excludes ATC/NTD	1.03



Ballasted track and traction power pole installation started

Link Light Rail Graham St Infill Station

Project Summary

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

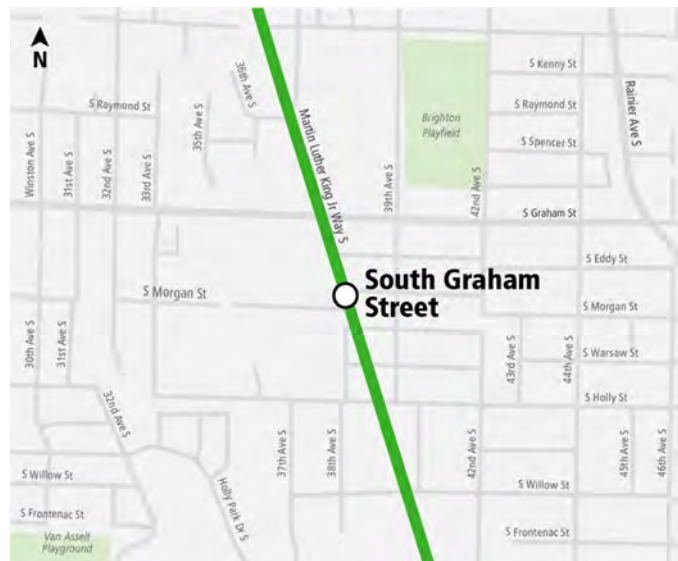
The project bridges the 1.5-mile gap between the existing Columbia City and Othello stations, and increases light rail access in the growing Hillman City, Brighton, New Holly, and Beacon Hill neighborhoods.

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

Phase Planning

Budget \$2.9M through completion of Preliminary Engineering

Schedule Target date: 2031



Map of Project Alignment

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

Key Project Activities

- Assembled project team and documented roles and responsibilities through project chartering.
- Evaluated consultant proposals and conducted interviews for Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services. Anticipating consultant selection and contract negotiation in July and August 2023.

Link Light Rail Graham St Infill Station



Project Cost Summary

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

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

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

Cost Summary by Phase

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

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

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

Link Light Rail Hilltop Tacoma Link Extension



Project Summary

Scope

Limits City of Tacoma

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

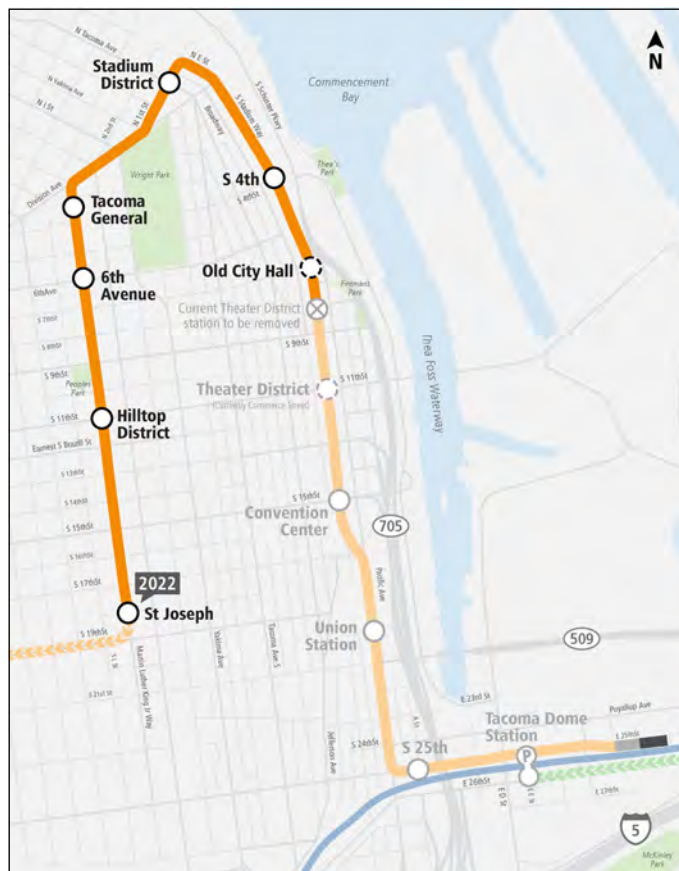
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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

Phase Construction

Budget \$282.7 Million (Increased February 2022)

Schedule Revenue Service: Under review



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design Consultant continued design services during construction.

Construction: The contractor is nearing completion of civil and systems work. Systems Integration Testing is underway.

- **All Headings:** Continued punch list work. Performed signal timing adjustments on the extension.
- **Testing and Commissioning:** Performed SIT 506 Train Tracking.

Closely Monitored Issues

- Staff continues to monitor LRV conditional acceptance timelines to support pre-revenue service.
- Staff continues to assist contractor planning and execution support efforts for agency integrated testing and required training.
- Staff continue to closely track critical and near critical schedule activities, implementing mitigations when necessary, to maintain Q3 2023 RSD.

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 \$3.3M was incurred. The majority of the expenditures were for LRVs and Construction.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$28.9	\$26.2	\$26.0	\$28.9	\$0.0
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$16.2	\$16.0	\$15.9	\$16.2	\$0.0
Construction Services	\$16.7	\$16.5	\$15.7	\$16.7	\$0.0
Third Party Agreements	\$1.4	\$1.3	\$1.0	\$1.4	\$0.0
Construction	\$172.0	\$165.2	\$163.0	\$172.0	\$0.0
Vehicles	\$40.1	\$39.1	\$37.0	\$40.1	\$0.0
ROW	\$1.9	\$1.9	\$1.9	\$1.9	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$282.7	\$271.6	\$265.9	\$282.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	\$32.9	\$31.6	\$31.2	\$32.9	\$0.0
20 Stations	\$3.7	\$3.5	\$3.5	\$3.7	\$0.0
30 Support Facilities	\$43.7	\$42.0	\$41.4	\$43.7	\$0.0
40 Sitework & Special Conditions	\$54.9	\$52.8	\$52.1	\$55.0	\$0.1
50 Systems	\$36.7	\$35.2	\$34.8	\$36.7	\$0.0
Construction Subtotal (10 - 50)	\$171.9	\$165.2	\$163.0	\$172.0	-\$0.1
60 ROW, Land	\$1.8	\$1.9	\$1.9	\$1.9	\$0.2
60 Vehicles	\$39.8	\$39.1	\$37.0	\$40.1	\$0.3
80 Professional Services	\$67.4	\$65.4	\$64.1	\$68.8	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	-\$2.0
Total (10 - 90)	\$282.7	\$271.6	\$265.9	\$282.7	\$0.0

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

Contingency Management

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

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC decreased by approximately \$1.2M due to a change order on the CMC contract.

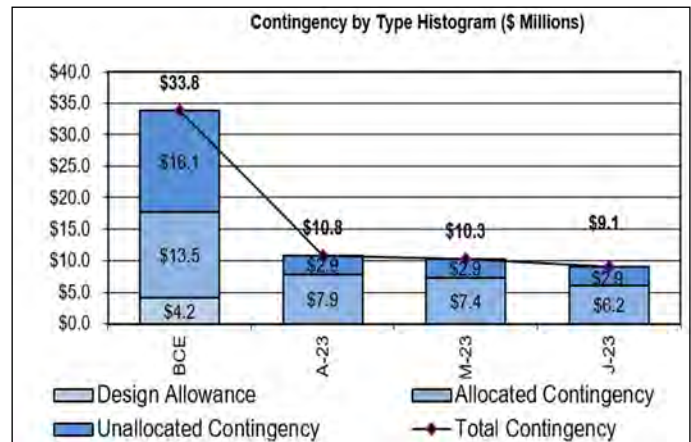
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance was unchanged this period.

Contingency Status (Monthly)

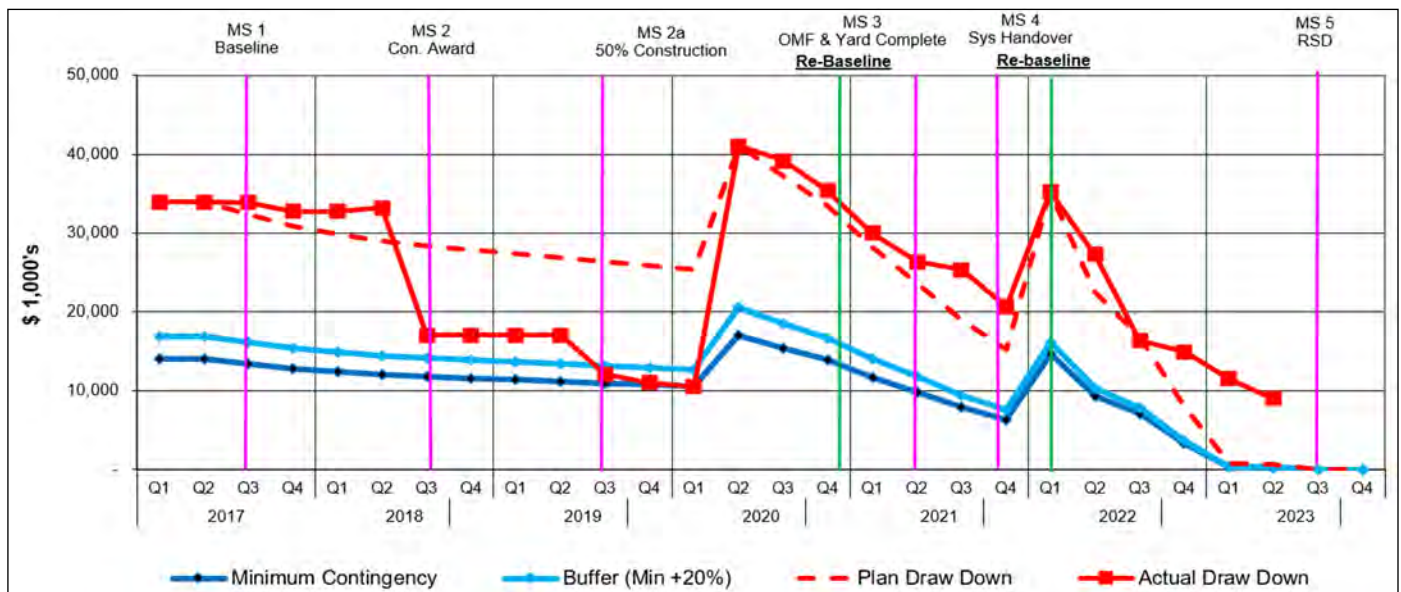
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$6.2	36.5%
Unallocated Contingency	\$16.1	8.2%	\$2.9	17.3%
Total	\$33.8	17.2%	\$9.1	54.0%

Table figures are shown in millions.

Contingency by Type (\$ Millions)



Contingency Drawdown (Quarterly)



Contingency Drawdown as of June 2023

Risk Management

The following are the top project wide risks:

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.
- LRV manufacturer may not submit completed documentation on time and thereby delay conditional acceptance of vehicles.
- Warranty spare parts may not be provided, reducing the availability of capital spares and increasing the likelihood that cars would be taken out of service.
- Garbled radio messages throughout alignment may delay commencement of simulated service.
- Lack of detail in T100 construction schedule may impede adequate resource planning for rail activation, safety certification, System Integration Testing (SIT) and vehicle testing and commissioning.



Station Signage at 6th Ave.

Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

The project completion schedule was updated through the end of June 2023 and remains 99% percent physically complete.

Revenue Service: Current forecast indicates revenue service starting between August and September 2023. Exact details of RSD will be identified at Readiness Review Meeting #3.

BEC LRV: All cars have completed pre-conditional acceptance.

T100: The contractor’s June 2023 CPM schedule has not been reviewed. May 2023 CPM is being used for planning purposes Sound Transit estimates T100 substantial completion (MS#2) in mid-July.

System Integration Testing: Executed SIT 506 Train Tracking (EMTRAC ITS/AVL) on both SKODA and BEC LRVs.

Rail Activation: The rail activation schedule includes safety certification activities, maintenance training and Operations familiarization, qualifications and certifications required for the start of pre-revenue service.

Safety and Security completed LRV 1–4 Certificates of Conformance and received SSO acknowledgement letter.

Quantitative Risk Analysis (QRA) The last risk review meeting was June 27, 2023.

Activity Name	Start	Finish	2023			2024
			Q3	Q4	Q1	
HTLE - Project Completion- July 2023 Update Current	02-Feb-15 A	15-Oct-23				
Project Milestones	28-Sep-17 A	26-Aug-23				
MS-01 - Project Baseline		28-Sep-17 A				
MS-02 - Construction Contract Award		27-Aug-18 A				
MS-03 - Submit Design & Delivery Schedule for the Automatic Vehicle Locator		21-Nov-18 A				
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		22-Mar-22 A				
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		10-May-22 A				
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		22-May-22 A				
T100 - 9th and Commerce Cutover Start		01-Aug-22 A				
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		26-Aug-22 A				
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		30-Sep-22 A				
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		08-Nov-22 A				
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		14-Jul-23				
MS-05 Revenue Service Date (FTA Grant RSD Sept 19 2023)		26-Aug-23				
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A				
Final Design	04-Jan-16 A	31-May-18 A				
ROW	01-Oct-15 A	11-Jan-19 A				
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	25-May-23 A				
Light Rail Vehicles (Qty 5)	11-Oct-16 A	15-Oct-23				
Construction	23-Jan-18 A	28-Aug-23				
Rail Grinding	17-Jan-23 A	19-Jan-23 A				
Track Drain Work	01-Sep-22 A	10-Jul-23				
System Integration Testing - SIT	01-Dec-21 A	18-Jul-23				
Pre-Revenue Service	22-Apr-23 A	26-Aug-23				
Project Float - Owner Controlled	26-Aug-23	26-Aug-23				
Project Float Contingency - None remaining		26-Aug-23				
Revenue Service	26-Aug-23	18-Sep-23				
Revenue Service Begins (FTA Grant RSD Sept 18 2023)		26-Aug-23				
FTA Grant RSD	27-Aug-23	18-Sep-23				
NCRs	31-Oct-22 A	23-Jul-23				

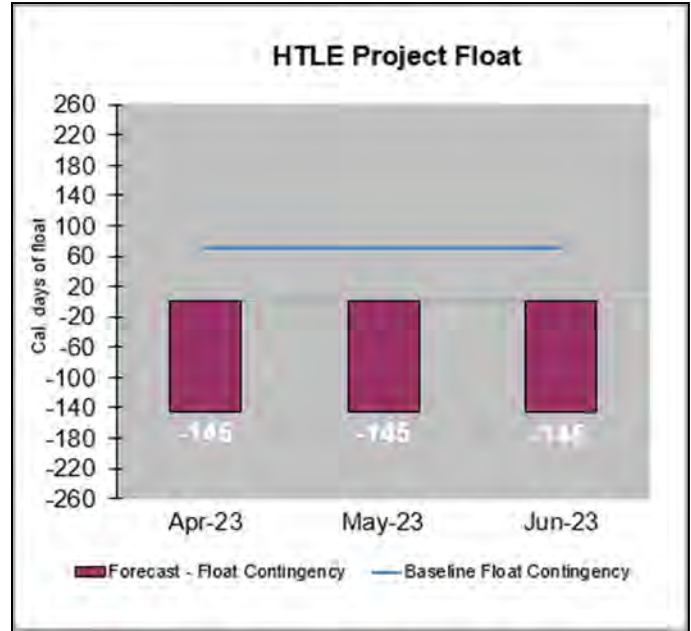
Link Light Rail Hilltop Tacoma Link Extension



Project Float

There is zero float remaining on the project necessitating the need to revise RSD. Staff continues to forecast an RSD to occur between late August and mid-September 2023.

The June 2023 update indicates the use of four out the five cars required for simulated service based on pre-conditional acceptance and receiving State Safety Oversight concurrence for conditional acceptance



Critical Path Analysis

The project completion schedule contains multiple critical paths.

The main critical path pertains to simulated service validation and running for 21 days fault-free before the entire alignment is available for Revenue Service.

Any impacts to simulated service will impact revenue service activities.

Activity Name	Start	Finish	2023			2024
			Q3	Q4	Q1	
HTLE - Project Completion- July 2023 Update Current	05-Jul-23	18-Sep-23	[Gantt bar]			
Pre-Revenue Service	05-Jul-23	26-Aug-23	[Gantt bar]			
Simulated Service (Validation) - Tum Back @7th	05-Jul-23*	07-Jul-23	[Gantt bar]			
Simulated Service (Validation) - Test Storage Track Capacity	08-Jul-23	12-Jul-23	[Gantt bar]			
Simulated Service (Validation) - Simulate Delay and Blockages	13-Jul-23	17-Jul-23	[Gantt bar]			
Simulated Service (Validation) - Simulate Gap Train	18-Jul-23	22-Jul-23	[Gantt bar]			
Simulated Service (Validation) - Simulate Headways	23-Jul-23	27-Jul-23	[Gantt bar]			
PX - Comms/Remaining Sim Service	28-Jul-23	26-Aug-23	[Gantt bar]			
Entire Alignment Available for RS		26-Aug-23	[Gantt bar]			
Revenue Service	26-Aug-23	18-Sep-23	[Gantt bar]			
Revenue Service Begins (FTA Grant RSD Sept 18, 2023)		26-Aug-23	[Gantt bar]			
FTA Grant RSD	27-Aug-23	18-Sep-23	[Gantt bar]			
Float between ST Forecast RSD and (FTA Grant RSD Sept 18, 2023)	27-Aug-23	18-Sep-23	[Gantt bar]			

Community Engagement

- Sent regular construction traffic control updates to the HTLE email list, HTLE Facebook page and stakeholder email list.
- Provided a project update at the Hilltop Business Association at their regular monthly meeting.
- Provided a project update to the City of Tacoma’s Links to Opportunity project staff.
- Finalizing safety engagement campaign materials to start with Simulated Service in July.

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.

ST staff variance reflects additional staff required due to adjusted RSD. ST will monitor project needs and adjust FTE levels as needed. Consultant FTE is higher than planned as the yearly plan forecasts reductions in future months.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.0	12.4	(1.4)
Consultants	9.7	15.9	(6.2)
TOTAL	20.7	28.3	(7.6)

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Construction Safety

No further safety reporting is being completed on HTLE as the construction portion has neared completion. The final safety report completed is provided below for historical reference.

Data/ Measure	May 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	15
Days Away From Work Cases	0	0	1
Total Days Away From Work	0	0	0
First Aid Cases	0	0	27
Reported Near Mishaps	0	0	70
Average Number of Employees on Worksite	5	-	-
Total # of Hours (GC & Subs)	576	21,098	479,617
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	6.25
Lost Time Injury (LTI) Rate	0.00	0.00	0.42
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

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

Contract T100 — Hilltop Tacoma Link Extension

Current Progress

- **All Headings:** Continue punch list corrections.
- **General:** Continue testing and commissioning of main alignment.

Schedule Summary

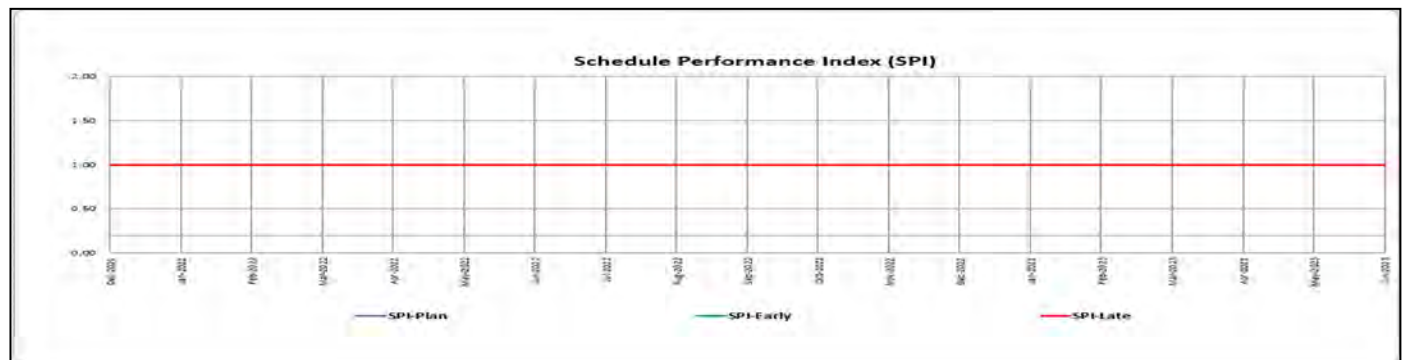
The T100 June 2023 CPM schedule is under review. Using the T100 May 2023 CPM for planning purposes. The contractor reports Milestone #2 Substantial Completion in early July 2023.

The contractor’s schedule includes remaining punch list items which do not affect the completion of Milestone #2 Substantial Completion or the start of pre-revenue service but are required to be complete prior to final acceptance.

Activity Name	Start	Finish	Qtr 2, 2023		
			May	Jun	Jul
T100 Hilltop Tacoma Link Extension Schedule May Update	31-May-18 A	07-Jul-23	[Gantt bar spanning May, Jun, Jul]		
Tacoma Links Baseline Schedule	31-May-18 A	07-Jul-23	[Gantt bar spanning May, Jun, Jul]		
Milestones	29-Jun-18 A	07-Jul-23	[Gantt bar spanning Jun, Jul]		
PreConstruction	31-May-18 A	06-Jul-23	[Gantt bar spanning May, Jun, Jul]		
Heading 1: 7th & Commerce to Stadium Way & Division	14-Sep-18A	12-Apr-23 A	[Gantt bar spanning Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr]		
Heading 2: Stadium Way & Division to Division St and MLK	14-Sep-18A	12-Apr-23 A	[Gantt bar spanning Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr]		
Heading 3: Division St and MLK to MLK & 19th	14-Sep-18A	12-Apr-23 A	[Gantt bar spanning Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr]		
OCS Wire Runs	19-Jul-21A	01-Jun-23	[Gantt bar spanning Jul, Aug, Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr, May, Jun]		
Train Signal System	19-Dec-20A	30-Dec-22 A	[Gantt bar spanning Dec, Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec]		
Job Wide ITS	15-Sep-22A	25-May-23 A	[Gantt bar spanning Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr, May]		
OMF Facility	29-Aug-18A	04-Nov-22 A	[Gantt bar spanning Aug, Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec]		
Testing & Commissioning	11-Mar-19A	07-Jun-23	[Gantt bar spanning Mar, Apr, May, Jun]		
Change Orders	07-Jan-19A	01-Jun-23	[Gantt bar spanning Jan, Feb, Mar, Apr, May, Jun]		
Provisional Sum Time Impacts	01-Feb-19A	09-Jun-23	[Gantt bar spanning Feb, Mar, Apr, May, Jun]		
Other Time Impacts	04-Mar-19A	01-Jun-23	[Gantt bar spanning Mar, Apr, May, Jun]		
RFCs	09-Jan-19A	01-Jun-23	[Gantt bar spanning Jan, Feb, Mar, Apr, May, Jun]		
Provisional Sums	03-Dec-18A	01-Jun-23	[Gantt bar spanning Dec, Jan, Feb, Mar, Apr, May, Jun]		
Weather Days	04-Feb-19A	27-Jan-20 A	[Gantt bar spanning Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec, Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec]		

Schedule Performance Index

This period the early SPI and late SPI were 1.0 which is consistent with last month. The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. The contractor needs to reforecast executed changes, upon receiving and acceptance, ST will incorporate the updated data into the SPI and report accordingly. Until such time, Early SPI will remain at 1.0.



Next Period's Activities

- **All Headings:** Punch list corrections.
- **General:** Continue remaining Systems Integration Testing.

Closely Monitored Issues

- ST continues to monitor timeline of conditional acceptance of LRVs to support start of pre-revenue service.
- Uncertainty regarding schedule for remaining contract-required training may delay the start of simulated service.

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$108,295,000
Change Order Value	\$34,308,676
Current Contract Value	\$142,603,676
Total Actual Cost (Incurred to Date)	\$141,600,716
Percent Complete	99%
Authorized Contingency	\$40,114,750
Contingency Drawdown	\$34,308,676
Contingency Index (CI = % Complete/% Ctg Spent)	1.16



Paving North I Street

Link Light Rail Hilltop Tacoma Link Extension



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

Current Forecasted Progress as of July 01, 2023

- LRV #1: Pre-conditional acceptance completed.
- LRV #2: Pre-conditional acceptance completed.
- LRV #3: Pre-conditional acceptance completed.
- LRV #4: Pre-conditional acceptance completed.
- LRV #5: Pre-conditional acceptance completed.

Activity Name	Start	Finish	2023	
			Q3	Q4
HTLE - Project Completion- July 2023 Update Current	11-Oct-16 A	15-Oct-23		
Light Rail Vehicles (Qty 5)	11-Oct-16 A	15-Oct-23		
LRV - Bid/Solicitation	11-Oct-16 A	11-Oct-16 A		
Advertisement & Award	30-Dec-16 A	04-Dec-17 A		
Fleet Retrofit	20-Oct-22 A	23-Oct-22 A		
Light Rails Vehicles	05-Dec-17 A	15-Oct-23		
Light Rail Vehicles - Manufacture, Ship and On Site Testing	05-Dec-17 A	15-Oct-23		
Engineering and CDRLS	05-Dec-17 A	30-Jun-23 A		
Car 1	28-Dec-20 A	29-Jun-23 A		
Manufacture - LRV 1	28-Dec-20 A	16-Mar-22 A		
Ship	16-Mar-22 A	22-Mar-22 A		
Onsite Testing	22-Mar-22 A	13-Jun-23 A		
Conditional Acceptance	10-Apr-23 A	29-Jun-23 A		
FMs	09-Jan-23 A	26-Apr-23 A		
Car 2	22-Mar-21 A	15-Sep-23		
Manufacture - LRV 2	22-Mar-21 A	09-May-22 A		
Testing	09-May-22 A	10-May-22 A		
Ship	10-May-22 A	10-May-22 A		
Onsite Testing	10-May-22 A	08-May-23 A		
Conditional Acceptance	05-Jun-23 A	29-Jun-23 A		
FMs	02-May-23 A	15-Sep-23		
Car 3	12-May-21 A	01-Oct-23		
Manufacture - LRV 3	12-May-21 A	23-Jun-22 A		
Ship	24-Jun-22 A	23-Aug-22 A		
Onsite Testing	06-Sep-22 A	16-May-23 A		
Conditional Acceptance	05-Jun-23 A	29-Jun-23 A		
FMs	02-May-23 A	01-Oct-23		
Car 4	22-Jun-21 A	15-Oct-23		
Manufacture - LRV 4	22-Jun-21 A	26-Sep-22 A		
Ship	26-Sep-22 A	03-Oct-22 A		
Testing - LRV 4	22-Sep-22 A	29-Sep-22 A		
Onsite Testing-1	04-Oct-22 A	27-Apr-23 A		
Conditional Acceptance	27-Apr-23 A	29-Jun-23 A		
FMs	27-Apr-23 A	15-Oct-23		
Car 5	26-Jul-21 A	23-Aug-23		
Manufacture - LRV 5	26-Jul-21 A	22-Sep-22 A		
Testing	23-Sep-22 A	30-Sep-22 A		
Ship	30-Sep-22 A	08-Nov-22 A		
Onsite Testing	09-Nov-22 A	18-Aug-23		
Conditional Acceptance	19-Aug-23	23-Aug-23		
FMs	31-Jul-23	01-Aug-23		

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, delivering, testing & commissioning
Budget	\$740.7 Million (Baseline September 2015; Amended April 2017)
Schedule	Baseline Project Completion: Q3 2024



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – one LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central and to prepare for East Link Extension pre-revenue service — three Series 2 LRVs transferred to OMF Central for commissioning & three CA Series 2 LRVs transferred to OMF East this month.
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 14 cars at various stages of final assembly. 133rd car shell in process.
- Automatic Train Protection (ATP) retrofitted Series 1 LRV safety certification in process.

Closely Monitored Issues

- Ten fleet defects have been declared (two closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- 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 and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions. Weekly meeting with Siemens to monitor progress.
- Coordination and scheduling of ATP retrofit on Series 1 LRVs is more challenging than anticipated.
- 100% capital spare parts that do not require Field Modification Instruction (FMI) continue targeted to complete delivery by September 2023. ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts that require FMI updates.

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 \$530.7M to which a majority of the cost are attributed to the vehicles phase of \$508.7M. The current period expenditure is \$12.8M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$10.8	\$10.8	\$8.0	\$7.8	\$10.8	\$0.0
Construction Services	\$17.8	\$17.8	\$15.1	\$14.1	\$17.8	\$0.0
Vehicles	\$712.1	\$712.1	\$667.8	\$508.7	\$712.1	\$0.0
Total	\$740.7	\$740.7	\$691.0	\$530.7	\$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	\$705.2	\$705.2	\$673.5	\$513.4	\$705.1	\$0.0
80 Professional Services	\$24.3	\$24.4	\$17.4	\$17.3	\$24.4	\$0.0
90 Contingency	\$11.3	\$11.2	\$0.0	\$0.0	\$11.2	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$691.0	\$530.7	\$740.7	\$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 risks:

- Competing demands for extension project simulated services, Systems Integration Testing (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 commissioning of the 81st Series 2 LRV and forward.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine remains a fluid situation, monitoring reported disruption to manufacturer’s supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

Contingency Management

The project’s budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a total of \$78.0M of Total Contingency. During last period, there was one tiny change in contingency. The project’s Total Contingency balance is \$48.5M or approximately 23.1% of remaining work in the project.

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

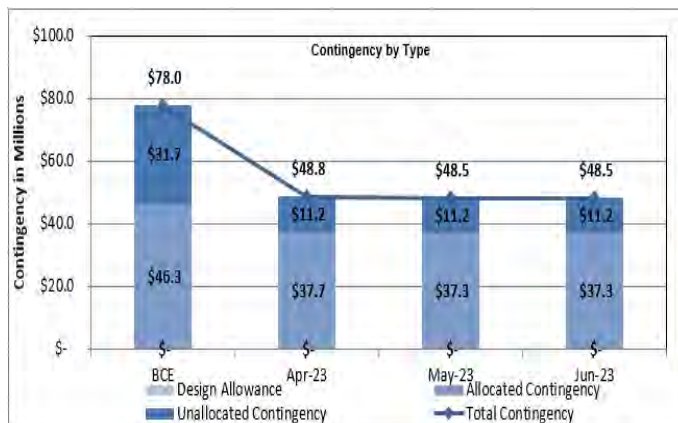
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline’s allocated contingency was \$46.3M. The allocated contingency balance remained at \$37.3M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC of \$500K was transferred to shore up various budget deplete scope during the annual 2023 budgetary process. UAC balance is now at \$11.2M.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ 0.0	0.0%	\$ 0.0	0.0%
Allocated Contingency	\$46.3	6.3%	\$37.3	17.8%
Unallocated Contingency	\$31.7	4.3%	\$11.2	5.3%
Total	\$78.0	10.7%	\$48.5	23.1%

Contingency by Type



Link Light Rail Light Rail Vehicle Fleet Expansion



Project Schedule

Percent complete of the contract payment milestones is calculated at 75.8%.

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' monthly schedule update. The LRV manufacturer (Siemens) has delivered 113 LRVs of which 83 LRVs were Conditionally Accepted. In addition, there are 9 LRVs fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for Dec 16, 2026.

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

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

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 the Sound Transit sites. 113 LRVs has been delivered. Conditional Acceptance of 83 LRVs has been completed to support Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025. Current forecasts are that Conditional Acceptance rates would impact start of pre-revenue service for East Link and Downtown Redmond Link Extension projects, if the two projects have the same pre-revenue service start date. As was the case with Northgate Link, measures for managing simulated revenue service during pre-revenue may need to be identified and implemented.

Activity Name	Start	Finish	2023 2024 2025																	
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4							
ST LRV Fleet Expansion - Siemens Summary by LINK Contract - Re	12-Jul-21 A	16-Dec-26																		
Revised Project Delivery Sequence - (based on R2023-06)	12-Jul-21 A	16-Dec-26																		
Siemens Contract Milestones	16-Dec-26	16-Dec-26																		
Final Acceptance_LRV #152		16-Dec-26																		
East Link - Starter Line - LRV Summary (Car #041- #062) 22 - Cars	07-Mar-22 A	24-Feb-24																		
LRV Conditional Acceptance - East Link - Starter Line - Summary - Car #41 - #62	07-Mar-22 A	30-Nov-22 A																		
East Link - Starter Line - Pre-Revenue Service Forecast - START	01-Nov-23																			
East Link - Starter Line - Pre-Revenue Service - Forecast - END		24-Feb-24																		
Lynnwood Link - LRV Summary (Car #063 - #096) 34 - Cars	15-Dec-22 A	17-Jun-24																		
LRV Conditional Acceptance - Lynnwood Summary - Car #63 - #96	15-Dec-22 A	10-Nov-23																		
Lynnwood Link - Pre-Revenue Service Forecast - START	15-Feb-24																			
Lynnwood Link - Pre - Revenue Service - Forecast - END		17-Jun-24																		
Extra - LRV Summary (Car #097 - #98) 2 - Cars	21-Nov-23	04-Dec-23																		
LRV Conditional Acceptance - Extra - Summary - Car #097 - #098	21-Nov-23	04-Dec-23																		
East/Downtown Redmond Link (Car #99 - Car #132) 34 - Cars	10-Nov-23	18-Apr-25																		
LRV Conditional Acceptance - East/Downtown Redmond Link - Summary - Car #99 - #132	10-Nov-23	04-Nov-24																		
East/Downtown Redmond Link - Pre-Revenue Service Forecast - START	20-Oct-24																			
East/Downtown Redmond Link - Pre-Revenue Service - Forecast - END		18-Apr-25																		
Federal Way Link - LRV Summary (Car#133 - #152) 20 - Cars	12-Nov-24	19-Jan-26																		
LRV Conditional Acceptance - Car #133 - #152	12-Nov-24	28-May-25																		
Federal Way Link - Pre-Revenue Service Forecast - START	21-Nov-25																			
Federal Way Link - Pre-Revenue Service Forecast - END		19-Jan-26																		
LRV ATP Retrofit Summary - Siemens	12-Jul-21 A	31-Dec-24																		

LRV Delivery and Testing Progress as of June 30, 2023				
LRV status	Received / Delivered	Testing In Progress	Conditionally	Entered Revenue
Planned	139	7	132	132
Actual (Seattle)	79	4	75	75
Actual (Bellevue)	34	26	8*	8*

* Transferred from OMFC to OMFE to prepare for East Link Extension pre-revenue services and is not part of the current operating alignment.



Car 299 Buy Backs at OMF Central in Seattle, WA



Car 328 at test pit for inspection in Sacramento, CA

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	5.9	0.3
Consultants	5.9	8.1	(2.2)
TOTAL	12.1	14.0	(1.9)

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

Sound Transit Board Actions

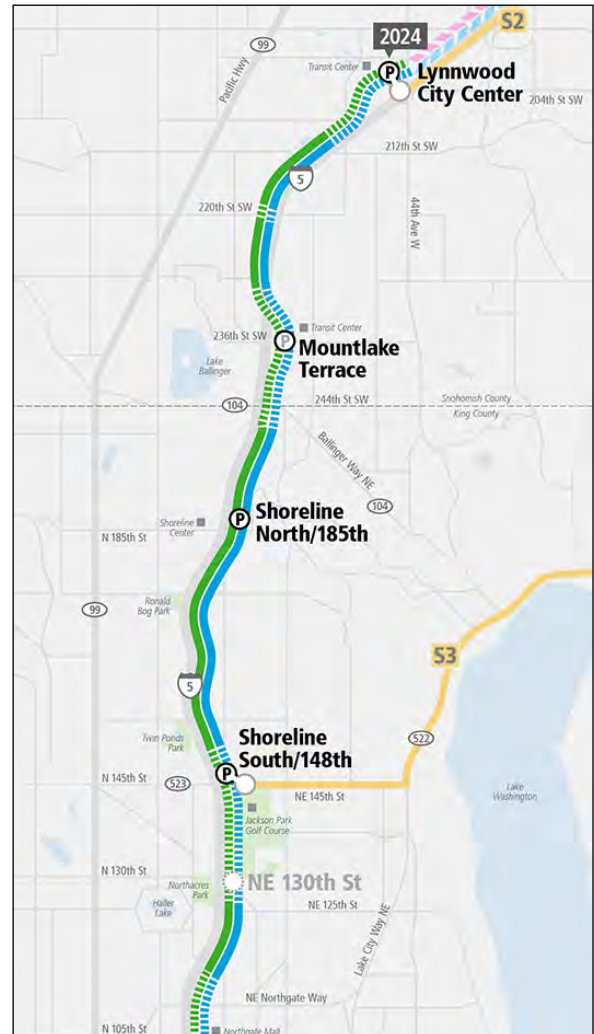
Board Action	Description	Date
	No Action this period	

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	Lynnwood City Center Mountlake Terrace Shoreline North/185th Shoreline South/148th
Systems	Signals, traction power, communications, and SCADA.
Phase	Construction
Budget	\$2.77 Billion (Baseline May 2018)
Schedule	Revenue Service: Summer/Fall 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with elevator buildout and back of house finishes, as well as elevator shaft finishes at the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including machine room buildout and station handrailing as well as elevator installation for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including elevator and escalator finish work (L300).
- Continued construction of the Lynnwood Station, including art glass and metal panel finish work (L300).
- Continued installation of traction power equipment and wiring for signals and communications (L800).

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Security at work areas to prevent unauthorized entry and to deter trespassing and theft.
- Progress of dry standpipe installation to enable follow-on systems work.

Link Light Rail Lynnwood Link Extension



Project Cost Summary

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

For this period, \$27.2M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staff. This period the project is forecasting an Estimated Final Cost of \$2.73B, a budget underrun of \$40.3M.

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	\$66.1	\$65.7	\$91.8	\$6.4
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$156.3	\$152.3	\$160.1	\$4.0
Construction Services	\$128.4	\$139.0	\$126.4	\$107.5	\$135.1	\$3.9
3rd Party Agreements	\$14.6	\$17.6	\$15.1	\$13.5	\$17.0	\$0.6
Construction	\$1,921.4	\$2,094.6	\$1,984.5	\$1,733.2	\$2,091.2	\$3.4
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$219.1	\$183.8	\$181.9	\$197.0	\$22.1
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,571.2	\$2,293.1	\$2,731.3	\$40.3

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$791.8	\$1,109.1	\$681.3	\$621.9	\$799.0	\$310.2
20 Stations	\$333.8	\$218.8	\$420.7	\$367.9	\$440.6	(\$221.8)
30 Support Facilities	\$2.0	\$2.3	\$0.4	\$0.2	\$2.5	(\$0.2)
40 Sitework & Special Conditions	\$421.1	\$522.4	\$669.0	\$581.8	\$585.5	(\$63.1)
50 Systems	\$244.4	\$194.3	\$200.6	\$151.6	\$211.5	(\$17.3)
Construction Subtotal (10 - 50)	\$1,793.0	\$2,046.9	\$1,972.0	\$1,723.4	\$2,039.2	\$7.8
60 ROW, Land	\$235.7	\$219.1	\$183.8	\$181.9	\$197.0	\$22.1
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.1	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$478.5	\$415.4	\$387.8	\$477.1	\$1.4
90 Unallocated Contingency	\$292.2	\$25.7	\$0.0	\$0.0	\$16.6	\$9.1
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,571.2	\$2,293.1	\$2,731.3	\$40.3

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

Contingency Management

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

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

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

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

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

During the current period, Allocated Contingency decreased by a net amount of \$675k due to construction change orders.

Contingency Status

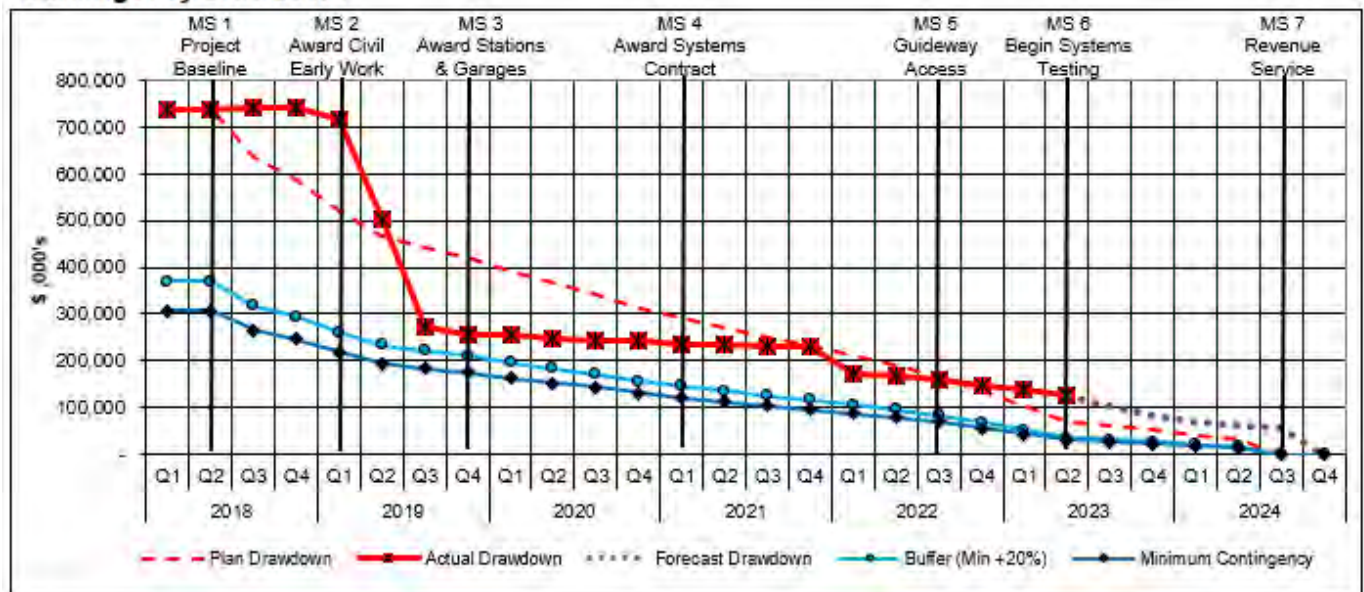
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$247.9	8.9%	\$0.0	0.0%
Allocated Contingency	\$203.0	7.3%	\$99.5	22.7%
Unallocated Contingency	\$286.8	10.3%	\$25.7	5.9%
Total:	\$737.7	26.6%	\$125.2	28.6%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Link Light Rail Lynnwood Link Extension



Risk Management

The following are the top project-wide risks:

- Requests from third parties for additional scope as part of inspections and approvals.
- Partner agency and internal support resource availability for testing and commissioning.
- Switchgear long lead procurement.
- Partner agency supplying timely permanent power.
- Quality issues necessitating field rework.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 89.1%.

The Master Schedule has been updated through June. The reviews of contractor-submitted schedules are nearing completion. The L800 contractor now controls the guideway. Refinements to the Rail Activation Schedule continue, with the Pre-Revenue activities currently undergoing review. A Right of Way closeout schedule has been developed and is in review. The revenue service date forecast remains Summer/Fall 2024.

Activity Name	Start	Finish	2023								2024		
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		
LLE Master Schedule	20-May-10 A	17-Jul-24	[Gantt bar spanning from May 2023 to July 2024]										
Project Administration	20-May-10 A	17-Jul-24	[Gantt bar spanning from May 2023 to July 2024]										
Final Design/Preconstruction	01-Sep-15 A	08-Apr-24	[Gantt bar spanning from Sep 2023 to Apr 2024]										
Project Wide Utilities	01-Aug-18 A	25-Mar-19 A	[Gantt bar spanning from Aug 2023 to Mar 2024]										
L200 - Third Party Agreements	01-Aug-18 A	31-May-22 A	[Gantt bar spanning from Aug 2023 to May 2024]										
L300 - Third Party Agreements	02-May-16 A	18-Jul-22 A	[Gantt bar spanning from May 2023 to Jul 2024]										
Permitting & AHJ Agreements	07-Jan-15 A	24-Jul-23	[Gantt bar spanning from Jan 2023 to Jul 2023]										
Owner Furnished Equipment	01-Oct-21 A	14-Aug-23	[Gantt bar spanning from Oct 2023 to Aug 2024]										
L350 200th St. Widening	09-Apr-18 A	18-Sep-23	[Gantt bar spanning from Apr 2023 to Sep 2023]										
North Maint. of Way (MOW)	02-Jan-19 A	09-Jul-24	[Gantt bar spanning from Jan 2023 to Jul 2024]										
WSDOT - I-5 Rehabilitation	02-Jan-20 A	02-Apr-24	[Gantt bar spanning from Jan 2023 to Apr 2024]										
L200 ROW Acquisitions	04-Jan-16 A	16-Feb-23 A	[Gantt bar spanning from Jan 2023 to Feb 2023]										
L300 ROW Acquisitions	14-Jan-16 A	28-Oct-23	[Gantt bar spanning from Jan 2023 to Oct 2023]										
L200 Civil Construction	25-Dec-18 A	27-Feb-24	[Gantt bar spanning from Dec 2023 to Feb 2024]										
L300 Civil Construction	13-Aug-18 A	04-Jan-24	[Gantt bar spanning from Aug 2023 to Jan 2024]										
L800 Systems Construction	04-Dec-20 A	09-Feb-24	[Gantt bar spanning from Dec 2023 to Feb 2024]										
LLE Rail Activation	13-Jan-20 A	22-Jul-24	[Gantt bar spanning from Jan 2023 to Jul 2024]										
Rail Activation Tasks	13-Jan-20 A	22-Jul-24	[Gantt bar spanning from Jan 2023 to Jul 2024]										
Systems Integration & Testing (SIT)	24-Jul-23	26-Jan-24	[Gantt bar spanning from Jul 2023 to Jan 2024]										
Pre-Revenue Service	21-Jan-24	29-May-24	[Gantt bar spanning from Jan 2024 to May 2024]										
Project Float	28-May-24	17-Jul-24	[Gantt bar spanning from May 2024 to Jul 2024]										
Revenue Service - FFGA	17-Jul-24	17-Jul-24	[Gantt bar spanning from Jul 2024 to Jul 2024]										

Link Light Rail Lynnwood Link Extension

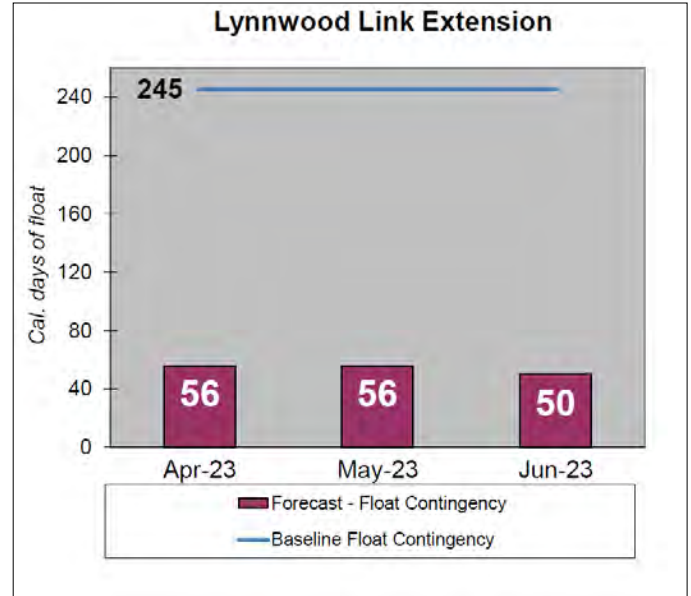


Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 50 days remaining between completion of work and the July 17, 2024 revenue service date.

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

The target revenue service date is unchanged at this point. An ST Board decision regarding opening dates, is not expected until mid Q3 2023.



Critical Path Analysis

The June critical path for the Lynnwood Link Extension is driven by the Systems OCS installation work under the L800 contractor. Installation of signal cable & conduit from the guideway to the TPSS's remains near critical work. Installation of the dry stand pipe system by the civil contractors is also near critical. ST is closely monitoring the progress of this work as well as the mitigation efforts being undertaken by the prime contractors and their subcontractors. All of these paths drive the start of Systems Integration Testing (SIT), which in turn drives the start of Pre-Revenue Service and the opening to the public.

Activity Name	Start	Finish	2023			2024		
			Q3	Q4	Q1	Q2	Q3	
L800 Systems Construction	22-Mar-23 A	26-Jan-24	[Red bar spanning Q3 2023 to Q1 2024]					
Sound Transit L800 Engineering / Coi	22-Mar-23 A	26-Jan-24	[Red bar spanning Q3 2023 to Q1 2024]					
L800 Engineering	11-Jan-24	11-Jan-24	[Vertical tick mark in Q1 2024]					
L800 Construction	22-Mar-23 A	26-Jan-24	[Red bar spanning Q3 2023 to Q1 2024]					
L800 Change Orders	03-Jul-23	03-Jul-23	[Vertical tick mark in Q3 2023]					
LLE Rail Activation	03-Apr-23 A	17-Jul-24	[Red bar spanning Q3 2023 to Q3 2024]					
Rail Activation Tasks	03-Apr-23 A	28-May-24	[Red bar spanning Q3 2023 to Q2 2024]					
RAC - Rail Activation Committee	19-Jan-24	28-May-24	[Red bar spanning Q1 2024 to Q2 2024]					
BRI - Bus-Rail Integration Subcommittee	03-Apr-23 A	21-May-24	[Red bar spanning Q3 2023 to Q2 2024]					
IT - IT/Network Readiness Subcommittee	14-Nov-23	26-Jan-24	[Red bar spanning Q4 2023 to Q1 2024]					
Systems Integration & Testing (SIT)	24-Jul-23	26-Jan-24	[Red bar spanning Q3 2023 to Q1 2024]					
Pre-Revenue Service	29-Jan-24	29-May-24	[Red bar spanning Q1 2024 to Q2 2024]					
Operator Preparation	29-Jan-24	29-Mar-24	[Red bar spanning Q1 2024 to Q1 2024]					
Simulated Revenue Service/Drills/Upsets	29-Mar-24	29-May-24	[Red bar spanning Q1 2024 to Q2 2024]					
Project Float	28-May-24	17-Jul-24	[Red bar spanning Q2 2024 to Q3 2024]					
Revenue Service - FFGA	09-Jul-24	09-Jul-24	[Vertical tick mark in Q3 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 easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions can result in owner and tenant residential and commercial relocations.

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

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
390	400	751	748	383	382
<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. All Personal Property Only moves are completed. One relocation remains.</i></p>					

Community Engagement

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

- Closure of NE 185th St. for the implementation of the new right-of-way alignment.
- Night closures of northbound I-5 King County Metro on- and off-ramps.
- Night closures of northbound I-5 right lanes and off-ramp at NE 145th St.
- Holiday June 19th holiday work at the New 145th and NE 185th station garages
- Coordinated meetings between the City of Lynnwood and residents impacted by work along 200th St, including both TTCIP and city work.
- Sent requests for TCE closeout signatures and met with property owners as needed to address concerns.

Sound Transit Board Actions

Board Action	Description	Date
M2023-49	Increase contract contingency for Lynnwood Link Extension—Northgate to 200th	06/22/2023
M2023-48	Betterment task order with Seattle City Light	06/22/2023

Staffing Summary

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

Higher consultants than planned due to the new projected values for 2023, which is expected to level out later in the year as the project comes closer to substantial completion.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.3	46.0	0.3
Consultants	95.0	113.0	(18.0)
TOTAL	141.3	159.0	(17.7)

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

Construction Safety

Data/Measure	June 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	49
Days Away From Work Cases	0	0	5
Total Days Away From Work	22	130	238
First Aid Cases	3	8	87
Reported Near Mishaps	2	8	79
Average Number of Employees on Worksite	430	-	-
Total # of Hours (GC & Subs)	105,516	609,664	5,410,750
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.66	1.81
LTI Rate	0.00	0.00	0.18
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	4.40		
LTI WA State Average	2.00		

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

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

Current Progress

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

- Continued roadway restoration.
- Continued landscaping and restoration along the alignment.
- 148th Station - Continued electrical rough-in, platform canopy panels and guideway soffit metal panel installation.
- 148th Garage - Continued trash enclosure concrete placement along with traffic signal work on 148th St.
- 185th Station - Continued electrical rough-in along with elevator buildout and panel installation.
- 185th Garage - Continued elevator buildout and garage finishes and lighting.

Schedule Summary

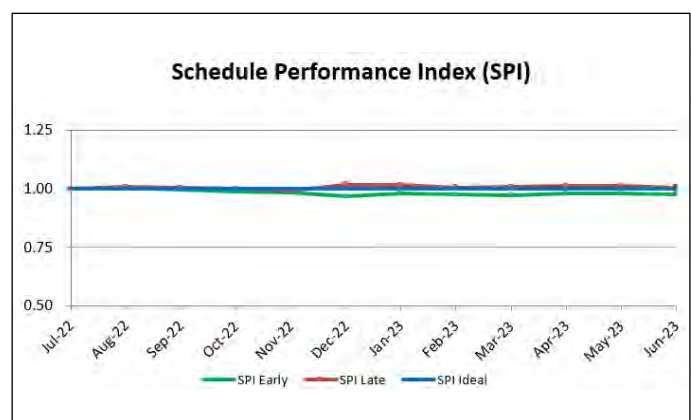
The June update now forecasts a December 28, 2023 substantial completion date, 47 calendar days later than the substantial completion milestone date of November 11, 2023. Within the L200 contract schedule, the contractor’s critical path continues to be driven by SCL power service at 185th Station. This in turn drives the contractor’s commissioning of the station as well as punchlist and closeout. 185th Garage is near critical, followed by completion of hardscapes and landscaping throughout the alignment.

Activity Name	Start	Finish	2023		2024
			Q3	Q4	Q1
L200 Civil Construction	25-Dec-18 A	27-Feb-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
L200 Civil Construction	25-Dec-18 A	27-Feb-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
Project Wide	25-Dec-18 A	27-Feb-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	02-Jan-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	26-Oct-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	27-Dec-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-4 145th Station & Garage	08-Apr-19 A	09-Jan-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	27-Sep-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	27-Sep-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	31-Oct-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	20-Nov-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	15-Nov-23	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-10 185th Station & Garage	15-Apr-19 A	02-Jan-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	02-Jan-24	[Gantt bar spanning Q3 2023, Q4 2023, and Q1 2024]		

Schedule Performance Index

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

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (same as last period).



Work Zone Overview



Next Period Activities:

- Continue landscaping and roadway/sidewalk restoration.
- Guideway standpipe installation.
- Continue 148th Station electrical rough-in and elevator preparation for inspection.
- Continue 185th Station elevator buildout and metal panel installation along with platform topping slab.

Closely Monitored Issues:

- 185th garage concrete cracking on level 2.
- Safety risks associated with shared access to elevated guideway elements.
- Excessive heat exposure along with dust mitigation and control during the summer season.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$773,983,209
Current Contract Value	\$862,130,467
Total Actual Cost (Incurred to Date)	\$763,527,470
Percent Complete	89.3%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$22,132,203
Contingency Index	1.8



185th St. garage stairwell lighting conduit installation

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 escalator installations at Mountlake Terrace and Lynnwood stations.
- Continued track punchlist work along the alignment.
- Continued plaza and site hardscaping along the alignment.
- Continued site restoration along alignment.
- Continued transit and traffic circulation improvements along the 200th Street SW corridor.

Schedule Summary

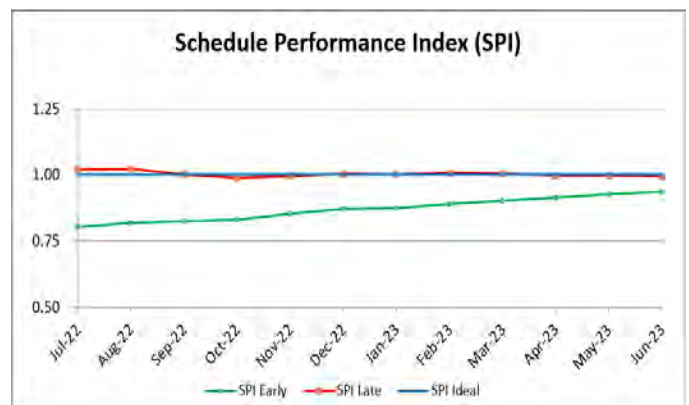
The June update has been submitted to Sound Transit and is currently under review. The schedule forecasts a substantial completion of February 13, 2024. The critical path is driven by a newly-added set of activities for the installation of the off-guideway dry stand pipe. ST is working with the contractor to find ways to mitigate the extended durations proposed for this work. Other near critical items include on-guideway dry stand pipe, roadway restorations, and completion of station and plaza hardscapes.

Activity Name	Start	Finish	2023			2024
			Q3	Q4	Q1	
L300 - LLE - NE 200TH ST. to LTC -	13-Aug-18A	13-Feb-24				
L300 - LLE - NE 200TH ST. to LTC - Jt	13-Aug-18A	13-Feb-24				
MILESTONES	25-Sep-18A	13-Feb-24				
ROW ACQUISITIONS (PARCELS & TCE	04-Jun-19A	01-Jun-21A				
PERMITTING	01-Feb-19A	05-Jun-23A				
SUBMITTALS AND APPROVALS	12-Apr-19A	03-Apr-23A				
MATERIAL PROCUREMENT	07-Aug-19A	01-May-23A				
EARLY WORK	20-Feb-19A	20-Sep-23				
MAIN PACKAGE	13-Aug-18A	29-Jan-24				
Construction Contract Elements - MP	25-Oct-19A	11-Oct-23				
Mobilizations	25-Oct-19A	15-May-23A				
3rd Party Utilities	22-Jul-19A	16-Sep-20A				
SEGMENT 1 - L200 to 236th St.	17-Dec-19A	29-Sep-23				
SEGMENT 2 - 236th St. to 220th St.	13-Jan-20A	20-Nov-23				
SEGMENT 3 - 220th St. to 52nd Ave	23-Dec-19A	13-Sep-23				
SEGMENT 4 - 52nd Ave to EOL	13-Aug-18A	29-Nov-23				
Fire Protection - Dry Standpipe	28-Feb-23A	29-Jan-24				

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.94 (same as last period).

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



Work Zone Overview



Next Period's Activities

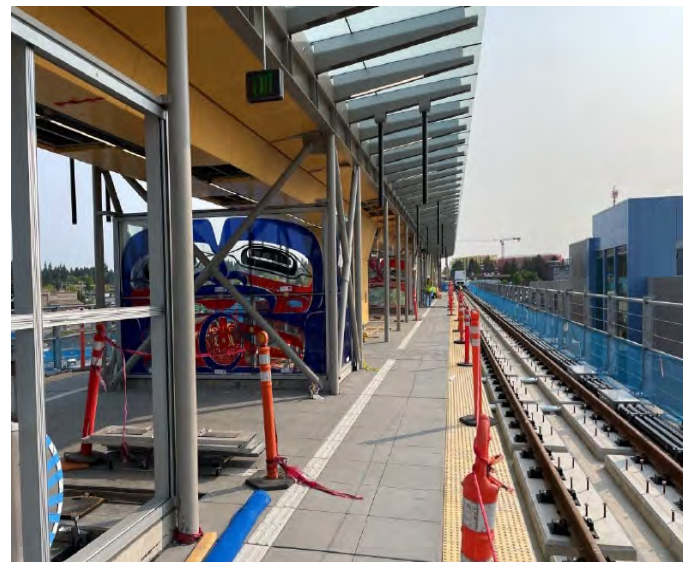
- Continue site restoration along alignment.
- Continue finishes and electrical/mechanical work at Mountlake Terrace and Lynnwood stations.
- Continue transit and traffic circulation improvements along the 200th St. SW corridor.
- Continue landscaping and roadway/sidewalk restoration.
- Guideway standpipe installation.

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Excessive heat exposure along with dust mitigation and control during the summer season.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$845,043,491
Current Contract Value	\$901,930,122
Total Actual Cost (Incurred to Date)	\$808,636,930
Percent Complete	91.0%
Authorized Contingency	\$76,394,634
Contingency Drawdown	\$66,930,122
Contingency Index	1.0



Lynnwood Station Platform

Link Light Rail Lynnwood Link Extension



Contract L800 Lynnwood Link Systems GC/CM

Current Progress

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

- Procurement of key equipment including Traction Power Substations (TPSS) and signal system buildings.
- Continued installing feeder cables, wiring, communication devices, cameras, and pulling fiber optic cable.
- Continued installation of Overhead Catenary System (OCS) poles, hangers, cantilevers and messenger wire.
- Traction Power Substation N19 delivered and set. Signal Houses N20 and N23 delivered and set.

Schedule Summary

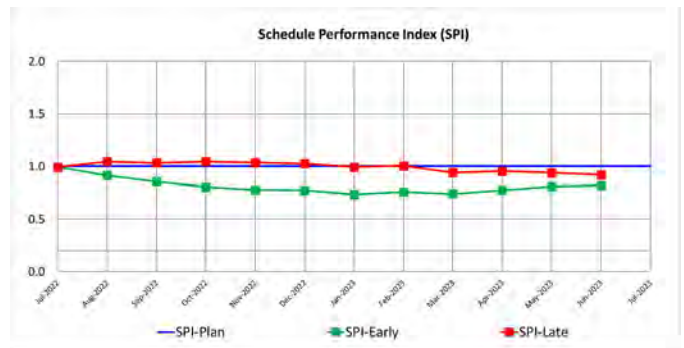
The L800 June schedule update continues to forecast a substantial completion of January 11, 2024, five days earlier than the revised contractual date of January 16, 2024. The critical path is now driven by OCS in the southern portion of the guideway, with signals and communications being near critical. ST is continuing to closely monitor and coordinate several aspects of the work, including delivery of the remaining TPSS and signal houses.

Activity Name	Start	Finish	2023		2024
			Q3	Q4	Q1
L800 Systems Construction	04-Dec-20 A	09-Feb-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 Systems Construction	04-Dec-20 A	09-Feb-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
Sound Transit L800 Engineerin	04-Dec-20 A	09-Feb-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 Engineering	04-Dec-20 A	11-Jan-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 Milestones	04-Dec-20 A	11-Jan-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 Submittals	04-Dec-20 A	04-Jan-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 OCS	01-Jun-21 A	17-Dec-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 Traction Power/Substations	04-Dec-20 A	04-Jan-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 Signals	07-Dec-20 A	08-Dec-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 Communications	03-Jan-21 A	03-Jan-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 SCADA	01-Mar-22 A	06-Dec-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 Construction	04-Dec-20 A	09-Feb-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 OCS	01-Feb-21 A	13-Sep-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 Traction Power / Substations	04-Dec-20 A	20-Sep-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 Signals	04-Dec-20 A	16-Oct-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 Communications	04-Dec-20 A	01-Nov-23	[Gantt bar spanning Q3 2023 to Q4 2023]		
L800 SCADA	01-Jul-21 A	09-Jan-24	[Gantt bar spanning Q3 2023 to Q1 2024]		
L800 Testing and Commissioning	15-Jan-23 A	09-Feb-24	[Gantt bar spanning Q3 2023 to Q1 2024]		

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.82 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.92 (decreased from last period).



Next Period's Activities

- Continue procurement of key equipment including TPSS and train control signal system buildings.
- Continue installation of OCS poles and cantilevers.
- Continue installation of communication equipment.

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) and radio system equipment.
- Safety risks associated with shared access to elevated guideway elements.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$2,828,017
Current Contract Value	\$150,828,017
Total Actual Cost (Incurred to Date)	\$108,928,819
Percent Complete	75.8%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$2,828,017
Contingency Index	2.8



Signal House delivered and set in Mountlake Terrace

Project Summary

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

Phase Construction

Budget \$240.2 Million

Schedule Q2 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued platform concrete placement, along with cantilever formwork on the east platform.
- Continued installation of west side canopy structural steel, along with primer application.
- Continued review of station finishes package bids.

Closely Monitored Issues

- Progress of the Lynnwood Link civil contractor and availability of the station area for finishes construction.
- Closure duration and future restoration requirements for 5th Ave NE.
- Coordination with City Seattle for permit review of station finishes package and use of ST3 Non Motorized Access Enhancement Funds.

Community Engagement

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

- Coordinated station messaging with Seattle Department of Transportation (SDOT).
- Continued preparations for an upcoming open house to coincide with commencement of the station finishes work package.
- Attended a “listening tour” to hear questions or concerns from the nearby community.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit’s budget Work Breakdown Structure (WBS). The figures in the table are shown in millions. Current period incurred \$1.7M. The major expenditures were for civil construction, civil DSDC, construction management and ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.1	\$8.1	\$3.1	\$3.1	\$8.1	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$17.6	\$12.5	\$11.7	\$17.6	\$0.0
Construction Services	\$17.3	\$17.3	\$12.5	\$2.2	\$17.3	\$0.0
3rd Party Agreements	\$1.7	\$1.7	\$0.7	\$0.6	\$1.7	\$0.0
Construction	\$192.6	\$192.6	\$24.1	\$19.6	\$192.6	\$0.0
ROW	\$0.1	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$240.2	\$240.2	\$55.7	\$39.9	\$240.2	\$0.0

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.6	3.2	6.4
Consultants	13.0	8.7	4.3
TOTAL	22.6	11.9	10.7

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Contingency Management

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

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

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

Current Period: During the current period there was no change to contingency.

Contingency Status

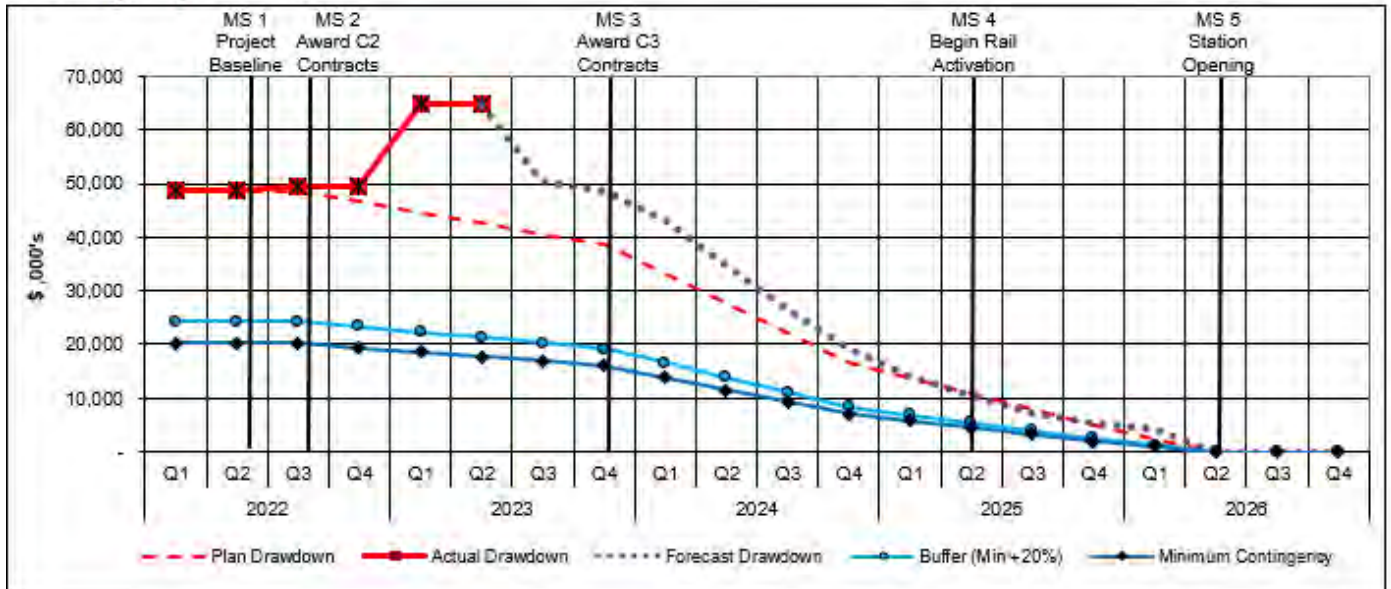
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$47.1	23.5%
Unallocated Contingency	\$17.7	7.4%	\$17.7	8.8%
Total:	\$48.6	20.2%	\$64.7	32.3%

Contingency by Type



Table figures are shown in millions.

Contingency Drawdown



Risk Management

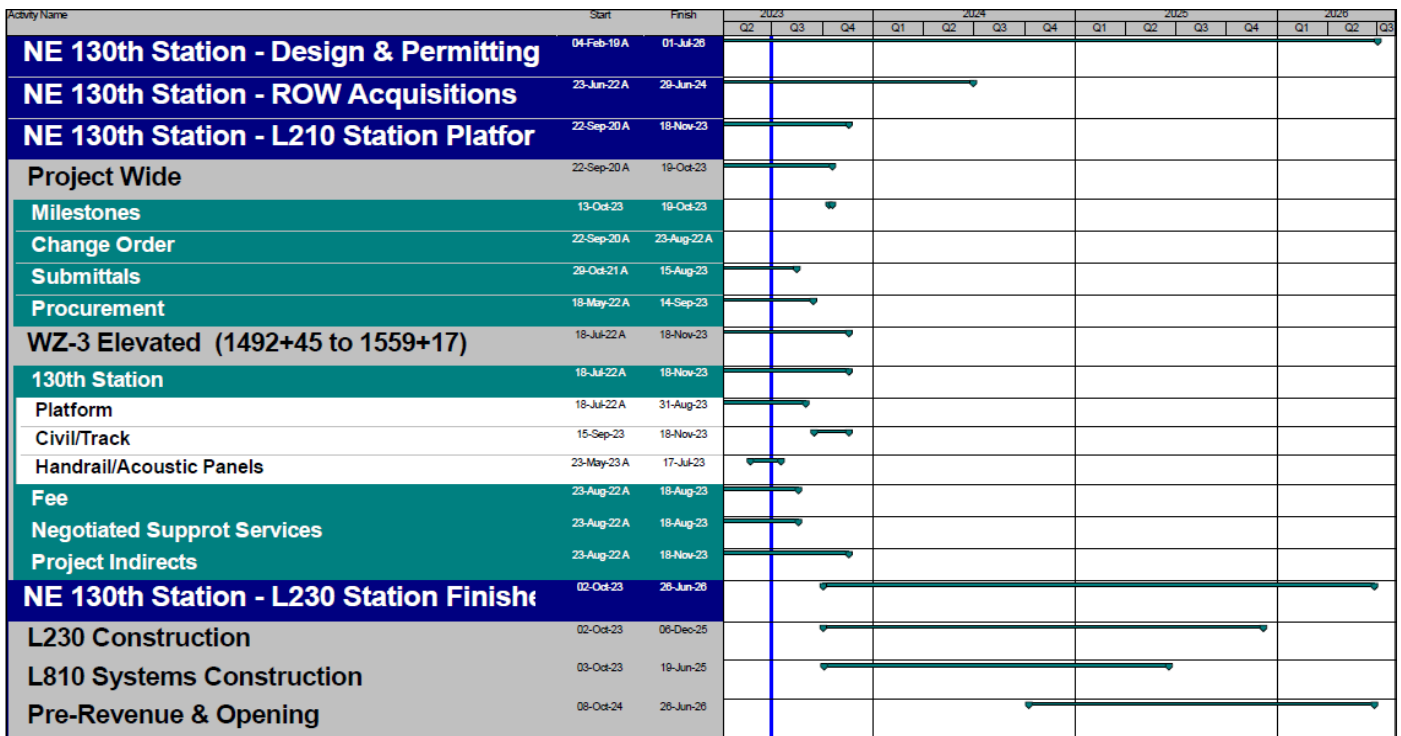
The following are the top project risks identified:

- Unresolved traffic control plans with jurisdictions affecting follow-on contractors.
- Supply chain issues causing delays with the station finishes package.
- Inefficiencies with handovers from civil contractor to systems contractor.

Project Schedule

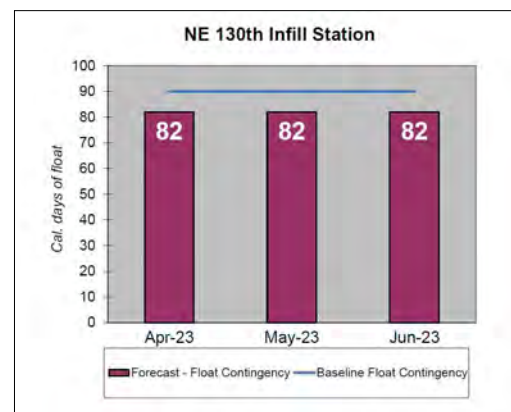
The weighted percent complete for the major construction contracts is calculated at 14.5%.

Civil work continues as (SKH) works on the platform edges and decks for the station as part of the L210 contract. Canopy steel erection and painting continues. Permitting activities including WSDOT Project Development Approval (PDA), City of Seattle Street Improvement permit review for the station construction remain ongoing. The L230 bids have been received and the review and award process is continuing. The station is currently forecast to open in Q2 2026.



Project Float

Project float is holding at 82 days. The schedule has absorbed some internal float due to slippage in the L230 procurement process. ST is continues to monitor the progress of the pace of the deck and canopy work and its potential to impact of the completion of the station contract.



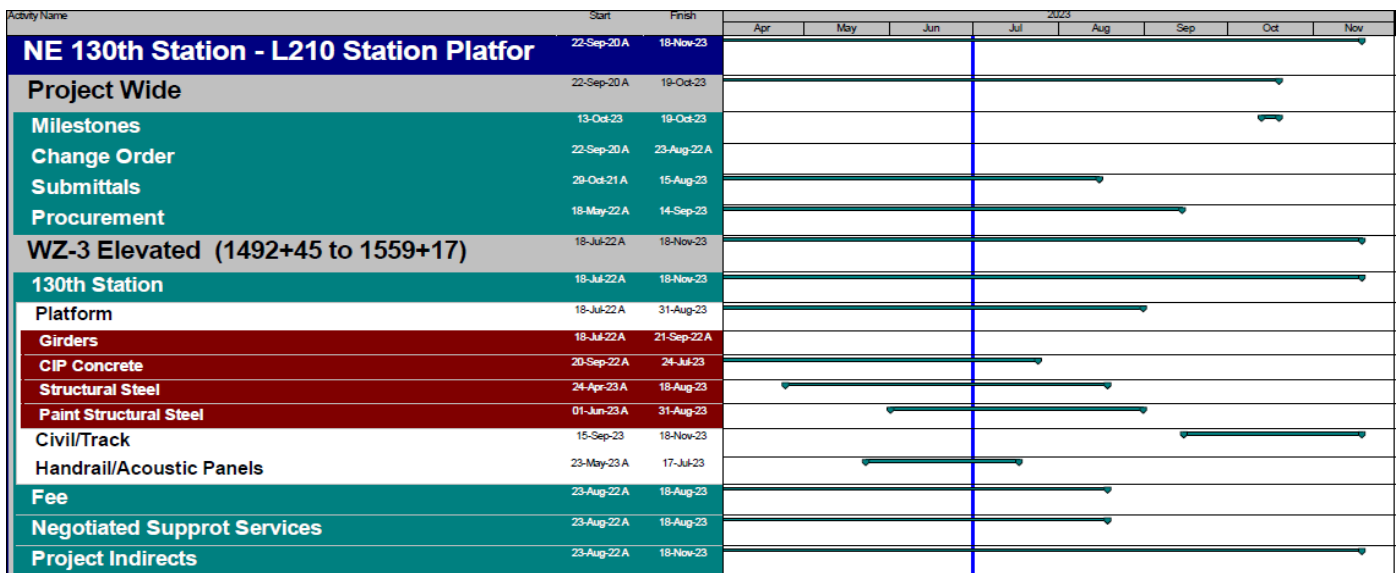
Contract L210 GC/CM

Current Progress

- Continued decking rebar and concrete placement.
- Continued canopy structural steel installation and priming.
- Continued cantilever and egress stairway formwork and rebar.

Schedule Summary

The June schedule now forecasts a completion of construction in October 2023, with contract completion and close-out in mid-November 2023. The June update continues to forecast a demobilization from the site in mid-October 2023. The work on site has experienced slippage in the canopy erection. ST is working closely with the contractor to mitigate any further slippages.



Present Financial Status	Amount
SKH – Civil Construction	
Original Contract Value	\$22,287,507
Change Order Value	\$535,112
Current Contract Value	\$22,822,619
Total Actual Cost (Incurred to Date)	\$19,350,336
Percent Complete	86.9%
Authorized Contingency	\$3,242,493
Contingency Drawdown	\$535,112
Contingency Index	5.3



Canopy steel installation

Link Light Rail North Corridor Maintenance of Way

Project Summary

Scope Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions.

The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations.

The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility.

Phase Design (Temporary Facility)

Budget \$32M

Design for Temporary Facility. Right-of-Way Activities for Permanent Facility.

Schedule Q3 2024 Temporary Facility
Q4 2027 Permanent Facility

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



Site Location: North MOW

Key Project Activities

- 90% design nearing completion for the temporary facility.
- Board approved property acquisition.
- Alternative delivery plan for temporary facility completed and underway. Necessary to mitigate schedule delays to support Lynnwood Link Extension pre-revenue service.

Project Cost Summary

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

This period approximately \$180K was incurred. The project expenditures include completion of the 30% design review of the temporary facility, proposed preliminary layout plans for permanent facility, initiating Board approval for property acquisition, and developing alternative delivery plan for the temporary facility.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$2.1	\$0.7	\$0.7	\$2.1	\$0.0
Preliminary Engineering	\$1.9	\$1.2	\$0.4	\$1.9	\$0.0
Final Design	\$3.1	\$0.0	\$0.0	\$3.1	\$0.0
Construction Services	\$1.2	\$0.0	\$0.0	\$1.2	\$0.0
3rd Party Agreements	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
Construction	\$3.3	\$0.0	\$0.0	\$3.3	\$0.0
ROW	\$20.0	\$1.5	\$1.4	\$20.0	\$0.0
Total	\$32.0	\$3.4	\$2.5	\$32.0	\$0.0

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

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

Risk Management

The following are the top project wide risks:

- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Current schedule does not meet this date.
- Constrained staffing resources could impact project delivery.
- Permits for temporary and permanent facility may take longer than expected.
- Property requires more extensive restoration than originally thought for the temporary facility, requiring additional design and construction work.

Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The 90% design for the temporary facility will be submitted to ST for review in early July. The permanent facility is still in early development.

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

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

Community Engagement

- None to report this period.

Staffing Summary

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

The YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Over time the variance should trend closer to planned as the project moves into tenant improvement design on the temporary facility, including acquisition support activities, and early design options for the permanent facility.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.2	1.2	3.0
Consultants	6.0	2.2	3.8
TOTAL	10.2	3.4	6.8

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

Sound Transit Board Actions

Board Action	Description	Date
R2023-16	Action authorizing the acquisition of one parcel located in Seattle. Acquisition consists of fee acquisition for the temporary North Maintenance of Way (NMOW). The property is needed for the temporary facility that will provide maintenance of way needs in the vicinity of north Seattle.	6/22/2023

Project Summary

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



Light rail vehicle for Procurement

Phase Planning

Budget \$33.0 M (Authorized Project Allocation)

Schedule Target Date: 2035

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

Key Project Activities

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

Closely Monitored Issues

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

Project Cost Summary

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

The project total expenditure incurred to date is around \$200K to which a majority of the cost are attributed to the Administration phase. The current period expenditure is approximately \$20K, cost all attributable to the Administration cost.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$7.9	\$0.2	\$0.2	\$7.9	\$0.0
Construction Services	\$25.1	\$0.0	\$0.0	\$25.1	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$33.0	\$0.2	\$0.2	\$33.0	\$0.0

Cost Summary by SCC

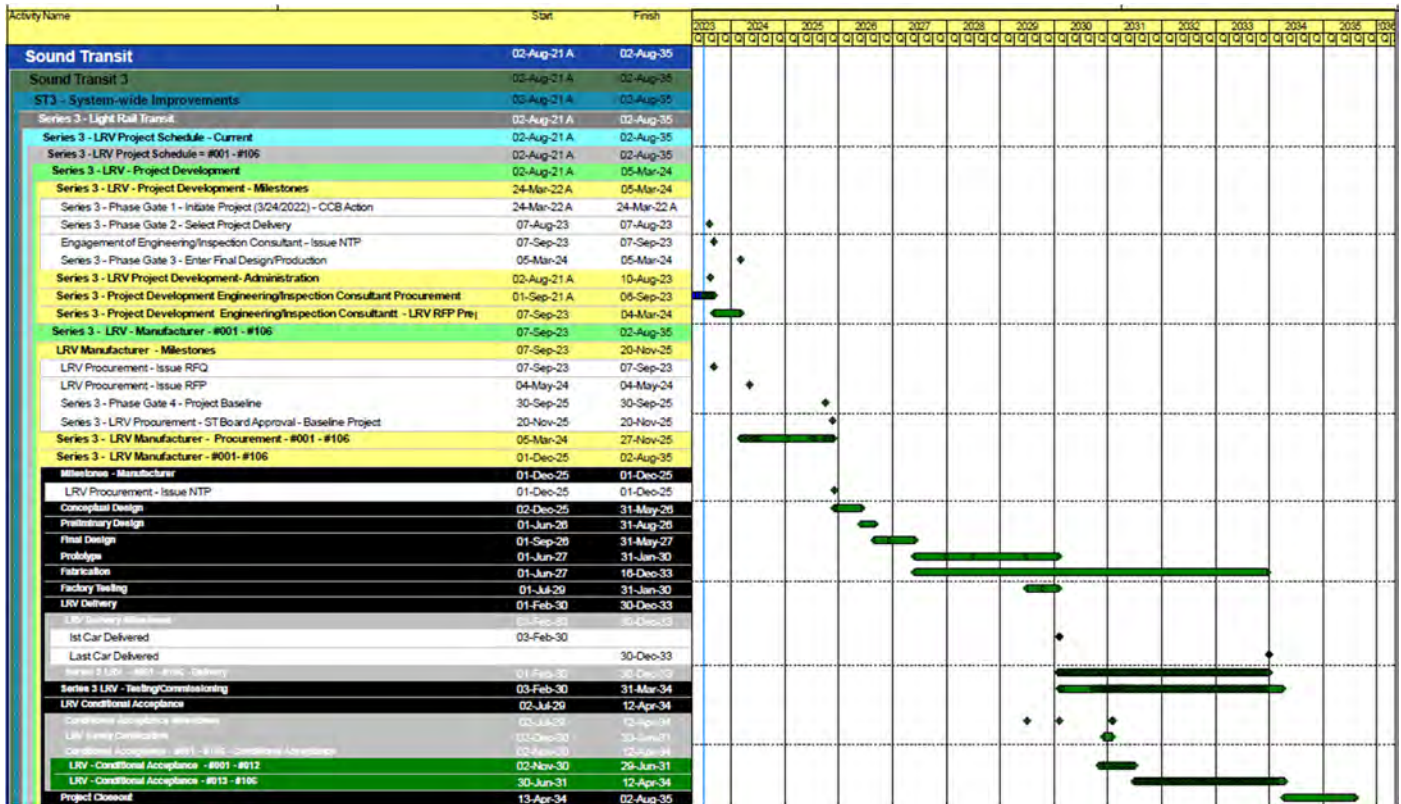
SCC Elements	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$25.0	\$0.0	\$0.0	\$25.0	\$0.0
80 Professional Services	\$7.7	\$0.2	\$0.2	\$7.7	\$0.0
90 Contingency	\$0.3	\$0.0	\$0.0	\$0.3	\$0.0
Capital Total (SCC 10 - 90)	\$33.0	\$0.2	\$0.2	\$33.0	\$0.0

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

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

Project Schedule

Continued development of project schedule. We expect the first Series 3 vehicle to enter revenue service in Q1 2031, and the 57th and 106th vehicles to enter revenue service by end of Q4 2032 and Q1 2034, respectively. This rate of Conditional Acceptance is currently anticipated to be sufficient to open new Link Extensions such as West Seattle and Tacoma Dome. The Final Acceptance of 106 LRVs in the base order was projected to be complete in 2032 when the project was presented to the Board last year; however this projection is currently revised to 2035 based on feedback from the industry on reasonable durations for the testing phase of the project.



Link Light Rail Tacoma Dome Link Extension



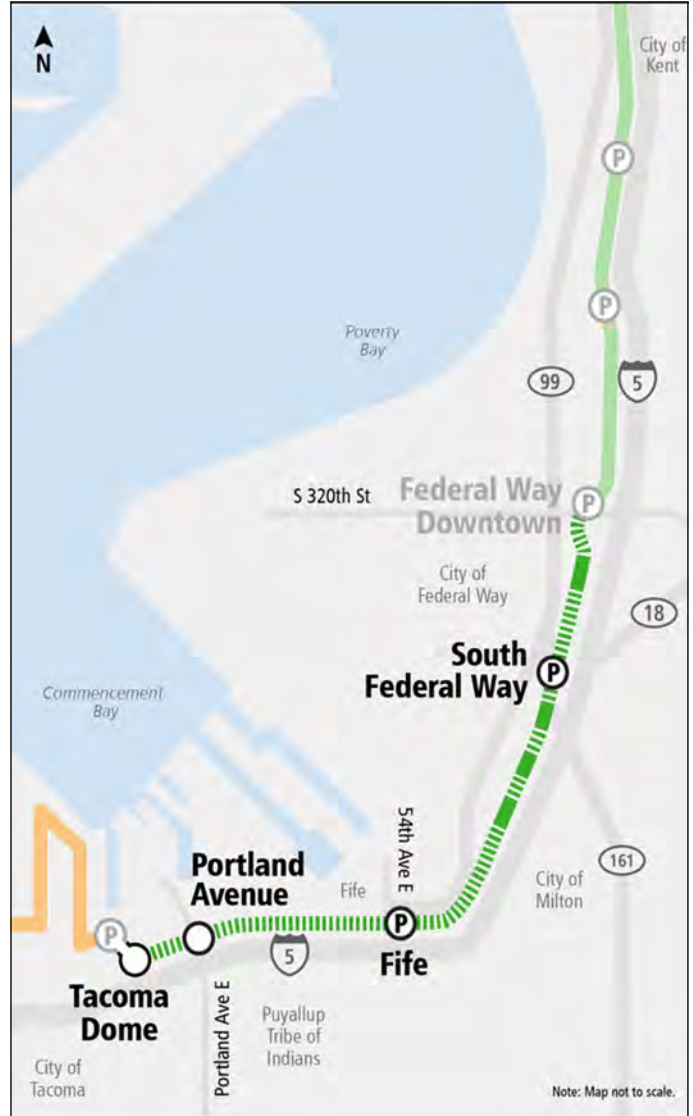
Project Summary

Scope

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

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

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



Map of Tacoma Dome Link Extension

Key Project Activities

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

Tacoma Dome Link Extension (TDLE)

- Steps taken to include additional station options in Fife, an additional alignment alternative, and corresponding station option(s) in South Federal Way in project DEIS.
- Updated station alternative drawings for South Federal Way finalized for use in DEIS.

Operations and Maintenance Facility South (OMF South)

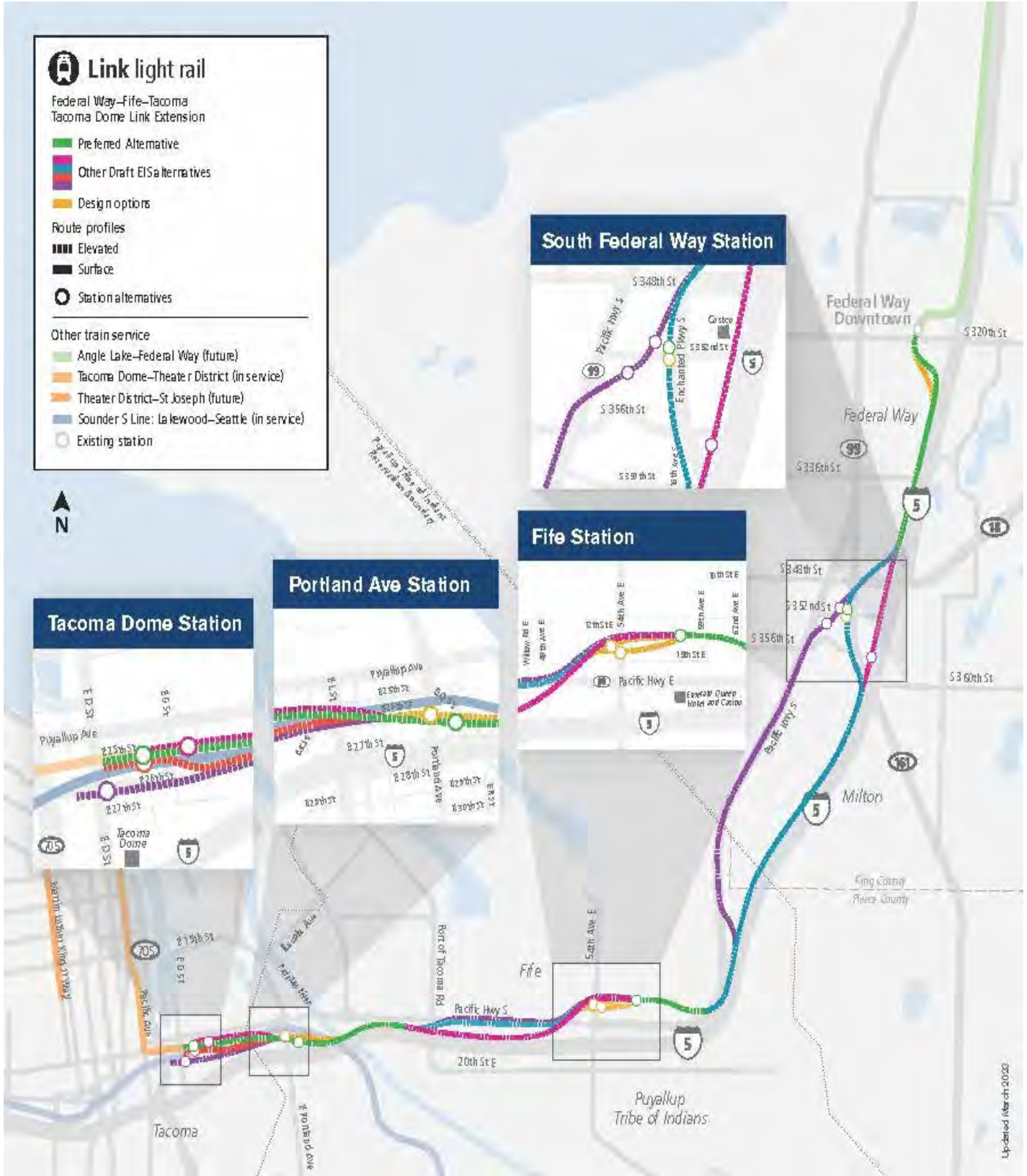
- Related Real Properties and engagement coordinated with property owners.
- Development of preliminary engineering documents to be used for RFP.
- Coordination and development of reports for WSDOT related to design approvals, property acquisition, leasing, and future compatibility.

Link Light Rail Tacoma Dome Link Extension



Project Map

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



Link Light Rail Tacoma Dome Link Extension



Project Cost Summary

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

For this period \$2.4M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$31.3	\$21.3	\$20.9	\$31.3	\$0.0
Preliminary Engineering	\$97.8	\$93.4	\$53.9	\$97.8	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$20.0	\$0.0	\$0.0	\$20.0	\$0.0
3rd Party Agreements	\$6.4	\$4.7	\$1.8	\$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	\$143.6	\$1.5	\$1.1	\$143.6	\$0.0
Total	\$299.1	\$121.0	\$77.8	\$299.1	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land	\$128.6	\$1.5	\$1.1	\$128.6	\$0.0
80 Professional Services	\$154.7	\$119.0	\$76.7	\$154.7	\$0.0
90 Unallocated Contingency	\$15.8	\$0.0	\$0.0	\$15.8	\$0.0
Total (10 - 90)	\$299.1	\$121.0	\$77.8	\$299.1	\$0.0

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

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

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

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

OMF South

- Preferred Alternative in Federal Way requires street vacation and code deviation, negotiations and/ or mitigations could impact schedule.
- Delays associated with the real estate acquisition process could delay the schedule.
- ST requirements change (i.e. Significant increase in storage requirements) that results in more property acquisition or changes to the EIS may increase project cost and delay schedule.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.
- ST requirements change (ie. Elements of the facility require more space that increases the size of a facility) in a way that does not require any additional property acquisition or changes to the EIS may increase project cost and result in schedule delay.

Link Light Rail Tacoma Dome Link Extension



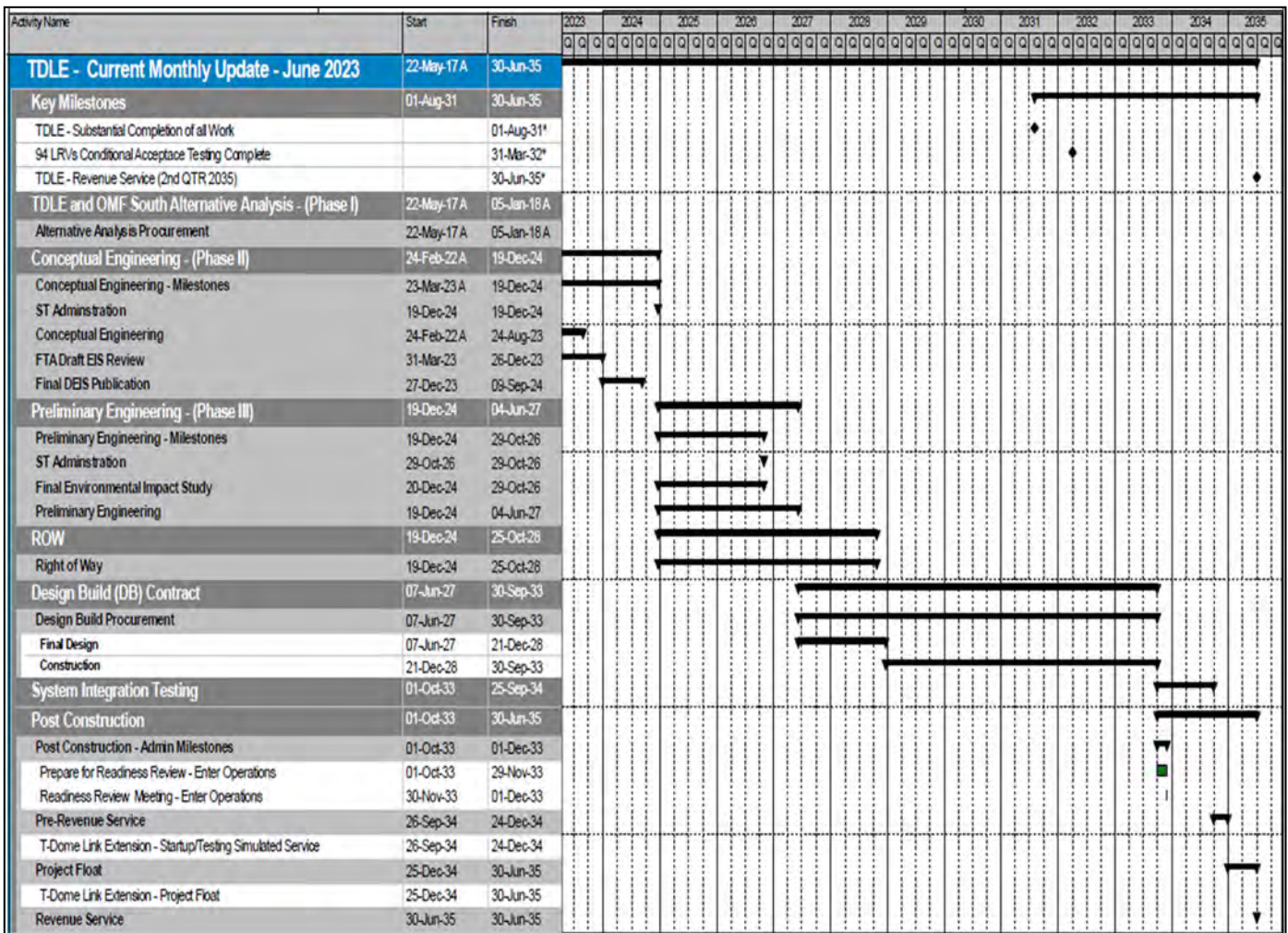
Tacoma Dome Link Extension

Current Progress

- Continued production of the DEIS following March Board action to add alternative and station options.
- Staff will monitor progress according to milestone schedule dates, PD and executive team will meet regularly to monitor schedule and develop mitigation actions as needed.
- Continued regular coordination with the FTA, the Cities of Fife, Milton, Federal Way and Tacoma.
- Cost estimate for new alignment will be developed as design advances and added to the Financial Plan.

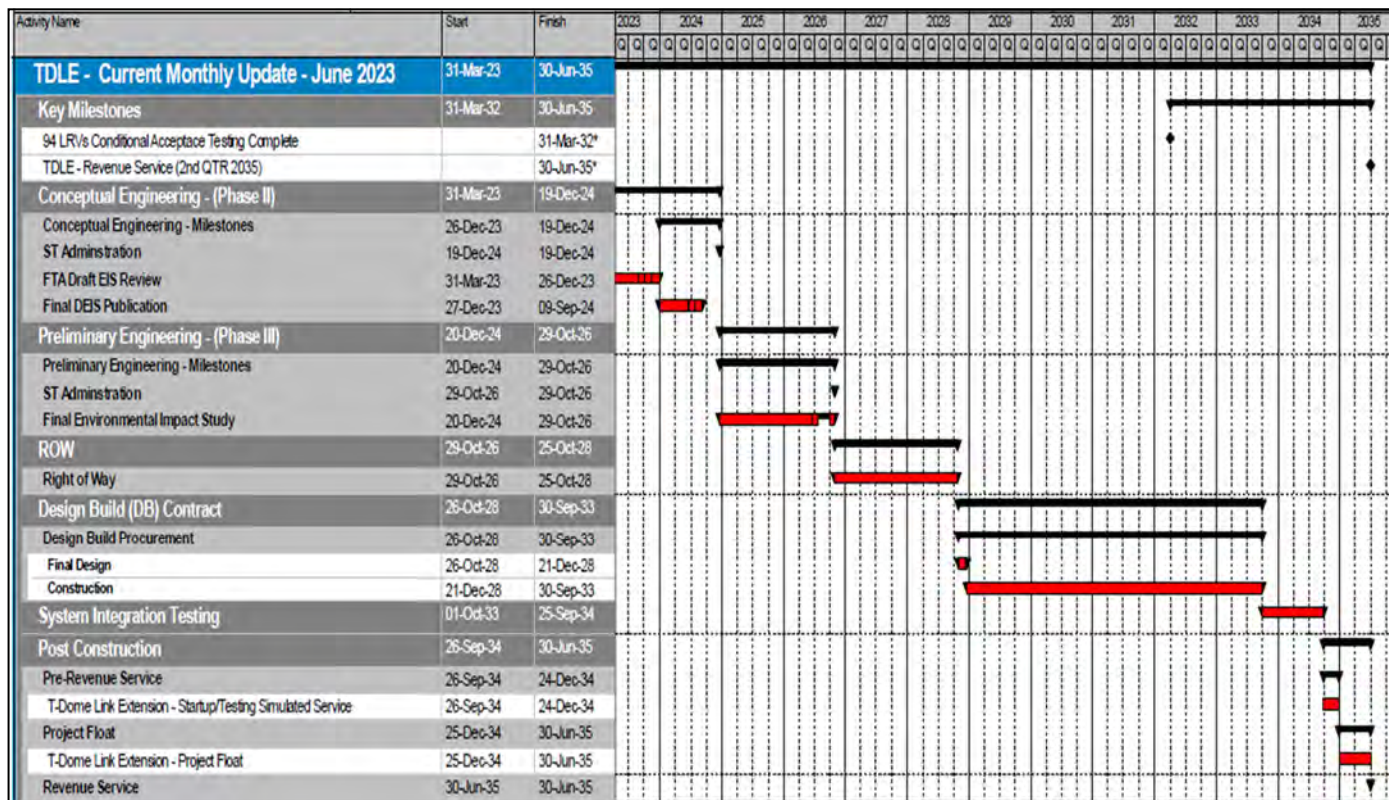
TDLE Project Schedule

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



TDLE Critical Path Analysis

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



Community Engagement

- Provided a briefing to a property owner in Milton.
- Set up a booth at Tacoma's Juneteenth Celebration.

Operations and Maintenance Facility South

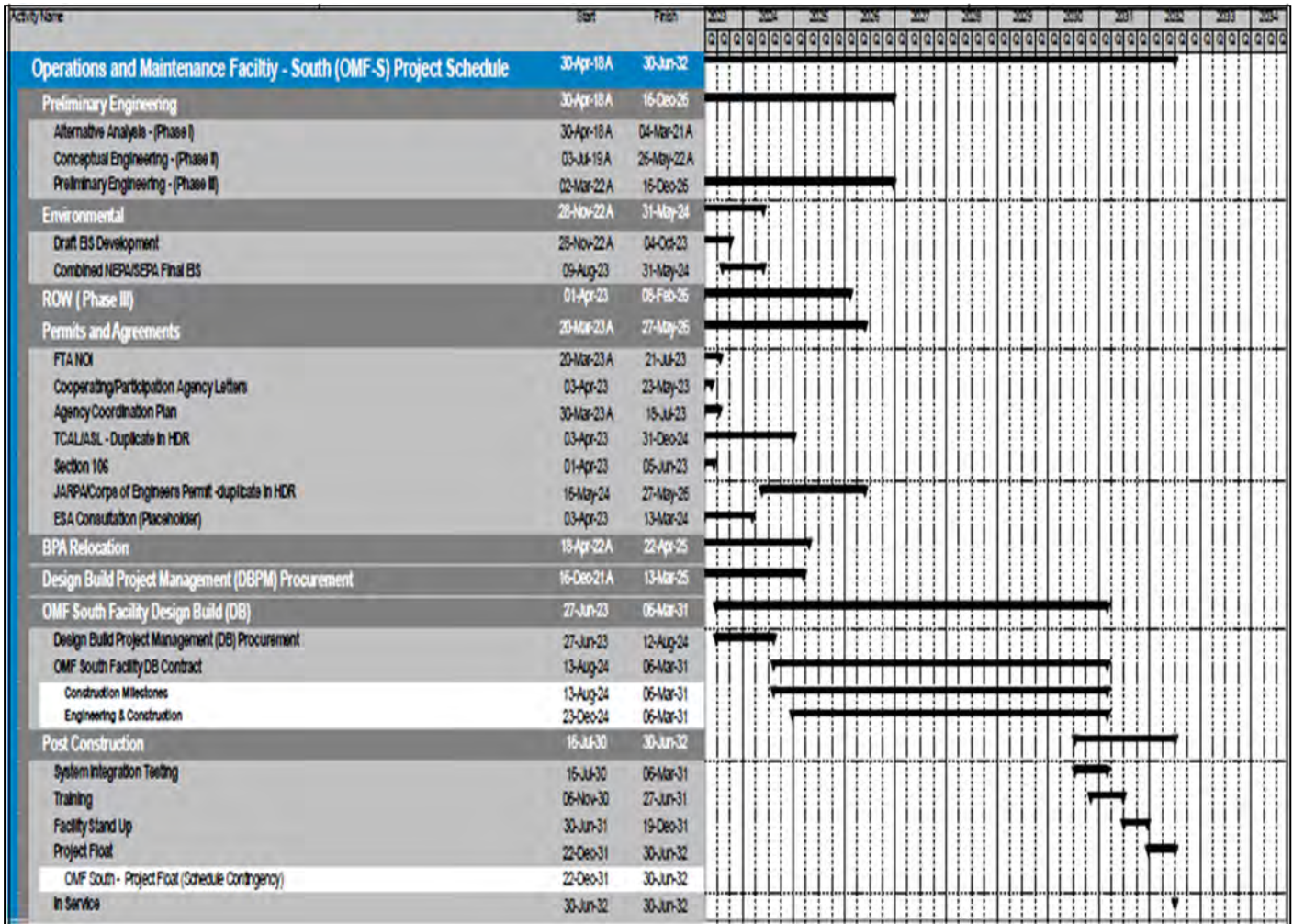
Current Progress

- Continued work on the NEPA Draft/SEPA Supplemental Draft EIS and supporting design.
- Ongoing coordination with the FTA and environmental permitting agencies.
- Regular coordination with City of Federal Way on design, land use, city code and permitting, and with Real Properties in preparation for drop-in open houses.

OMF South Project Schedule

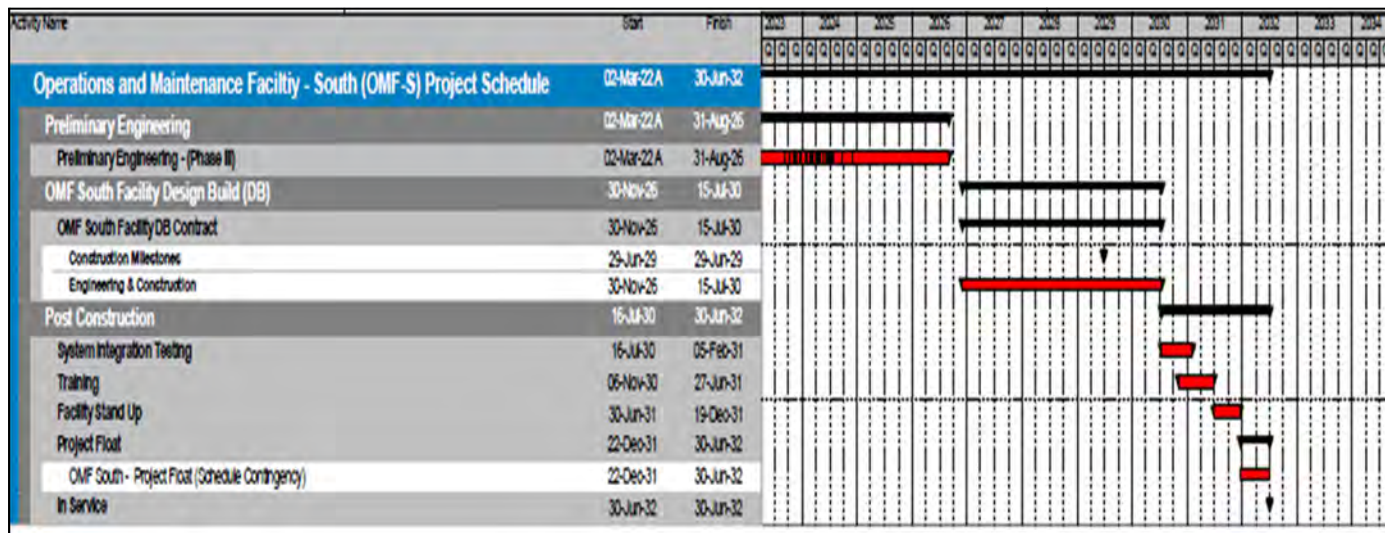
Below is the summary schedule as of June 30, 2023. Current schedule shows additional time for combined NEPA/SEPA Final EIS which impacts the Facility In Service date from Q4 2029 to Q2 2032.

Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.



OMF South Critical Path Analysis

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



Community Engagement

- No activities in this reporting period.

Right of Way

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

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

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

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

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

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

Relocations: Based on number of affected individuals

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	20.5	10.0
Consultants	100.0	52.4	47.6
TOTAL	130.5	72.9	57.6

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Project Summary

Scope 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 included alternatives on the south and north side of the West Seattle Bridge and elevated and tunnel guideway alternatives in West Seattle Junction.



Map of Project Alignment

Phase Planning

Budget \$225.0M through completion of Preliminary Engineering

Schedule Target date: 2032

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

Key Project Activities

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

Link Light Rail West Seattle Link Extension



Project Cost Summary

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

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

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

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$14.5	\$3.8	\$3.8	\$14.5	\$0.0
Preliminary Engineering	\$84.2	\$44.7	\$29.9	\$84.2	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$1.6	\$0.0	\$0.0	\$1.6	\$0.0
3rd Party Agreements	\$2.7	\$1.0	\$0.8	\$2.7	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$122.1	\$1.3	\$1.1	\$122.1	\$0.0
Total	\$225.0	\$50.9	\$35.5	\$225.0	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$121.8	\$1.3	\$1.1	\$121.8	\$0.0
80 Professional Services	\$96.0	\$49.6	\$34.4	\$96.0	\$0.0
90 Unallocated Contingency	\$7.2	\$0.0	\$0.0	\$7.2	\$0.0
Total (10 - 90)	\$225.0	\$50.9	\$35.5	\$225.0	\$0.0

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

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

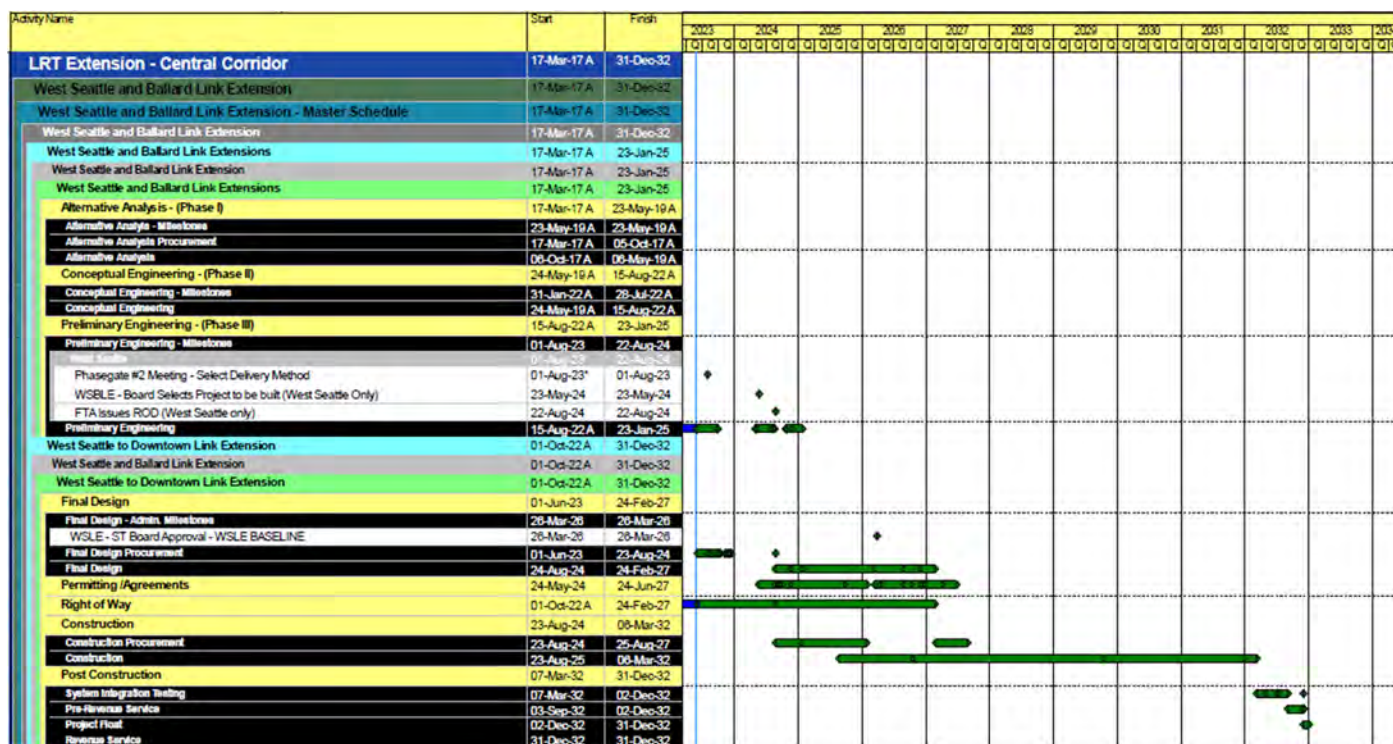
Risk Management

The following are the top project-wide risks:

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

Project Schedule

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



Community Engagement

- Met with one neighborhood group and two property & business owners.
- Tabled at two farmers markets in West Seattle and Delridge, interacted with over 600 people.
- Contacted nearby property owners and tenants regarding continued fieldwork activities throughout the project corridor.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	17.8	(4.9)
Consultants	38.7	24.0	14.7
TOTAL	51.6	41.8	9.8

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Progress Report

Regional Express & STRIDE Programs



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

June | 2023



Regional Express & STRIDE Program Overview



ST Regional Express and STRIDE Rapid Transit Bus Routes

Regional Express & STRIDE Program Overview



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

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

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

Regional Express & STRIDE Program Overview



Program Budget

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

Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	\$283.0	\$57.4	\$53.3	\$283.0	\$0.0
I-405 Bus Rapid Transit	\$866.4	\$672.0	\$170.9	\$866.4	\$0.0
SR 522/NE 145th St Bus Rapid Transit	\$250.6	\$108.5	\$82.3	\$250.6	\$0.0
Total	\$1,400.1	\$837.9	\$306.5	\$1,400.1	\$0.0





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

Program Schedule of Baseline Projects

There are no baselined projects during this period. See individual project reports for further details, including schedules for pre-baselined projects.

	'20	'21	'22	'23	'24	'25	'26	'27	'28
REGIONAL EXPRESS AND STRIDE									
No Baseline Projects									

KEY:

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

Regional Express & STRIDE Program Overview



Revenue Service Years

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

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

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

Regional Express & STRIDE Bus Base North



Project Summary

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

Phase Final Design

Budget \$283.0 Million for Preliminary Engineering, Final Design, Property Acquisition, Third Party Coordination, start of construction.

Schedule Target Date: 2025
Forecast: Q4 2026 (without float)

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



Map of Project Alignment

Key Project Activities

- Continued collaboration with Canyon Park Business Center Owners Association (CPBCOA) staff to review site conditions.
- 90% design effort is underway with deliverable anticipated for October 2023. Ongoing coordination with City of Bothell staff to resolve issues with its newly adopted transfer of development rights code.
- Hoffman announced as highest ranked firm for BT014 GCCM procurement. The team has begun preconstruction services scope and cost negotiation process.
- 60% design deliverables were received in early June 2023.

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.

As part of the Sound Transit Board approval of 2023 budget, the Authorized Project Allocation has been increased by \$219M to support program management with the general engineering consultant (GEC), final design progress and start procurement of construction contract.

This period expenditures increased by \$1.2M total; cost attributed to \$0.9M in final design and program management with the GEC, \$0.1M for Sound Transit staff, \$0.1 for ROW, and other small expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$10.2	\$8.0	\$6.2	\$10.2	\$0.0
Preliminary Engineering	\$1.9	\$1.6	\$1.6	\$1.9	\$0.0
Final Design	\$21.4	\$11.5	\$9.8	\$21.4	\$0.0
Construction Services	\$1.5	\$0.0	\$0.0	\$1.5	\$0.0
3rd Party Agreements	\$0.7	\$0.1	\$0.1	\$0.7	\$0.0
Construction	\$199.7	\$0.0	\$0.0	\$199.7	\$0.0
Right-of-Way (ROW)	\$47.7	\$36.1	\$35.6	\$47.7	\$0.0
Total	\$283.0	\$57.4	\$53.3	\$283.0	\$0.0

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

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

Risk Management

The following are the top risks for the project:

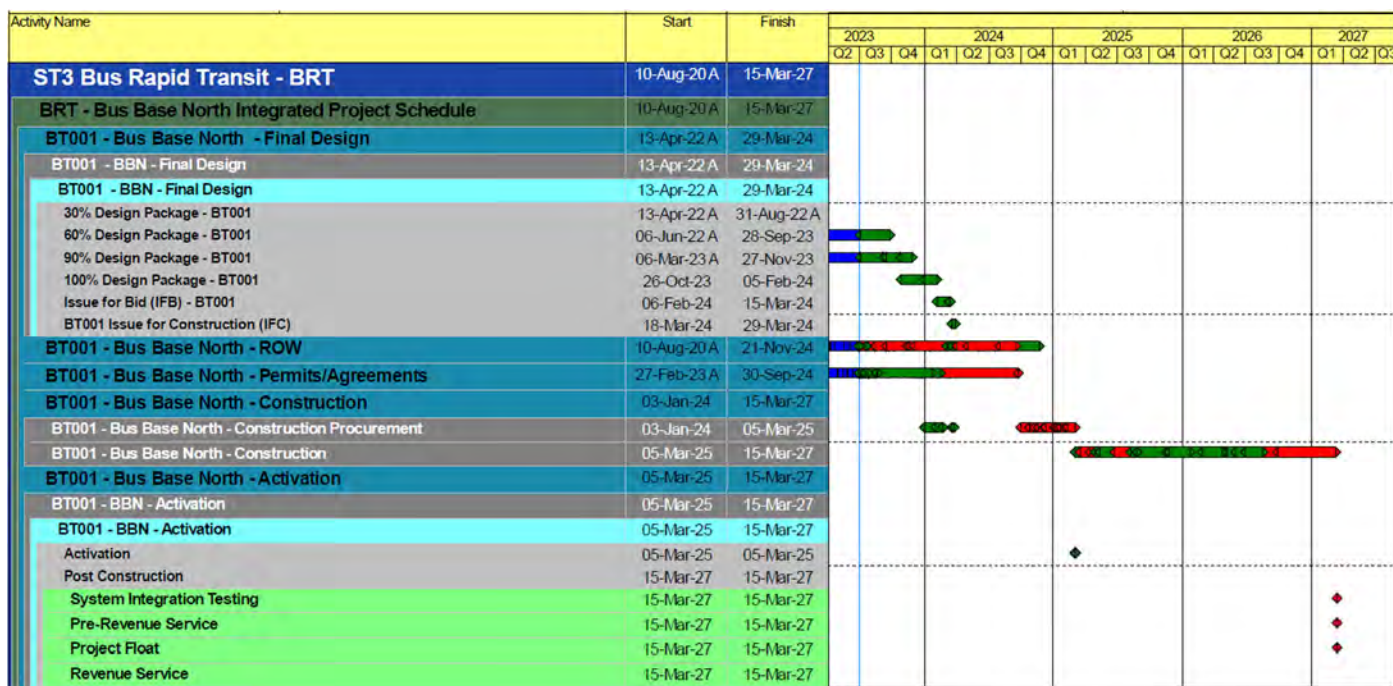
- Conducted a Quantitative Risk Assessment workshop in April 2023. Finalizing the recommendations for project baseline.
- Cost pressure due to higher inflation, higher construction costs, permitting and restrictions.
- Poor soil conditions could require additional special foundations or ground improvement. Risk Response: Sound Transit is planning to remove unsuitable soils (i.e. peat) and replace with suitable material. Geotechnical investigations are complete on site and Geotechnical Recommendations Report has been completed.
- Addressing the Canyon Park Business Center Owners Association (CPBCOA) Codes, Covenants, and Restrictions (CC&R). Risk Response: Sound Transit is actively working with the CPBCOA to resolve CC&R issues during design.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.

Project Schedule

The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baseline, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

The current critical path for Bus Base North is Final Design by the GEC then construction procurement, civil construction and finishes, then systems integration and testing. Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit’s proposed use for the property, developing project requirements, and permitting/agreements.

The current forecast for completion is Q4 2026 (without float), or about 11 months past the Sound Transit Board realignment milestone due to the need to do additional geotechnical investigation, addressing CC&R issues and the complexity of the facility. The realignment schedule is aggressive and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Staff and consultants are working to identify which components of the project could be deemed “complete” by the realignment milestones, and whether or not an acceleration of the project would be feasible and cost-effective. Staff mitigated some schedule risk by changing the delivery method from design-build to design-bid-build to reduce procurement timeframes and gain efficiencies. Additionally, the staff is engaging permitting agencies early to obtain feedback on design concepts and requirements.



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.

June’s focus included, but not limited to the following:

- Finalized a survey to be sent to the surrounding businesses.

Right of Way

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

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

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
6	6	1	1	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 Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing actual FTE below the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are ramping up as the project is progressing toward the start of construction in 2024.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	6.0	1.7
Consultants	43.0	42.5	0.5
TOTAL	50.7	48.5	2.2
<p><i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
Briefing	Stride Bus Rapid Transit Pre-Baseline Briefing and Next Steps	6/22/2023

Regional Express & STRIDE I-405 Bus Rapid Transit



Project Summary

Scope	Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.
Limits	Approximately 37 miles between Lynnwood and Burien
Alignment	I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.
Stations	Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center
Phase	Final Design
Budget	\$866.4 Million for Preliminary Engineering, 100% Final Design, and funding for improvements at the NE 44th, NE 85th, and Brickyard to Canyon Park.
Schedule	Target Date: 2026 for Service Line 1 (S1); 2027 for Service Line 2 (S2); not including parking elements Forecast: 2028 for S1 and 2029 for S2

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



Map of Project Alignment

Key Project Activities

- WSDOT and ST in collaboration on drafting a funding agreement for design-build delivery of the Tukwila International Blvd. Station (TIBS).
- Ongoing engagement with private developer to explore access modifications/betterment to TIBS.
- WSDOT held a cost estimating validation workshop (CEVP) for the TIBS cost estimate and schedule.
- Working with City of Renton to resolve design issues at the South Renton Transit Center and city requests for added scope.
- WSDOT issued an addendum to the Brickyard to SR 527 design-build procurement moving the completion milestones out approximately 1 year. This is pushing pressure on the S2 opening date, moving it out from 2028 to 2029.

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.

As part of the Sound Transit Board approval of 2023 budget, the Authorized Project Allocation has been increased by \$164.2M to complete Final Design, start procurement of buses and bus operational technology, and continue construction with WSDOT.

This period expenditures increased by \$6.8M total; cost attributed to \$5.3M for design and construction of WSDOT-led projects, \$0.8M from the engineering and program management by the GEC, \$0.3M for TIBS PE, \$0.2M in Sound Transit staff costs, \$0.2 for ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$24.2	\$19.6	\$18.0	\$24.2	\$0.0
Preliminary Engineering	\$43.5	\$43.7	\$38.4	\$43.5	\$0.0
Final Design	\$21.4	\$11.9	\$6.8	\$21.4	\$0.0
Construction Services	\$2.8	\$1.8	\$0.5	\$2.8	\$0.0
Third Party Agreements	\$4.6	\$1.6	\$0.9	\$4.6	\$0.0
Construction	\$664.8	\$561.1	\$77.2	\$664.8	\$0.0
Vehicles	\$58.0	\$0	\$0	\$58.0	\$0.0
Right-of-Way (ROW)	\$47.1	\$32.3	\$29.1	\$47.1	\$0.0
Total	\$866.4	\$672.0	\$170.9	\$866.4	\$0.0

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

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

Risk Management

The following are top project risks and response plan:

- Conducted a Quantitative Risk Assessment workshop in April 2023. Finalizing the recommendations for project baseline.
- Cost pressure due to higher inflation, higher construction costs.
- Sound Transit is partnered with WSDOT on several WSDOT-delivered projects. Delays or cost overruns could impact the service and start date for the I-405 BRT. Risk response: Close coordination with WSDOT by integrating BRT milestones into the WSDOT schedule; having Sound Transit staff and consultant participating in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by Sound Transit for WSDOT-delivered projects, which include:
 - NE 85th / I-405 Interchange.
 - Tukwila International Boulevard Station.
 - NE 44th Park-and-Ride amendment.
 - Brickyard to SR 527, North Express Toll Lanes.

Regional Express & STRIDE I-405 Bus Rapid Transit



Project Schedule

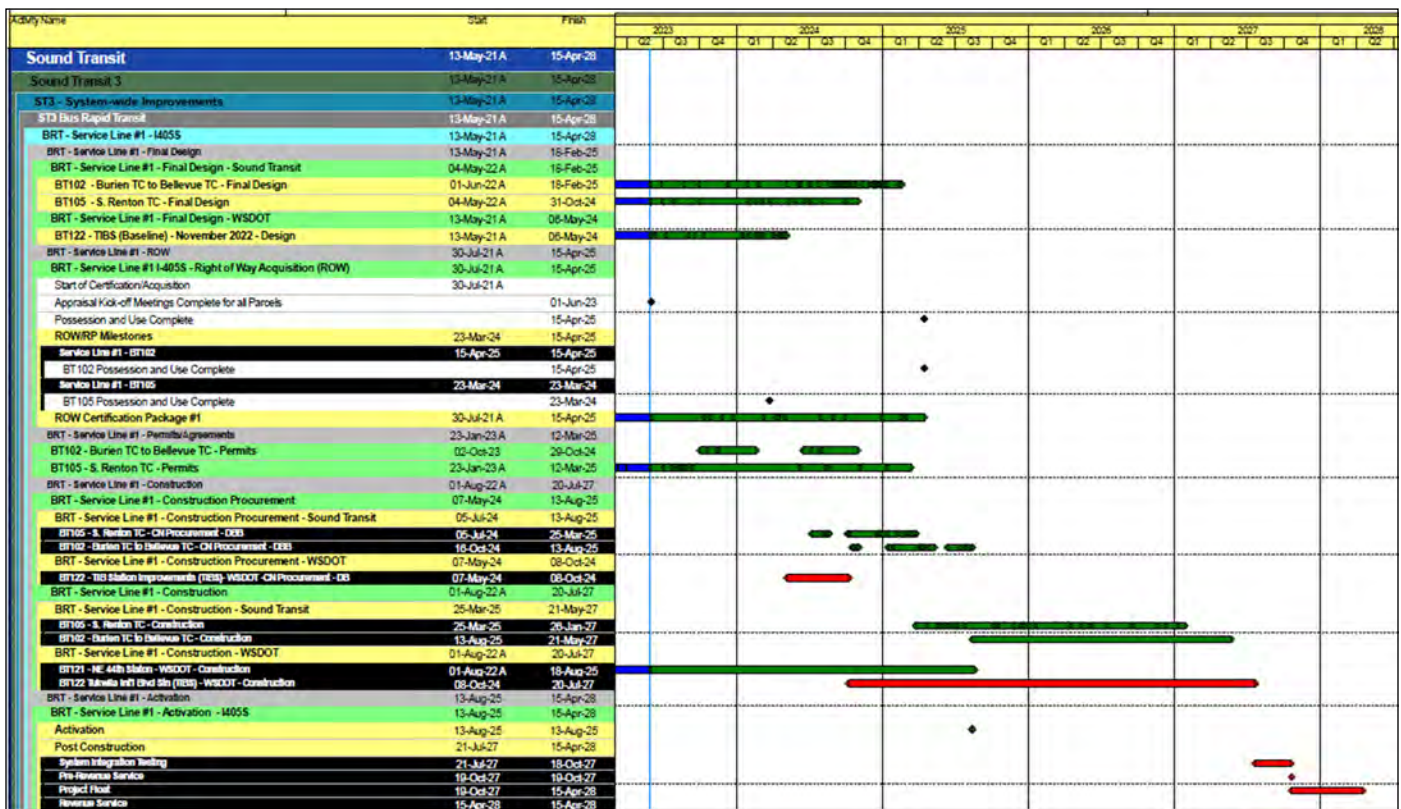
The Board of Directors announced its realignment decision in August 2021. The upcoming project milestone is Project Baseline, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

The current critical path for the I-405 BRT project is through Tukwila International Blvd Station Improvements in coordination with WSDOT, commissioning and testing, and project float contingency to service line activation.

Service Line S1: I-405 S

Service Line S1 opening is trending toward 2028, which is 12+ months beyond the Sound Transit Board realignment target. The trend reflects the extended duration needed to finalize and execute the preliminary design agreement with WSDOT, which pushed out the design-build procurement timeline and eventual construction completion of the Tukwila International Blvd Station. The schedule graphic below has not been updated to reflect this development because additional studies and schedule risk assessments are being conducted to formulate a new plan and inform the upcoming baseline action. However, it is increasingly clear that the realignment target date may not be met without changing the operation plan, or substantially adding costs to the project. The realignment schedule is aggressive and staff informed the Board throughout 2022 that the current schedule is inconsistent with the target and affordable schedule.

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



Regional Express & STRIDE I-405 Bus Rapid Transit

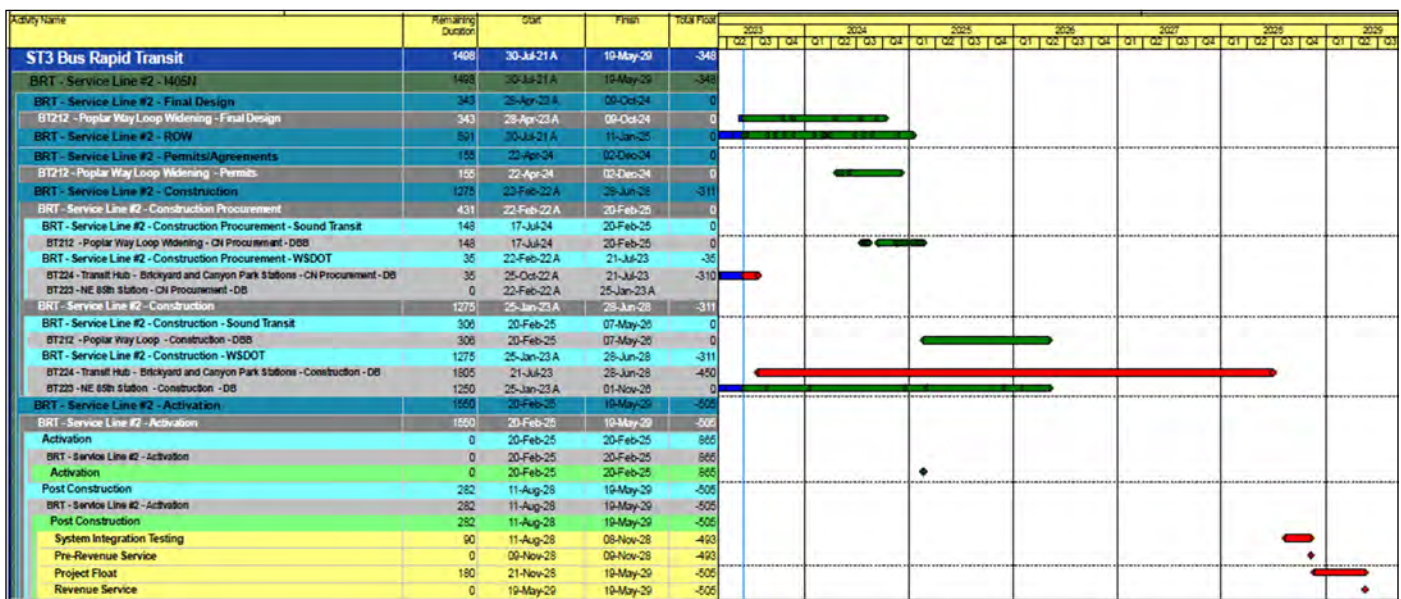


Project Schedule continued

Service Line S2: I-405 N

Service Line S2 opening is trending toward 2029 completion, which is behind the 2027 Board realignment target. Due to multiple simultaneous procurements of WSDOT’s construction projects, and the current state of the construction industry, WSDOT delayed the procurement of the I-405 North Express Toll Lanes. Additionally, the construction duration allowed for this project has been prolonged due to the size and complexity of the project. Similar to S1, the schedule graphic below has not yet been updated to reflect this development because additional studies and schedule risk assessments are still being conducted to formulate a new plan and inform the upcoming baseline action.

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



Community Engagement

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

During this reporting period, the project team

- Received and responded to six community comments and concerns.
- Attended an outreach event alongside WSDOT and the city of Kirkland sharing information about upcoming work on 85th. Spoke with 250+ members of the public.
- Started working group to plan the upcoming 85th ground breaking event.

Right of Way

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

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

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
42	22	15	6	5	5
<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 Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

Overall, the data is showing the actual FTE below the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are expected to ramp up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	10.7	2.2
Consultants	32.0	29.7	2.3
TOTAL	44.9	40.4	4.5

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

Sound Transit Board Actions

Board Action	Description	Date
Briefing	Stride Bus Rapid Transit Baseline Briefing	6/22/2023

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



Project Summary

Scope Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus.

Limits Approximately 8 miles between Shoreline and Bothell

Alignment The BRT route will travel via NE 145th Street and SR 522 serving Seattle, Shoreline, Lake Forest Park, Kenmore, and Bothell, including UW Bothell/Cascadia College area. The route will have a connection to I-405 BRT at the SR 522/I-405 interchange. Buses will operate primarily in Business Access and Transit (BAT) lanes, transit queue bypass lanes, and in general purpose lanes.

Stations 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

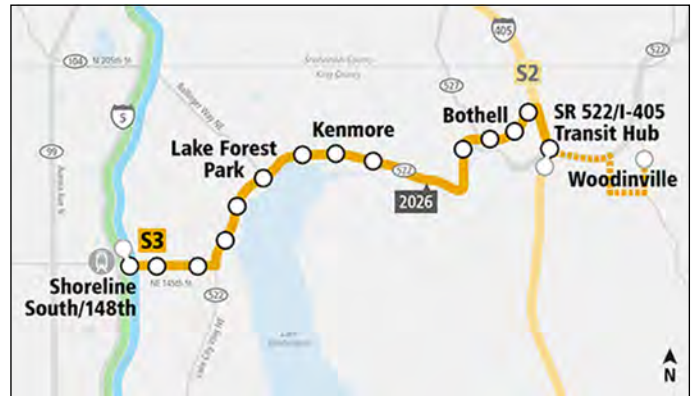
Systems BRT Operations & Transit Signal Priority

Phase Final Design

Budget \$250.6 Million for Preliminary Engineering, 100% Final Design, Bothell Stage 3, Third Party Agreements, and Property Acquisition.

Schedule Target Date: 2026, not including parking elements

Forecast: 2028



Map of Project Alignment



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

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

Key Project Activities

- The 60% design reviews for the Bothell segment of BRT (contract unit BT307) by Sound Transit and third parties is nearly complete.
- Negotiating scope and budget for new task orders for the GEC to advance the design of the SR 522 project to 100% design.
- Ongoing collaboration with City of Lake Forest Park and community groups to address aesthetic concerns.
- Ongoing collaboration with utility owners in the corridor on the design and master relocation agreements.

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.

As part of Sound Transit Board Approval of 2023 budget, the Authorized Project Allocation increased by \$41.5M to support completion of Final Design, start procurement of electric buses and bus operational technologies, continue acquisition.

This period expenditures increased by \$2.3M; cost attributed to \$1.7M in final design and program management with the GEC, \$0.2M for Sound Transit staff, \$0.1M in construction (Shoreline), and \$0.3M in ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$18.8	\$15.5	\$13.2	\$18.8	\$0.0
Preliminary Engineering	\$15.5	\$15.4	\$15.3	\$15.5	\$0.0
Final Design	\$41.5	\$32.0	\$20.6	\$41.5	\$0.0
Construction Services	\$1.5	\$0	\$0.0	\$1.5	\$0.0
3rd Party Agreements	\$7.8	\$2.1	\$0.9	\$7.8	\$0.0
Construction	\$51.0	\$35.0	\$27.5	\$51.0	\$0.0
Vehicles	\$30.0	\$0	\$0	\$30.0	\$0.0
Right-of-Way (ROW)	\$84.4	\$8.5	\$4.8	\$84.4	\$0.0
Total	\$250.6	\$108.5	\$82.3	\$250.6	\$0.0

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

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

Risk Management

The following are the top project risks and response plan:

- Conducted a Quantitative Risk Assessment workshop in April 2023. Finalizing the recommendations for project baseline.
- Cost pressure due to higher inflation, higher construction costs, and higher real estate costs.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners on the project development, design, property acquisitions, permitting process, and construction activities.
- Coordination of project on NE 145th and SR 522 with WSDOT and the cities of Seattle, Shoreline, and Lake Forest Park - complex jurisdictional situation and third partner expectation for Sound Transit 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 its realignment decision in August 2021. The upcoming project milestone is Project Baseline, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

There are two critical paths for the SR 522/NE 145th BRT project opening. The most critical path is through the completion of the Bus Base North and integrated systems testing of the SR 522 corridor. A near critical path is the completion of final design and ROW acquisitions for the SR 522/NE 145th Roadways in Shoreline, Lake Forest Park and Kenmore needed to start construction. Both paths are monitored closely along with permitting/agreements by the team.

The current forecast for completion is Q4 2027, including 180 days float, or a total of about 10 months past the Sound Transit Board realignment target. The realignment schedule is aggressive, and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

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

Activity Name	Remaining Duration	Start	Finish	Total Float	Gantt Chart											
					2023	2024	2025	2026	2027	2028						
ST3 Bus Rapid Transit	1138	20-Jul-20A	13-Dec-27	-186												
BRT - Service Line #3 - SR522	1138	20-Jul-20A	13-Dec-27	-186												
BRT - Service Line #3 - Final Design	233	01-Nov-21A	03-Nov-24	0												
BRT - Service Line #3 - ROW	699	20-Jul-20A	25-Apr-25	0												
BRT - Service Line #3 - Permits/Agreements	572	12-Mar-22A	09-Sep-25	0												
BRT - Service Line #3 - Construction	834	17-Nov-23	18-Mar-27	0												
BRT - Service Line #3 - Construction Procurement	384	17-Nov-23	02-Jun-25	-129												
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - CN Procurement - DBB	383	20-Nov-23	02-Jun-25	-237												
BT307 - Bothell Stations and Roadway - CN Procurement - DBB	262	17-Nov-23	05-Dec-24	-7												
BRT - Service Line #3 - Construction	514	01-Mar-25	18-Mar-27	0												
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Construction	450	02-Jun-25	18-Mar-27	0												
BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Construction	450	02-Jun-25	18-Mar-27	0												
Major Milestones	450	02-Jun-25	18-Mar-27	-239												
CONSTRUCTION	436	02-Jun-25	26-Feb-27	14												
BT307 - Bothell Stations and Roadway - Construction	344	01-Mar-25	13-Jul-26	0												
BT307 - Bothell Stations and Roadway - Construction	344	01-Mar-25	13-Jul-26	0												
Major Milestones	344	01-Mar-25	13-Jul-26	0												
CONSTRUCTION	335	03-Mar-25	29-Jun-26	9												
BRT - Service Line #3 - Activation	925	02-Jun-25	13-Dec-27	-347												
BRT - Service Line #3 - Activation	925	02-Jun-25	13-Dec-27	-347												
Activation	0	02-Jun-25	02-Jun-25	398												
Post Construction	270	19-Mar-27	13-Dec-27	-347												
BRT - Service Line #3 - Activation	270	19-Mar-27	13-Dec-27	-347												
Post Construction	270	19-Mar-27	13-Dec-27	-347												
System Integration Testing	90	19-Mar-27	16-Jun-27	-347												
Pre-Revenue Service	0	17-Jun-27	17-Jun-27	-347												
Project Float	180	17-Jun-27	13-Dec-27	-347												
Revenue Service	0	13-Dec-27	13-Dec-27	-347												

Community Engagement

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

During this reporting period project team

- Responded to 17 community comments and concerns.
- Translated materials in five different languages.
- Started planning 90% design outreach events for Fall 2023.

Right of Way

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

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

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
204	202	31	1	24	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 Sound Transit project staff and consultants. Planned FTE is an annual projection and remains constant from month to month. The Year-to-Date (YTD) performance is the total actual FTEs accumulated through this reporting period. Staffing status is summarized in the following table.

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

Overall, the data is showing the actual FTE above the Planned FTE monthly average. Staffing level of the consultants is ramping up as the project is progressing toward the start of construction in 2024, which would reduce the variance number.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.0	14.2	(1.2)
Consultants	54.0	68.1	(14.1)
TOTAL	67.0	82.3	(15.3)

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

Sound Transit Board Actions

Board Action	Description	Date
Briefing	Stride Bus Rapid Transit Baseline Briefing	6/22/2023

Progress Report Sounder Program



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

June | 2023



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



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

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

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

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

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

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

Sounder Commuter Rail Program Overview



Program Budget

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

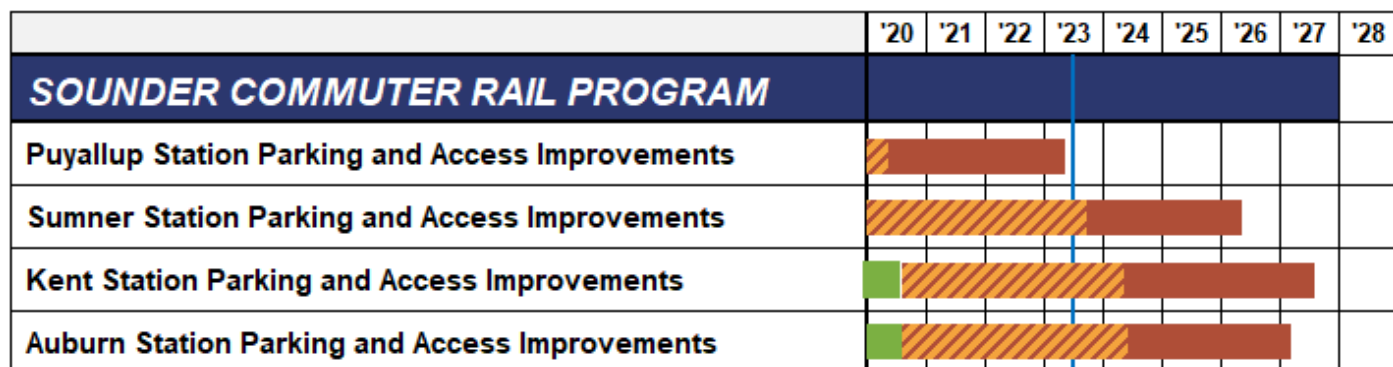
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
DuPont Extension	\$8.6	\$0.0	\$0.0	\$8.6	\$0.0
Lakewood Station Access Improvements	\$6.2	\$4.1	\$2.9	\$6.2	\$0.0
Sounder South Capacity Expansion	\$34.8	\$10.6	\$6.7	\$34.8	\$0.0
South Tacoma Station Access Improvements	\$5.8	\$4.1	\$2.7	\$5.8	\$0.0
Sumner, Kent and Auburn SPAI	\$359.7	\$96.5	\$43.3	\$359.7	\$0.0
Total	\$415.1	\$115.2	\$55.6	\$415.1	\$0.0

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

Program Schedule of Baseline Projects

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



KEY:

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

Sounder Commuter Rail Program Overview



Revenue Service Years

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

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

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

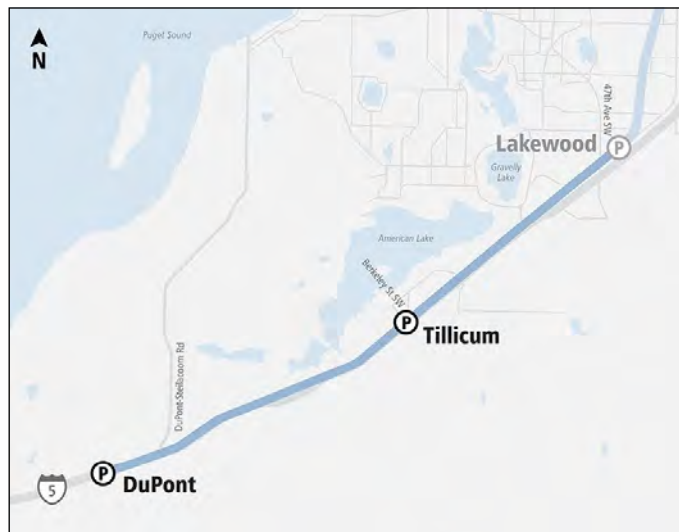
Project Summary

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

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

Budget \$8.6 Million

Schedule Target Date: 2045



DuPont Extension in Pierce County

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

Key Project Activities

- The Federal Railroad Administration (FRA) awarded a \$10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit’s rail corridor in Pierce County. The projects initiated in June 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA to hold CRISI grant meetings monthly.
- Phase Gate 1 approved on March 7.
- In May 2023 Sound Transit amended David Evans Associate Contract (DEA) contract to fund environmental review and conceptual engineering for track and signal improvements only for the DuPont Extension project.
- In June 2023 Sound Transit and DEA held a project kickoff meeting for Phase 2—Conceptual Engineering and Environmental for the track and signal improvements only.

Project Cost Summary

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

This period expenditures increased by \$4.2K with the majority of the amount coming from staff costs for Phase 2 —Conceptual Engineering and Environmental Assessment activities.

Cost Summary by Phase

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

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

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

Risk Management

The following are the top project wide risks:

- Sound Transit and consultant team held a conceptual engineering and environmental project kick-off meeting in June 2023. The team will conduct a risk register workshop in Q3 2023.
- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule.
- Splitting the project into a distinct track and signal component and a station component may lead to future design rework.
- Any ROW process delay in getting needed property acquisition may impact the schedule.

Community Engagement

- Planning for community outreach activities will begin after we hold the project kick-off meeting.

Sounder Commuter Rail DuPont Extension



Project Schedule

High level Initial Master Schedule shown below as it will continue to develop. Team started with Preparing Work Plan, Estimate Budget and Draft Schedule along with Project Management Plan in January 2023. NEPA Report is expected to start end of Q3 2023. Conceptual Engineering and Environmental planned for completion Q2 2026. Board identification of Preferred Alternatives planned for Q3 2026. Revenue Service Date planned by Q4 2045.

Activity Name	Start	Finish	2023		2024		2025		2026		2027	
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Sounder DuPont Segment 3 - Tracks & Stations - Master Schedule	Jan-02-23 A	Dec-30-45										
Preliminary Engineering	Jan-02-23 A	Dec-31-37										
Pre - Conceptual Engineering	Mar-07-23 A	May-11-23 A										
Conceptual Engineering / Environmental - Ph-II	Jan-02-23 A	Dec-31-36										
Conceptual Engineering/ Environmental - Milestones	Jun-30-26	Jul-23-26										
Phase Gate II - Select Delivery Method - (Tracks and Signals)	Jun-30-26	Jun-30-26										
ST Board Identifies Preferred Alternatives	Jul-23-26	Jul-23-26										
Conceptual Engineering/Environmental - Track Work (Ph - II)	Jan-02-23 A	Jun-25-26										
Preparation of Estimate/Schedule by Consultant- Phase II - Segment 3	Sep-24-24	Nov-04-24										
Completion of Project Cost Estimate and Schedule - Phase II - Segment 3		Nov-04-24										
Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 3	Nov-05-24	Nov-19-24										
Quantitative Risk Assessment - Phase II - Segment 3	Nov-20-24	Nov-25-24										
Post-QRA Budget and Schedule Refinement - Phase II - Segment 3	Nov-26-24	Jan-10-25										
CE/NEPA/Environmental - Complete - Phase II - Segment 3	Jun-25-26	Jun-25-26										
CE Task 1 - Project Management	Jan-02-23 A	Oct-17-23										
CE Task 1.1 - Project Work Plan, Budget and Schedule by Consultant	Jan-02-23 A	Aug-25-23										
Prpare Work Plan, Estimate Budget and Draft Schedule	Jan-02-23 A	Jul-13-23										
Review Wrok Plan, Budget and Schedule by ST	Jul-14-23	Jul-27-23										
Incorporate Comments	Jul-28-23	Aug-24-23										
Project Work Plan, Budget and Scheule Approval	Aug-25-23	Aug-25-23										
CE Task 1.2 - Project Management Plan by Consultant	Jan-02-23 A	Oct-17-23										
Prpare Project Management Plan	Jan-02-23 A	Sep-07-23										
Review Project Management Plan by ST	Sep-08-23	Sep-21-23										
Incorporate Comments for Project Management Plan	Sep-22-23	Oct-16-23										
Project Management Plan Approved	Oct-17-23	Oct-17-23										
CE Task 2 - NEPA Report	Jul-03-23	Jun-24-26										
Conceptual Engineering/Environmental - Stations (Ph - II)	Jan-03-34	Dec-31-36										
Preliminary Engineering - Ph-III	Jun-26-26	Dec-31-37										
Right of Way	Jun-26-26	Feb-21-28										
Final Design	Jan-03-40	Dec-31-42										
Construction	Dec-31-42	Jul-03-45										
Post Construction	Jul-01-23	Dec-30-45										
Revenue Service	Dec-30-45	Dec-30-45										

Sounder Commuter Rail Lakewood Station Access Improvements

Project Summary

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

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

Phase Planning Phase 2—Conceptual Engineering and Environmental

Budget \$6.2 Million

Schedule Target Date: 2030

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



Lakewood Station in Pierce County

Key Project Activities

- Reviewed and finalized Conceptual Designs for all proposed improvements.
- Finalized a Letter of Concurrence with City of Lakewood on project delivery framework for improvements on public right-of-way.
- Reviewed Conceptual Design draft cost estimates.
- Continued developing SEPA Checklist.



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Sounder Commuter Rail Lakewood Station Access Improvements



Project Cost Summary

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

This period expenditures increased by \$273K with the majority of the amount coming from staff costs, outreach, Phase 2 — Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$2.2	\$0.9	\$0.9	\$2.2	\$0.0
Preliminary Engineering	\$3.3	\$2.8	\$1.7	\$3.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.3	\$0.3	\$0.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.3	\$0.1	\$0.0	\$0.3	\$0.0
Total	\$6.2	\$4.1	\$2.9	\$6.2	\$0.0

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

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

Risk Management

The following are the top project wide risks:

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

Sounder Commuter Rail Lakewood Station Access Improvements



Project Schedule

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

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

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagements, environmental reviews, conceptual design plans, cost estimates and methodology reports.

Selection of delivery method is expected during Q3 2023. Board selection of projects to be built is planned for Q1 2024.

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

Activity Name	Start	Finish	2023				2024				2025				2026				2027							
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q				
Lakewood Station Access Improvements - Master Schedule	May-02-22 A	Dec-31-30	[Gantt bar spanning from May 2022 to Dec 2030]																							
Preliminary Engineering	May-02-22 A	Sep-02-25	[Gantt bar from May 2022 to Sep 2025]																							
Phase II - Conceptual Engineering	May-02-22 A	Feb-22-24	[Gantt bar from May 2022 to Feb 2024]																							
Board Selects Projects to be Build (Reaffirms Alternatives)	Feb-22-24	Feb-22-24	[Vertical tick mark in Q1 2024]																							
Conceptual Engineering	May-02-22 A	Feb-09-24	[Gantt bar from May 2022 to Feb 2024]																							
Phase 2 Draft SEPA and CE	May-02-22 A	Dec-08-23	[Gantt bar from May 2022 to Dec 2023]																							
External Engagement	May-02-22 A	Nov-29-23	[Gantt bar from May 2022 to Nov 2023]																							
DEA Performss and Completes CE/ENV	May-02-22 A	Dec-08-23	[Gantt bar from May 2022 to Dec 2023]																							
Finalize SEPA, Check List and Review	Jun-01-22 A	Dec-08-23	[Gantt bar from Jun 2022 to Dec 2023]																							
Consultant prepare for QRA Sesion	Jun-01-23 A	Jul-05-23	[Gantt bar from Jun 2023 to Jul 2023]																							
Submit, Review and Approve Cost Estimate	Jun-28-23 A	Jul-03-23	[Gantt bar from Jun 2023 to Jul 2023]																							
QRA Session	Jul-06-23	Jul-06-23	[Vertical tick mark in Q3 2023]																							
Finalize Schedule and Cost Estimates Per QRA Session Output	Jul-07-23	Aug-03-23	[Gantt bar from Jul 2023 to Aug 2023]																							
Prepare for Gate 2: Select Delivery Method	Aug-04-23	Dec-26-23	[Gantt bar from Aug 2023 to Dec 2023]																							
Prepare for Gate 3: Complete Environmental and Enter Design/Construction	Aug-04-23	Dec-26-23	[Gantt bar from Aug 2023 to Dec 2023]																							
All Documents Due before Phase Gate Meeting	Aug-04-23	Aug-10-23	[Vertical tick mark in Q3 2023]																							
Value Engineering - Planned for Augurst 2023	Aug-04-23	Aug-10-23	[Vertical tick mark in Q3 2023]																							
Project Delivery Workshop - September 2023	Sep-01-23	Sep-08-23	[Vertical tick mark in Q3 2023]																							
Publish SEPA	Dec-08-23	Dec-08-23	[Vertical tick mark in Q4 2023]																							
Phasegate #2 Meeting - Select Delivery Method - Not Before Jan 02, 2024 Per Melissa	Jan-02-24	Jan-02-24	[Vertical tick mark in Q1 2024]																							
Phase Gate #3 Meeting	Jan-02-24	Jan-02-24	[Vertical tick mark in Q1 2024]																							
Prepare for Board Meeting	Jan-03-24	Feb-09-24	[Gantt bar from Jan 2024 to Feb 2024]																							
Phase III - Preliminary Engineering	Feb-22-24	Sep-02-25	[Gantt bar from Feb 2024 to Sep 2025]																							
Permits and Agreements	Jul-03-23	Jul-03-30	[Gantt bar from Jul 2023 to Jul 2030]																							
Right of Way - NA	Jan-03-24	Jan-01-26	[Gantt bar from Jan 2024 to Jan 2026]																							
Final Design	Feb-23-24	Jul-14-26	[Gantt bar from Feb 2024 to Jul 2026]																							
Construction	Aug-12-24	Mar-08-28	[Gantt bar from Aug 2024 to Mar 2028]																							
Post Construction	Mar-07-28	Dec-31-30	[Gantt bar from Mar 2028 to Dec 2030]																							

Community Engagement

- We are monitoring outreach needs for the project and are available to answer any questions.
- We are planning for fall outreach.

Staffing Summary

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

Currently the project is trending under the planned staffing needs as the SEPA Checklist and cost estimates are still under development and not ready for staff review. As this work advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	1.7	0.0
Consultants	4.0	4.8	(0.8)
TOTAL	5.7	6.5	(0.8)

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

Sound Transit Board Actions

Board Action	Description	Date
	None action this period	

Sounder Commuter Rail Sounder South Capacity Expansion



Program Summary

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

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

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

Phase Planning

Budget \$34.8 Million

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



Sounder South Capacity map alignment

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

Program Key Activities

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

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

King Street Station Platform Improvements

This project 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

- Continued planning for Conceptual Engineering and Environmental Review.

Community Engagement

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

Sounder Rail Track & Signal Project

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

Key Activities

- Obligated the grant with the Federal Railroad Administration (FRA) in May 2023 and beginning Q2 2023 progress reporting to the FRA.
- Sound Transit and consultant team held a project team kick-off meeting.

Community Engagement

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

Strategic Plan Update

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

Key Activities

- Sound Transit executed a consultant contract change order for this additional scope of work.
- Sound Transit and consultant team held a project team kick-off meeting.

Community Engagement

- Kicked off planning for external engagement this fall. Drafted online survey and key messages.
- Interviewed several Sounder corridor stakeholders about travel needs.

BNSF Platform Extension

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

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

Key Activities

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

Community Engagement

- Community engagement is expected to begin when conceptual engineering gets underway.

Program Reporting Elements

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

Project Cost Summary

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

This period expenditures increased by \$50K with the majority of the amount coming from staff costs, outreach, third party coordination, and Phase 2—Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC) *	Authorized Allocation vs. EFC
Administration	\$9.9	\$3.2	\$3.2	\$9.9	\$0.0
Preliminary Engineering	\$20.4	\$6.5	\$2.9	\$20.4	\$0.0
Third Party Agreements	\$1.3	\$0.6	\$0.5	\$1.3	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$3.1	\$0.2	\$0.0	\$3.1	\$0.0
Total	\$34.8	\$10.6	\$6.7	\$34.8	\$0.0

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

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

Sounder Commuter Rail Sounder South Capacity Expansion



Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. Pierce County Rail Capacity and Reliability Improvement SSCE Segment 1 & 2 Schedule has been added .

The second Mainline Track Study and Report were finalized and completed on July 28, 2021. Auburn Platform Alternative Analysis was completed on Jan. 31, 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022.

Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022. Phase II started September 2022, and is expected to complete in Q3 2024. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.

Activity Name	Start	Finish	2023		2024		2025		2026		2027	
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Sounder South Capacity Expansion - Master Schedule	Jun-13-18 A	Dec-31-46										
Sounder South Platform Extensions	Jun-13-18 A	Mar-08-24										
Alternative Analysis - (Ph - I)	Jun-13-18 A	Mar-08-24										
Alternative Analysis Procurement	Jun-13-18 A	Nov-18-18 A										
Alternative Analysis	Nov-18-18 A	Mar-08-24										
King St Station - CE thru Final Completion	Sep-26-22 A	Jul-02-35										
Conceptual Engineering/Environmental - King St Station	Sep-26-22 A	Feb-27-25										
King St. Station - Platform Improvements - Phase II	Sep-26-22 A	Sep-16-24										
Auburn Platform - CE / Environmental	Oct-14-22 A	Oct-14-22 A										
King St. Station - Platform Improvements - CE / Environmental	Oct-14-22 A	Oct-14-22 A										
Amtrak / BNSF Platform Area Negotiations	Feb-08-23 A	Oct-17-24										
Risk Register - KSS	Apr-24-23 A	Apr-24-23 A										
System Expansion Committee (SEC)	May-11-23 A	May-11-23 A										
Board Admin - Staff Report Meeting	May-11-23 A	May-11-23 A										
90 Day wait period for FTA Review of NEPA submittal	Sep-17-24	Dec-15-24										
FTA Issues Approval of NEPA	Dec-16-24	Dec-16-24										
Phase 2 - Board Reaffirms Preferred Alternatives	Feb-27-25*	Feb-27-25										
Right of Way	Dec-25-25	Aug-22-27										
Preliminary Engineering - (Ph - III)	Feb-28-25	Jan-22-26										
Final Design	Oct-06-25	Oct-16-28										
Construction	Oct-17-28	Apr-12-34										
Post Construction	Apr-13-34	Jul-02-35										
Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1 & 2	Jan-02-23 A	Dec-31-46										
BNSF Platform Extension - CE thru Final Completion	Apr-11-23 A	Dec-31-36										
ST Platform Extension - CE thru Final Completion	Oct-14-22 A	Dec-31-36										

Risk Management

The following are the top project-wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.4	(0.6)
Consultants	8.7	5.8	2.9
TOTAL	12.5	10.1	2.4

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Sounder Commuter Rail South Tacoma Access Improvements



Project Summary

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

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

Phase Planning Phase 2—Conceptual Engineering and Environmental Review

Budget \$5.8 Million

Schedule Target Date: 2030

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



South Tacoma Station in Pierce County

Key Project Activities

- Started review of draft conceptual designs.
- Started developing the SPEA check-list.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Project Cost Summary

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

This period expenditures increased by \$93K with the majority of the amount coming from staff costs, Phase 2 —Conceptual Engineering and Environmental Assessment, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$1.8	\$0.8	\$0.8	\$1.8	\$0.0
Preliminary Engineering	\$3.6	\$3.0	\$1.8	\$3.6	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.3	\$0.3	\$0.0	\$0.3	\$0.0
Total	\$5.8	\$4.1	\$2.7	\$5.8	\$0.0

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

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

Risk Management

The following are the top project wide risks:

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

Sounder Commuter Rail South Tacoma Access Improvement



Project Schedule

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

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

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Currently working on community engagement, environmental, conceptual design, and methodology reports.

Selection of delivery method is expected early Q4 2023. Board selection of projects to be built is planned for Q1 2024.

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

Activity Name	Start	Finish	2023			2024			2025			2026			2027		
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
South Tacoma Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30															
Preliminary Engineering	Feb-18-20 A	Aug-28-25															
Phase 1 - Alternative Analysis	Feb-18-20 A	Mar-10-22 A															
Phase II - Conceptual Engineering	Apr-04-22 A	Jan-25-24															
Board Selects Project to be Build (Reaffirms Alternatives)	Jan-25-24	Jan-25-24															
Conceptual Engineering	Apr-04-22 A	Jan-24-24															
Contracts to Execute Change Orders (7 & 8) for DEA	Apr-04-22 A	Apr-04-22 A															
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-18-22 A	Apr-18-22 A															
DEA Prepares PMP & External Engagement Plan	Apr-18-22 A	Jun-10-22 A															
Phase 2 Draft SEPA and CE	May-02-22 A	Jan-24-24															
DEA Performs and Completes CE/ENV	May-02-22 A	Jan-24-24*															
Phase II - NTP	May-02-22 A	May-02-22 A															
External Engagement	May-23-22 A	Dec-12-23															
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A															
Finalize SEPA, Check List and Review	Sep-22-22 A	Dec-20-23															
Prepare Cost Estimate	Dec-01-22 A	Jul-27-23															
Risk Register	Apr-03-23 A	Apr-27-23 A															
Submit, Review and Approve Cost Estimate	Jul-28-23	Aug-09-23															
Consultant to prepare for QRA Session	Jul-28-23	Aug-18-23															
Cost Estimates Submitted for review - Preferred Alt.	Aug-10-23	Sep-25-23															
QRA Session - Planned August 21, 2023	Aug-21-23	Aug-25-23															
Finalize Schedule and Cost Estimates Per QRA Session Output	Aug-28-23	Sep-11-23															
Value Engineering - Planned for September 2023	Sep-07-23	Sep-13-23															
All Documents Due before Phasegate #2 Meeting	Sep-14-23	Nov-20-23															
Project Delivery Workshop - October 2023	Oct-05-23	Oct-11-23															
Prepare for Gate 2: Select Delivery Method	Oct-12-23	Nov-27-23															
Phasegate #2 Meeting - Confirm Delivery Method	Nov-28-23	Nov-28-23															
Prepare for Board Meeting	Nov-29-23	Jan-23-24															
Publish SEPA	Jan-24-24	Jan-24-24															
City of S.Tacoma Permits	Mar-01-23 A	Apr-28-23 A															
Phase III - Preliminary Engineering	Jan-26-24	Aug-28-25															
Right of Way	Dec-31-24	Jan-16-26															
Final Design	Aug-29-25	May-02-28															
Construction	May-03-28	Sep-06-30															
Post Construction	Sep-07-30	Dec-31-30															

Community Engagement

- We staffed information booths at the Edison Elementary Bike Rodeo, Manitou Elementary Bike Rodeo and the City of Tacoma Water Flume Line Trail Party.
- We are planning for fall outreach.

Staffing Summary

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

Currently the project is trending under the planned staffing needs as the conceptual plans and reports are still under development and not ready for staff review. Staff are continuing to work on laying out assumptions for the improvements that will inform the conceptual design and are also developing materials for the upcoming activities planned for later in the year. As the conceptual design advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.3	1.5	(0.2)
Consultants	4.0	3.4	0.6
TOTAL	5.3	4.9	0.4

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Project Summary

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

Phase Complete Environmental / Enter Design & Construction

Budget \$359.7 Million

Schedule Q2 2027

Key Project Activities

- Continued Temporary Construction Easements (TCEs) negotiations.

Sumner:

- Continued coordination with City of Sumner in preparation for design review application.
- 60% design package submitted.
- Issued Conditional Use Permit (CUP) public notice.

Kent:

- Initiated evaluations of proposals from shortlisted design-build proposers.
- Continued coordination with King County Metro on a funding agreement for a bus layover to be incorporated into the project as a Betterment.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- City of Auburn real property interests are in negotiations.
- Sound Transit Board approval to award design-build contract to highest ranked design-build proposer.



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Project Cost Summary

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

This period expenditures increased by \$1.1M. The incurred cost increased from \$42.2M to \$43.3M. The majority of this period’s costs are attributed to staff costs, design-build project management activities, right-of-way activities, third party contribution for non-motorized improvements, and the Sumner Station design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$29.1	\$29.1	\$9.6	\$9.5	\$29.1	\$0.0
Preliminary Engineering	\$8.4	\$8.4	\$8.2	\$8.2	\$8.4	\$0.0
Final Design	\$1.0	\$1.0	\$0.0	\$0.0	\$1.0	\$0.0
Construction Services	\$29.1	\$29.1	\$10.1	\$3.3	\$29.1	\$0.0
3rd Party Agreements	\$8.2	\$8.2	\$7.9	\$6.4	\$8.2	\$0.0
Construction	\$258.2	\$258.2	\$49.6	\$5.3	\$258.2	\$0.0
ROW	\$25.7	\$25.7	\$11.1	\$10.7	\$25.7	\$0.0
Total	\$359.7	\$359.7	\$96.5	\$43.3	\$359.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$135.3	\$135.3	\$39.6	\$3.7	\$135.3	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$85.1	\$85.1	\$6.3	\$0.5	\$85.1	\$0.0
50 Systems	\$5.1	\$5.1	\$0.0	\$0.0	\$5.1	\$0.0
Construction Subtotal (10 - 50)	\$225.5	\$225.5	\$45.9	\$4.2	\$225.5	\$0.0
60 ROW, Land	\$24.5	\$24.5	\$11.1	\$10.7	\$24.5	\$0.0
80 Professional Services	\$92.5	\$92.5	\$39.5	\$28.4	\$92.5	\$0.0
90 Unallocated Contingency	\$17.2	\$17.2	\$0.0	\$0.0	\$17.2	\$0.0
Total (10 - 90)	\$359.7	\$359.7	\$96.5	\$43.3	\$359.7	\$0.0

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

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of \$77.0M.

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

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

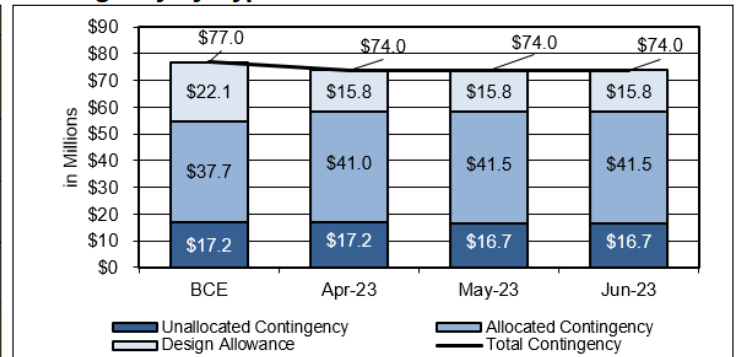
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

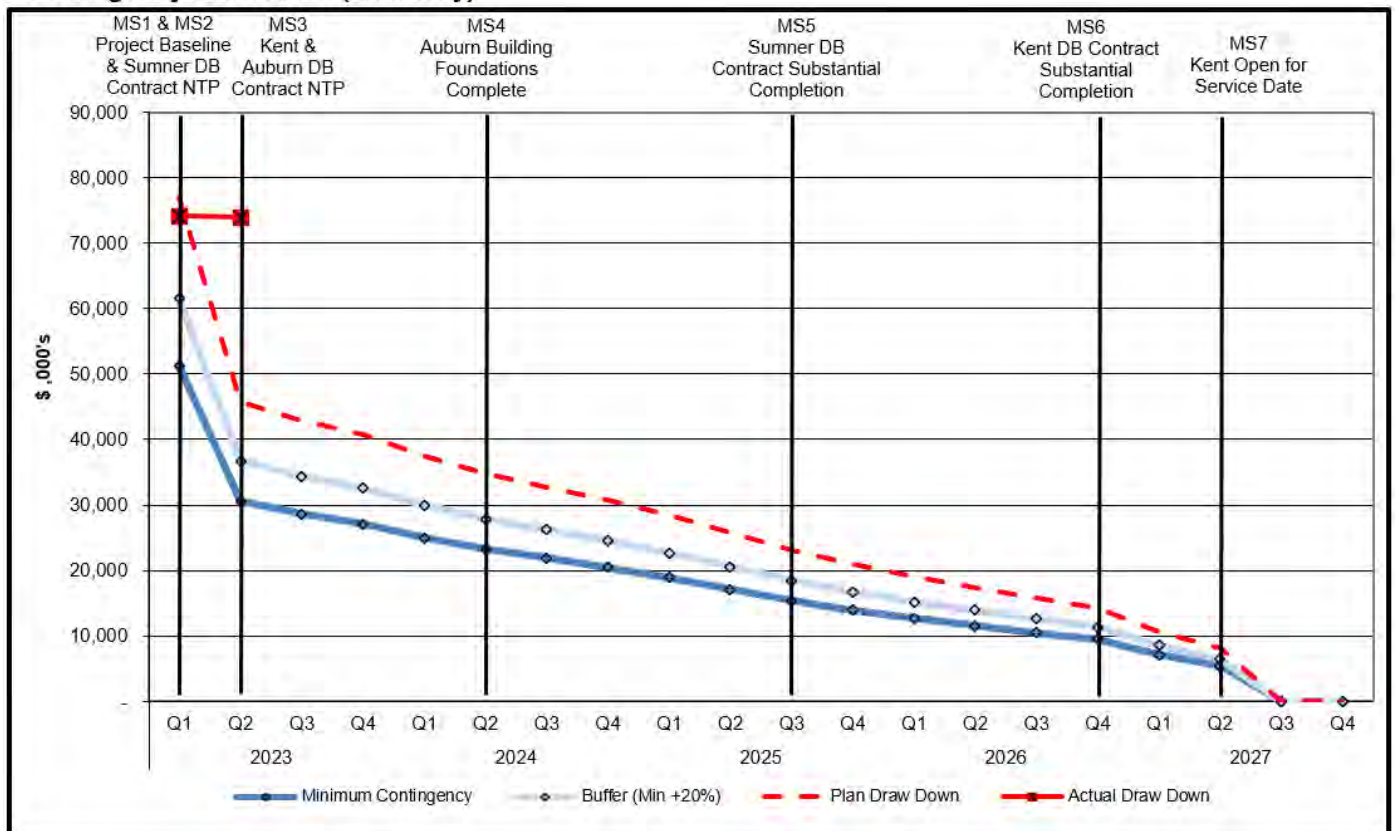
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$15.8	5.0%
Allocated Contingency	\$37.7	10.5%	\$41.5	13.1%
Unallocated Contingency	\$17.2	4.8%	\$16.7	5.2%
Total:	\$77.0	21.4%	\$74.0	23.3%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Project Schedule

Board approved Baseline for the combined three projects on Jan. 26, 2023. The Approved Baseline open for service schedule is Q1 2026 Sumner, Q1 2027 Auburn, and Q2 2027 Kent. Milestone schedules for the combined three projects are shown below.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn Proposals were received in March 2023. Notice of Award to Auburn Contractor was issued end of June 2023. Kent Proposals were received in May and currently under review.

Sumner Design-Build Notice to Proceed was in February 2023. Sumner design-build firm is currently working on 100% design of Foundation, Site Work, Structural and Architectural Packages and Permitting.

Auburn Notice to Proceed is expected in Q3 2023. Kent Notice to Proceed is expected in Q4 2023.

Activity Name	Start	Finish	2023		2024		2025		2026		2027			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
S300018 - Sumner Station Parking and Access Improvements - DB MS Baseline	Jan-26-23 A	Mar-31-26	[Gantt bar from Jan-26-23 to Mar-31-26]											
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A												
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A												
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Sep-19-23			◆										
MSO3B All Issue For Construction (IFC) Design Packages Complete		Feb-07-24			◆									
MSO1 Commissioning Complete - Substantially Complete (MS Review)		Oct-02-25*					◆							
Operational Readiness Period	Oct-03-25	Dec-01-25					■							
Open for Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26							◆					
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Mar-31-27	[Gantt bar from Jan-26-23 to Mar-31-27]											
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A												
MSO3 CS Issues DB NTP - Auburn	Aug-25-23	Aug-25-23												
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Jul-25-24				◆									
MSO3B All Issue For Construction (IFC) Design Packages Complete		Oct-22-24				◆								
MSO1 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jun-29-26*							◆					
Operational Readiness Period	Jun-30-26	Aug-28-26							■					
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		Mar-31-27										◆		
S300035 - Kent Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Jun-30-27	[Gantt bar from Jan-26-23 to Jun-30-27]											
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A												
MSO3 CS Issues DB NTP - Kent	Oct-23-23	Oct-23-23												
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Aug-22-24				◆									
MSO3B All Issue For Construction (IFC) Design Packages Complete		Jan-14-25				◆								
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Oct-01-26								◆				
Operational Readiness Period - Kent	Oct-02-26	Nov-30-26								■				
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27										◆		

Risk Management

The following are the top project wide risks:

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

Closely Monitored Issues

- City of Kent project staff have not been supportive of early design deviations identified as critical to the project.
- Sumner design application review process has required extensive coordination.
- Complexity of property acquisition in Auburn could result in a project delay and cause budget overrun.

Community Engagement

- Sumner: We staffed an information booth at Rhubarb Days on June 24-25 and spoke with approximately 440 people. We are continuing to plan for outreach later this summer about garage designs and construction. We also sent an email to our project listserv on June 27 to let the community know that we have applied for a conditional use permit.
- Kent: We are monitoring outreach needs for the project and are available to answer any questions.
- Auburn: We sent an email to our listserv on June 23 about the Board’s authorization of a design-build contract.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.0	14.4	7.7
Consultants	16.9	9.0	7.9
TOTAL	38.9	23.4	15.6

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

Sound Transit Board Actions

Board Action	Description	Date
M2023-45	Authorizes the Chief Executive Officer to execute a contract modification with HNTB Corporation to exercise a contract option for design-build project management services during construction for the Auburn Parking and Access Improvement portion of the Auburn, Kent, Puyallup and Sumner Station Parking and Access Improvements Project Management contract in the amount of \$8,438,000 for a new total authorized contract amount not to exceed \$24,653,552.	6/8/2023
M2023-46	Authorizes the Chief Executive Officer to execute a design-build contract with Absher Construction Co. for the Auburn Station Parking and Access Improvement Project in the amount of \$60,000,000, with a 15 percent contingency of \$9,000,000, and authorizes an alternative concept allowance not to exceed \$2,000,000 to fund maximum cost of added value improvements for the Auburn Station Parking and Access Improvements Project for a total authorized contract amount not to exceed \$71,000,000.	6/22/2023

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	Drawdown to Date	Status	Balance Remaining
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,841	09/16/2015	616,446,915	Active	67,923,726
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,999,999	Active	0
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	671,983,701	07/29/2022	665,797,459	Active	6,186,242
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	471,983,701	07/29/2022	337,452,038	Active	134,531,663
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Expansion	5,800,000	12/13/2019	2,339,461	Active	3,260,539
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active	5,400,000
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partner	2,000,000	12/31/2020	368,977	Active	1,631,023
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active	4,800,000
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvements	1,500,000	09/10/2021	-	Active	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	-	Active	7,255,465
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARS/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	843,076	Active	578,424
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	3,868,478	09/15/2022	3,868,478	Active	-
REGIONAL EXPRESS	WA-2023-005	SRTC CN Earmark	3,000,000	03/09/2023	-	Active	3,000,000
REGIONAL EXPRESS	WA-2023-006	I-405 Bus Rapid Transit- Bus Procurement	8,437,097	03/22/2023	-	Active	8,437,097
LINK LIGHT RAIL	WA-2023-007	NE 130TH ST STATION	1,180,850	03/22/2023	-	Active	1,180,850
REGIONAL EXPRESS	WA-2023-008	SRTC CN, 405 Buses 5339	12,924,801	03/31/2023	-	Active	12,924,801
LINK LT RAIL & REGIONAL EXPRESS	WA-2023-014-00	Next Gen ORCA and ORCA Lift	4,152,000	05/23/2023	-	Active	4,152,000
REGIONAL EXPRESS	WA-2023-016	522 BRT BEBs Procurement	6,272,690	06/01/2023	-	Active	6,272,690
TOTAL FEDERAL TRANSIT AUTHORITY			1,970,950,723		1,701,916,403		269,034,320
OTHER FEDERAL							
SOUNDER COMMUTER RAIL	69A36523420120Cf PC RAIL CAP/RAIL RELIABILITY IMPROV		10,000,000	04/01/2023	-	Active	10,000,000
REGIONAL FUND	EMW-2019-RA-000 ATAT, Crit Event OT, Fac Hardening		1,315,813	09/01/2019	1,315,813	Active	-
REGIONAL FUND	EMW-2020-RA-000; Crit Event OT, CEDO		642,738	08/10/2020	466,513	Active	176,225
REGIONAL FUND	EMW-2022-RA-000; DSTT, CEDO		2,963,635	09/06/2022	-	Active	2,963,635
TOTAL OTHER FEDERAL			14,922,186		1,782,326		13,139,860
STATE							
REGIONAL FUND	8275-2023-1	Stride BRT NM&TSP 23-25 RMGP	4,818,281	07/01/2023	-	Active	4,818,281
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-	Active	197,000
TOTAL STATE			5,015,281		-		5,015,281
TOTAL ALL GRANTS			1,990,888,190		1,703,698,729		287,189,461

Above table as of Q2 2023. This section is updated every quarter.

Sustainability

Sustainability is at the core of Sound Transit’s mission to connect more people to more places efficiently, affordably, reliably and in an environmentally friendly manner. Investing in transit builds a better future, maintains a clean environment, and supports both healthy communities and vibrant economies. At Sound Transit, sustainability is about more than the natural environment – it is a holistic goal that protects and enhances people, planet and prosperity.

In 2023, Sound Transit continues to 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 Q2 2023 Accomplishments and Activities

- Finalized work on the Zero Emission Bus Transition Plan work, and prepared scoping for an implementation plan.
- Finalized data collection and analysis for the 2022 Annual Sustainability Progress Report and greenhouse gas inventory.
- Completed the ESMS internal audit with no major or minor findings, and two suggestions.
- Celebrated Earth Month by hosting several lunch and learns and staff tours.

Key Upcoming Activities for Q3 2023

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

Acronyms



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