

Agency Progress Report Capital Programs



Meet some of the Project Control staff behind the Agency Progress Reports

Photo taken during a site visit at Downtown Redmond Link Extension project November 18, 2022

November | 2022



Editor's Note

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

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

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

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Sound Transit Current Service

Link Light Rail

- Link 1 Line**
(Northgate–Angle Lake)
- Link T Line**
(Tacoma Dome–Theater District)

Souder

- Souder N Line**
(Everett–Seattle)
- Souder S Line**
(Lakewood/Tacoma–Seattle)

ST Express

— **Bold** = Route terminus

- 510 Everett–Seattle
- 511 Ash Way–Northgate
- 512 Everett–Northgate
- 513 Seaway–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
 Ferry Terminal
 Limited Service
 Sea-Tac Airport
 Amtrak



Sound Transit future service





Executive Summary

Sound Transit Capital Program

Completing the T Line fleet

On November 10, the final T Line Hilltop Extension light rail vehicle arrived in Tacoma. The car, the last of five new vehicles, is part of a \$26.5 million contract with Brookville Equipment Corporation that doubled the existing fleet.

Each of the 66-foot-long cars is designed to carry more than 100 passengers. The eight-foot-wide car has seating for up to 26 passengers with accessibility seating for passengers using wheelchairs and mobility devices and space for bikes.

The 2.4-mile Hilltop extension includes seven new stations, relocates the Theater District station and will bring light rail from downtown Tacoma to the Stadium business district and Hilltop neighborhood.

Downtown maintenance and shuttle bus service

Due to planned maintenance in the Downtown Seattle Transit Tunnel, Link light rail was suspended between the Capitol Hill and SODO stations during the weekend of November 11.

During this time, Sound Transit provided replacement shuttle buses. The buses ran approximately every 15 minutes, stopping at all stations between Capitol Hill and SODO, though passengers did report delays and some confusion.

Progress Report

Link Light Rail Program



Link Light Rail leaving Mount Baker Station

November | 2022





Link Light Rail Program Overview



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

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

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

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

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

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

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

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

North Corridor Maintenance of Way: This 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.

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

West Seattle and Ballard Link Extensions: The West Seattle & Ballard Link Extensions are voter-approved projects under the ST3 Plan. West Seattle segment includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River. The Ballard segment includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated and tunnel guideway, and a new crossing across Salmon Bay.

Link Light Rail Program Overview



Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Downtown Redmond Link Extension	\$1,530.0	\$1,013.4	\$690.7	\$1,530.0	\$0.0
East Link Extension	\$3,677.2	\$3,299.7	\$3,210.9	\$3,677.2	\$0.0
Everett Link Extension	\$187.9	\$24.2	\$20.0	\$187.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,874.8	\$1,315.5	\$2,453.5	\$0.0
Hilltop Tacoma Link Extension	\$282.7	\$262.1	\$252.6	\$282.7	\$0.0
Light Rail Vehicle (LRV) Fleet Expansion	\$740.7	\$687.3	\$478.2	\$740.7	\$0.0
Lynnwood Link Extension	\$2,771.6	\$2,496.2	\$2,045.7	\$2,771.6	\$0.0
NE 130th Street Infill Station	\$240.2	\$54.6	\$27.3	\$240.2	\$0.0
North Corridor Maintenance of Way	\$24.6	\$1.4	\$1.3	\$24.6	\$0.0
Tacoma Dome Link Extension	\$126.4	\$104.8	\$65.0	\$126.4	\$0.0
West Seattle and Ballard Link Extensions	\$286.7	\$208.0	\$136.4	\$286.7	\$0.0
Total	\$12,319.6	\$10,026.6	\$8,243.6	\$12,319.6	\$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. Please see the individual project reports for further details, including schedules for pre-baselined projects.

	'20	'21	'22	'23	'24	'25
LINK LIGHT RAIL PROGRAM						
Downtown Redmond Link Extension	Final Design		Construction			
East Link Extension	Construction					
Federal Way Link Extension	Final Design		Construction			
Hilltop Tacoma Link Extension	Construction					
Light Rail Vehicle (LRV) Fleet Expansion	Construction					
Lynnwood Link Extension	Construction					
Northgate Link Extension	Construction					

KEY:



Final Design (hatched indicates possible Design-Build; incl procurement)



Construction (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)

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

- Continue review of Certifiable Items List documentation of SSIMS.
- Met with City of Redmond regarding late design change requests received from Fire Department in the permit application process.
- City of Redmond tree mitigation: Met with City of Redmond on the form of tree mitigation. SWK reached agreement on quantities of tree replacements for DRLE.
- Vibration slab ballast mat installation started at Microsoft.
- Working with Design-Build Contractor to identify parameters of placing garage concrete through the winter weather.
- Launched a feasibility study on a preferred site for a Sammamish River Woody Debris mitigation project.
- Coordinating and monitoring new cell tower construction by others.

Closely Monitored Issues

- PSE Permanent Power for TPSS –Working with PSE downtown service, looking for a more cost-effective design. PSE Requirement for fiber optic connection at the TPSS – design is conceptual and outside project limits.
- Design-Builder is reporting concern on future crew availability and supply chain impacts. Team continues to look for opportunities to mitigate potential impacts.
- L&I support for system building design review. L&I has staffing shortages that may impact the duration of their review and inspection.
- Development of Rail Activation schedule in close coordination with R200 schedule.
- Working with City of Redmond to finalize agreements regarding tree mitigation.
- Working with ST Engineering to introduce the use of Type 1L cement for post tensioned elements.

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 \$16.2M 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 \$674.5M to \$690.7M.

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	\$23.5	\$23.0	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.4	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$1.4	\$1.2	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.7	\$29.8	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$7.3	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$806.0	\$508.1	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$102.5	\$101.9	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$1,013.4	\$690.7	\$1,530.0	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$247.9	\$156.2	\$462.9	(\$130.5)
20 Stations	\$261.9	\$261.9	\$196.9	\$112.7	\$196.9	\$65.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.0	\$288.1	\$208.0	\$117.1	\$239.8	\$48.3
50 Systems	\$108.6	\$103.2	\$71.0	\$40.6	\$82.2	\$21.0
Construction Subtotal (10 - 50)	\$989.9	\$985.6	\$723.8	\$426.6	\$981.8	\$3.8
60 Row, Land	\$168.5	\$168.5	\$108.6	\$107.4	\$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	\$180.7	\$156.4	\$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	\$1,013.4	\$690.7	\$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:

- **Externalities:** COVID-19 (supply chain interruptions, inefficiencies, labor availability); Inflationary pressure on construction supplies and materials.
- **Organizational Capacity:** Opening three other major light rail extensions in 2024, 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 construction labor.
- **Late Design Changes During Construction:** Utilities; threat and vulnerability demands; preliminary hazard designs; owner changes.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; flood-prone areas by Sammamish River and Bear Creek; archaeological discovery; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities for utility relocations and power service.
- **Unanticipated and Differing Site Conditions:** Geotechnical conditions could increase cost and delay schedule.



Artist Rendering of Marymoor Station (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 stands at \$231.9M. 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. 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. This period, AC decreased to accommodate 3rd party TOs on construction phase. The AC balance is at \$150.9M.

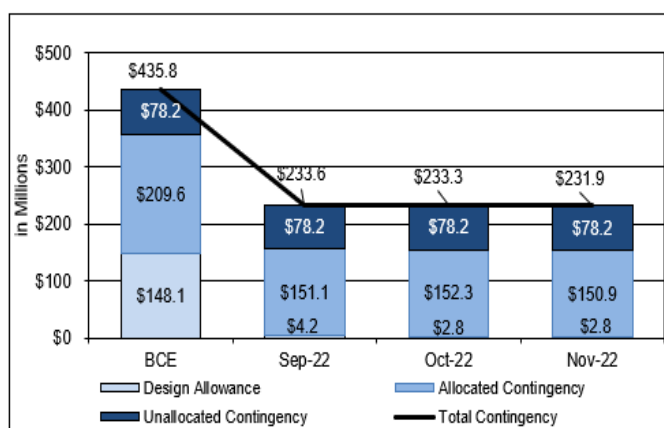
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148.1	9.7%	\$2.8	0.3%
Allocated Contingency	\$209.6	13.7%	\$150.9	18.0%
Unallocated Contingency	\$78.2	5.1%	\$78.2	9.3%
Total	\$435.8	28.5%	\$231.9	27.6%

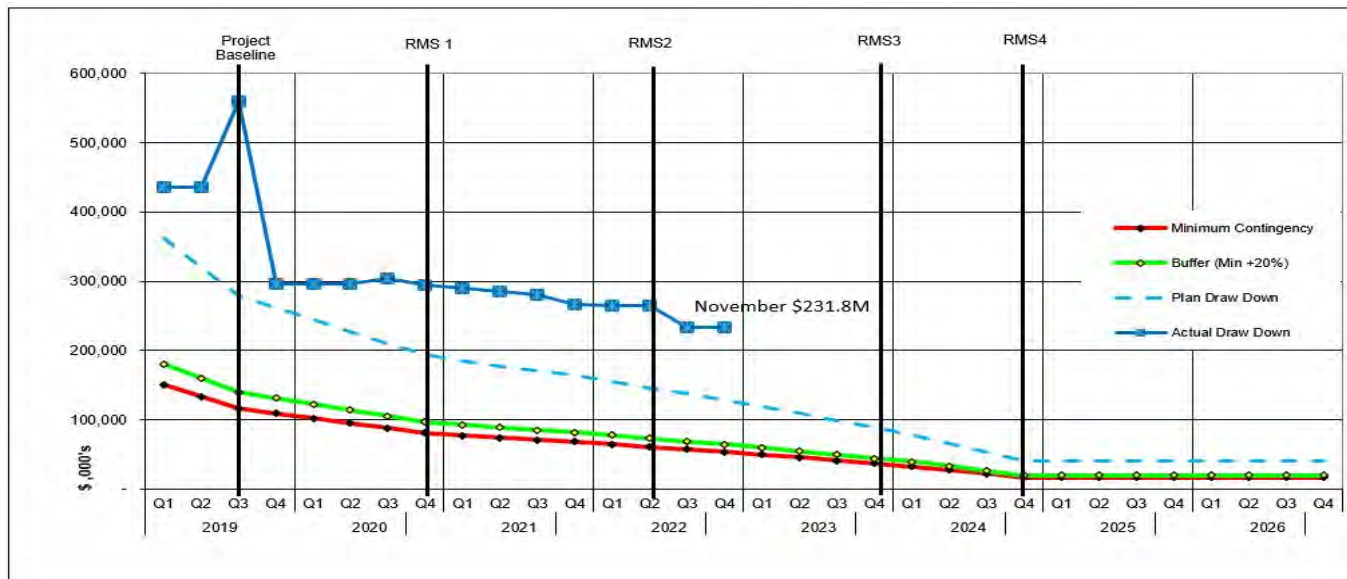
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project’s total contingency drawdown trends better than planned and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. November’s contingency has \$1.5 M compare to October balance.



Contingency Drawdown as of November 30, 2022

Link Light Rail Downtown Redmond Link Extension



Project Schedule

Weighted percent complete of the major construction contracts is calculated at 61%.

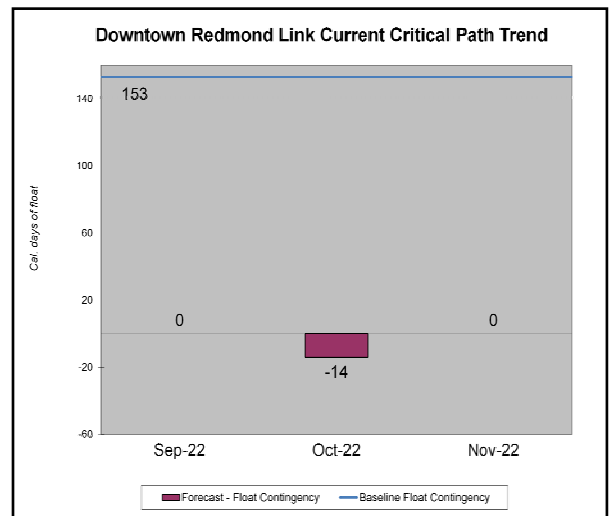
The November update is presented below. The contractor continued placing concrete throughout the alignment; working on soil nail walls, MSE panels, and the box structure for the 60th cut & cover tunnel; decks and curbs for downtown elevated guideway; decks, columns, and shear walls at the Marymoor Village Garage; and foundations and curbs at Downtown Redmond Station.

Activity/Name	Start	Finish	2023				2024				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Downtown Redmond Link Extension - Construction	09-Sep-19A	31-Dec-24									
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19A	31-Dec-24									
CONTRACT MILESTONES & STARTUP	09-Sep-19A	31-Dec-24									
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		01-Oct-24*									
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS		31-Dec-24*									
OWNER FLOAT & PRE-REVENUE OPERATIONS	09-Sep-19A	30-Dec-24									
UNUSUALLY SEVERE WEATHER	28-Jun-21A	29-Nov-22A									
GENERAL CONDITIONS	09-Sep-19A	31-Jul-24									
RIGHT OF WAY and EARLY WORK/EXPLORATORY	09-Sep-19A	12-Jul-21A									
PRE-CONSTRUCTION	09-Sep-19A	02-Sep-21A									
ALL CONSTRUCTION ACTIVITIES	01-Jul-20A	05-Nov-24									
OFF-GUIDEWAY ROADWORK and RESTORATION	01-Sep-20A	05-Nov-24									
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20A	01-Mar-24									
LINEAR GUIDEWAY WORK	07-Jan-22A	15-Apr-24									
OCC	29-Sep-23	29-Sep-23									
PUNCHLIST	27-Feb-24	28-Apr-24									
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22	19-Jul-24									
CLOSEOUT	01-Dec-22	31-Dec-24									
COMMISSIONING	01-Dec-22	16-Jul-24									
SAFETY & SECURITY CERTIFICATION	03-Jul-20A	30-Dec-24									
Downtown Redmond Link Extension - Rail Activation/Closeout	26-Oct-23	31-Dec-24									
Systems Integration & Testing	26-Oct-23	01-Oct-24									
Safety and Security Certification	28-Feb-24	30-Dec-24									
Pre-Revenue Service	02-Oct-24	30-Dec-24									
Pre-Revenue Operations	02-Oct-24	30-Dec-24									
Revenue Service/Project Float	31-Dec-24	31-Dec-24									
Downtown Redmond Link Revenue Service (Baseline 31-Dec-24)		31-Dec-24*									
Downtown Redmond Link Project Float (Baseline 153 Days)	31-Dec-24	31-Dec-24									

Project Float

DRLE was baselined with 153 days of project float. Current float projection is 0 days. After falling slightly behind on the downtown guideway superstructure last month, the contractor has re-sequenced some work at the station to allow work to progress in some areas earlier than anticipated, and has recovered the negative float that was forecast in October.

Current project completion target of the end of 2024 is currently being evaluated as part of a program-wide risk assessment. Results of that assessment will be available in Q4 2022.

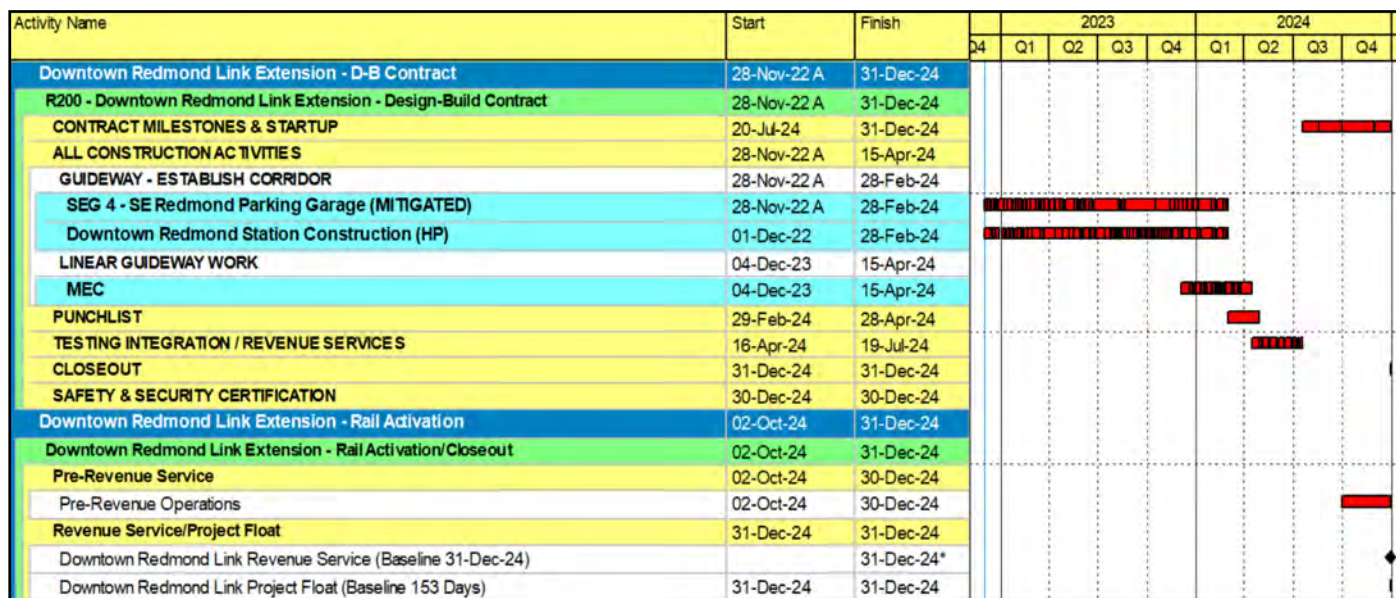


Link Light Rail Downtown Redmond Link Extension



Critical Path Analysis

The critical path for R200 runs concurrently through the Marymoor Village Garage and Downtown Redmond Station construction and systems installation in the communication room, then into testing and closeout.



Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent 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	93	73	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 increasing construction activities.
- Ongoing conversations with 9 homeowners north of SE 51st Street regarding no cost easement along future sound wall.
- Ongoing communication with resident south of NE 60th Street along SR520 who is concerned about the height of the future sound wall.
- Ongoing communications with City of Redmond and Lake Washington School District.
- Ongoing coordination with WSDOT, Microsoft, and the City of Redmond to communicate reopening's of 40th, 60th, and SR 202 to WB SR 520 on-ramp.
- Working with the contractor to mitigate parking complaints at Redmond Town Center and near the Marymoor Village Station.

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 probably due to lower than anticipated staff cross charges. Effectively these variance gaps should trend closer to plan average over time; however, due to fluidity of the situation with COVID-19, it is hard to predict how the plan will unfold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.4	24.0	5.4
Consultants	31.6	24.6	7.0
TOTAL	61.0	48.6	12.4

* An FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Construction Safety

Data/ Measure	November 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	12	20
Days Away From Work Cases	0	2	2
Total Days Away From Work	30	46	46
First Aid Cases	4	58	75
Reported Near Mishaps	4	13	23
Average Number of Employees on Worksite	602	-	-
Total # of Hours (GC & Subs)	61,531	670,379	1,067,450
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	3.25	3.58	3.75
LTI Rate	0.00	0.60	0.37
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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

Contract R200 - DRLE Design Build

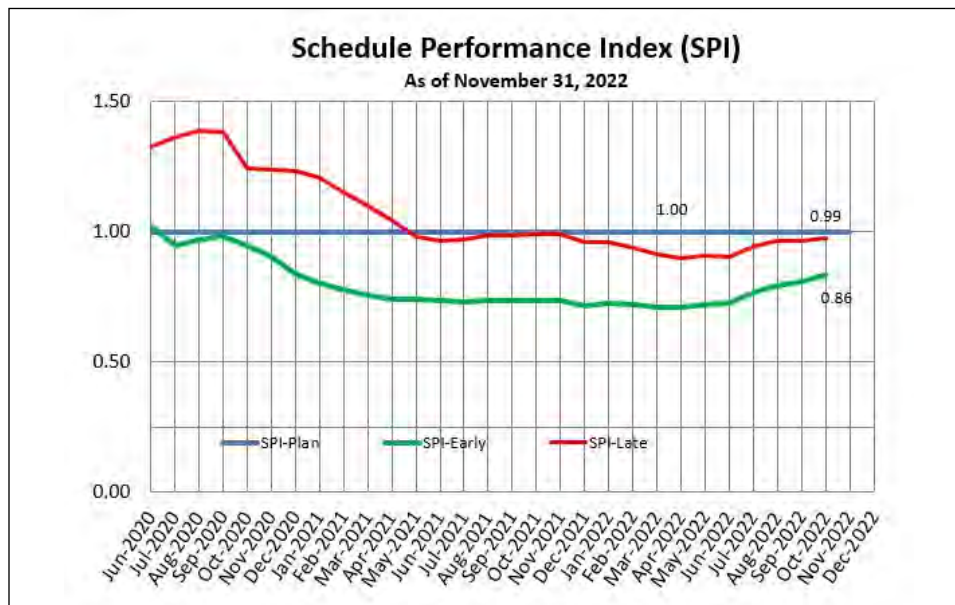
Current Progress

Construction:

- On-going coordination with the DB to help facilitate efficient and appropriate processing of submittals/transmittal.
- Cut and Cover Construction: Continued form, rebar, concrete placement Concrete at CIP Wall Fascia adjacent to 40th undercrossing and OCS pole foundations installation ongoing. Continued excavation for footings at 40th street C&C. Installation of ballast Vibration mat is ongoing. Continued precast panel wall installation and deck rebar and concrete placement for Unnamed Tributary Bridge (UTB) at 60th C&C. Completed TPSS Vault installation.
- Sammamish River to Marymoor Station: Continued construction of ballast wall, storm drain installation and Pig seal throughout the structure. Continued wetland restoration adjacent to train way and Installing emergency railing.
- Marymoor village Station and Garage: Continued progress on garage structure and access ramp. Continued Installation of manholes and tying in TPSS duct bank to manholes, duct bank work. Continued installation structural steel station canopy and access ramp abutment wall formwork/rebar.
- SR-520/SR-202 Interchange: Continued Crash wall work and construction of the CIP wall below the SR 520 Bridge.
- Bear Creek to Downtown Redmond: Continued restoration and backfill activities for the train at the north end of the pedestrian bridge approach. Continued dry finishing, install deck reinforcing, cathodic protection, grounding in deck slab and formwork installation at Guideway. Formwork and rebar installation for the west and east elevator pits is ongoing.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.86 for this period, and the late SPI is at 0.99. The contractor's production rate started to show recovery sign from the impact of Teamster Local 174 Strike and labor availability and supply chain impacts. Though, the performance is lagging behind baseline due to delay in roadway restoration throughout the project and delay in utility work at 70th street and interchange SR202, also work not started within the guideway.



Next Period's Activities

- Continue concrete placement for CIP NE 40th and C&C construction, work on guideway deck along SR-520 and construction of vibration slabs walls. Continue UTB construction.
- Sammamish River to Marymoor Station: continue installation of manholes and tying in TPSS duct bank to manholes, continue wetland restoration adjacent to train way.
- Bear Creek to Downtown Redmond: continue installation deck enforcement, cathodic protection, grounding, concrete placement at guideway toward Downtown Redmond Station.
- Civil work related to the PSE conversion and relocations on NE 70th and SR 202 is progressing. PSE's electrical contractor is expected to begin pulling cables.

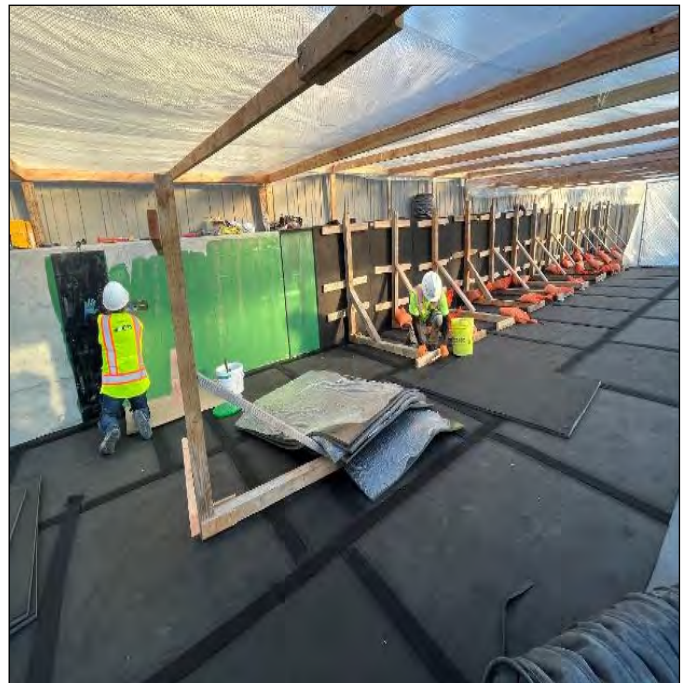
Closely Monitored Issues

- Design-Builder is reporting concern on future crew availability and supply chain impacts. DRLE team working closely with the team members to provide all necessary resources to minimize impacts. To alleviate the L&I personnel shortages, subcontractors proceeded in getting L&I to agree to allow a 3rd party consultant to perform the buildings' design reviews and fabrication inspection at the manufacturing facility during construction.
- PSE Permanent Power for TPSS – PSE needs to complete design of the fiber connections. Work is progressing with designs and cost letters for power services. Continue monitoring status and working with PSE.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$ 719,936,000
Change Order Value*	\$ 56,309,272
Current Contract Value	\$ 776,245,272
Total Actual Cost (Incurred to Date)	\$ 488,621,206
Percent Complete	61.0%
Alternative Concept Allowance	\$ 30,208,071
Authorized Contingency	\$ 92,718,529
Contingency Drawdown*	\$ 56,309,272
*Contingency Index	1.22

*Excludes Betterments



Installation of vibration mat under weather protection

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.

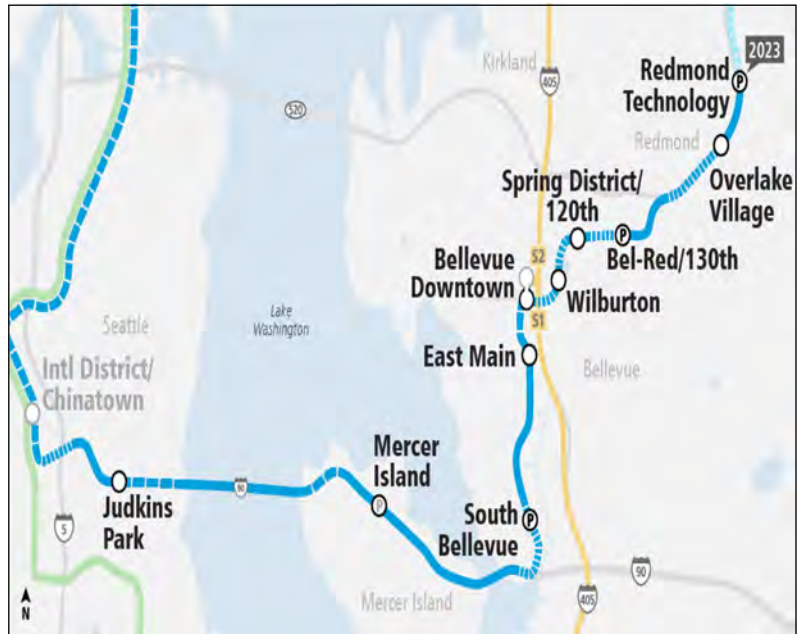
Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

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

Phase Construction

Budget \$3.68 Billion (Baseline April 2015)

Schedule Baseline Revenue Service: June 2023



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; continued monitoring of cathodic protection system repolarization on the floating bridge due to WSDOT anchor cable replacement project; ongoing nylon insert replacement in the pre-cast plinths on the floating bridge; continued punch list and commissioning activities throughout both the E130 stations.
- Mercer Island Transit Integration (E135):** Sidewalk concrete completed and open to pedestrian at 80th Ave SE; Mercer Island Station East head House Building entry concrete poured at 80th Ave SE; Grading and preparation work for installation of storm system on progress at N Mercer Way; Lateral irrigation line passed hydrostatic test at 80th Ave SE.
- South Bellevue (E320):** Ongoing non-conforming track remediation; advance punch list and landscape maintenance activities.
- Downtown Bellevue to Spring District (E335):** Continued elevator work at Bellevue Downtown Station, Wilburton Station, and 120th Station. Fence removal at Lincoln Center. Continued site wide punch list, landscaping and site cleaning, and repainting.
- Bel-Red (E340):** Continued final punch list items (civil/roadway and landscaping/mitigation items), engaging with contractor in global claim discussions.
- SR520 to Redmond Technology Station (E360):** RTS bus loop panels repair, decorative concrete sealing, electrical testing and commissioning of lights and FACP, garage level 2 Flexolith install and level 2 & 3 punch list, install power to DC cabinets, planter beds installation, mechanical units seismic bracing install, striping at bus loop and south plaza, weld vertical steel plates at Vertical Circulation Tower (VCT) transition and VCT sealant; all other sites – continued punch list, NCR, and close-out documentation.
- Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication installations at E130 to E360; performed local testing on comm and signaling equipment. Live Wire testing was performed on E340, E360 and continues to be on-going.

Closely Monitored Issues

- Repair work associated with contractor quality issues at the RTS garage, emergency ventilation testing and commissioning at downtown Bellevue tunnel, and E130 track plinths and nylon inserts.
- Design corrections, scope additions, contractor performance issues, COVID-19, and the concrete strike have contributed to completion delays of the civil contracts, necessitating unanticipated overlap with systems work.
- Contractor claims on E335 and E340 are measurable; E750 impacts are tied to E130's delay.
- 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 was negligible, the total expenditure to date is about \$3.21B. Project commitment is now at approximately \$3.3B with all major construction contracts in place.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$130.3	\$130.0	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$251.9	\$246.1	\$283.0	\$0.0
Construction Services	\$257.5	\$254.6	\$227.9	\$220.8	\$254.6	\$2.8
3rd Party Agreements	\$52.2	\$52.2	\$38.5	\$35.7	\$52.2	\$0.0
Construction	\$2,544.3	\$2,547.1	\$2,316.1	\$2,243.8	\$2,547.1	(\$2.8)
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$298.2	\$280.2	\$279.8	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,299.7	\$3,210.9	\$3,677.2	(\$0.0)

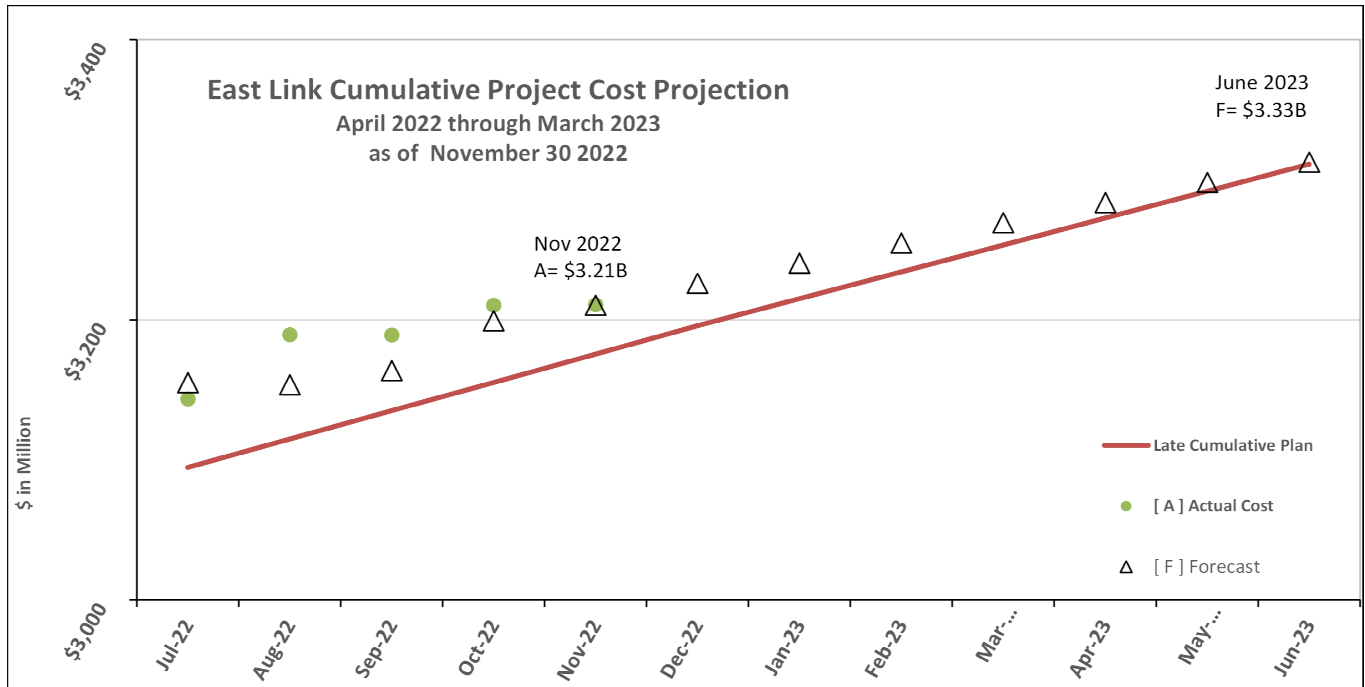
Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$941.5	\$918.3	\$919.5	\$948.1	(\$6.7)
20 Stations	\$397.7	\$481.1	\$478.2	\$464.2	\$498.9	(\$17.8)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$581.1	\$519.2	\$495.1	\$551.5	\$29.6
50 Systems	\$353.8	\$379.9	\$359.4	\$328.4	\$384.3	(\$4.4)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,383.5	\$2,275.1	\$2,207.3	\$2,382.8	\$0.8
60 ROW, Land	\$288.5	\$288.5	\$280.2	\$279.8	\$288.6	(\$0.1)
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.0	\$1.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$885.3	\$743.5	\$722.9	\$891.7	(\$6.4)
90 Unallocated Contingency	\$182.9	\$117.0	\$0.0	\$0.0	\$111.4	\$5.6
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,299.7	\$3,210.9	\$3,677.2	\$0.0

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

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pick up. This period's project expenditure is negligible at \$362K due to cost withholding associated to work pertaining to quality remediation. Total cumulative project cost incurred as of this period remains at \$3.21B, of which the Construction Phases share is now approaching \$2.24B. The project expenditures picked up this period and is predicted to reach approximately \$3.33B by June 2023.



Risk Management

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

- **Externalities:** COVID-19 and seasonal ailments; unhoused encampments; potentially inflationary pressures on labor and supply chain continues to be a fluid situation.
- **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 are currently the biggest impact on the project schedule. The uncertainty related to the schedule for the plinth reconstruction work is still a risk to the schedule. ST has added 6 months to the E130 contractor's forecasted schedule, until there is more certainty in production rates and contractor performance. 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:** Continued Late deliveries 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 is a significant concern. ST and KC Metro 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.

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 \$243.3M (previously \$248.8M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at \$0.9M. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, the AC balance shows a net decrease of approximately \$5.4M primarily due to routine change orders.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remained unchanged from the previous period at \$111.4M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$0.9	0.2%
Allocated Contingency	\$428.9	11.7%	\$131.1	28.1%
Unallocated Contingency	\$182.9	5.0%	\$111.4	23.9%
Total	\$795.9	21.6%	\$243.3	52.2%

Contingency by Type

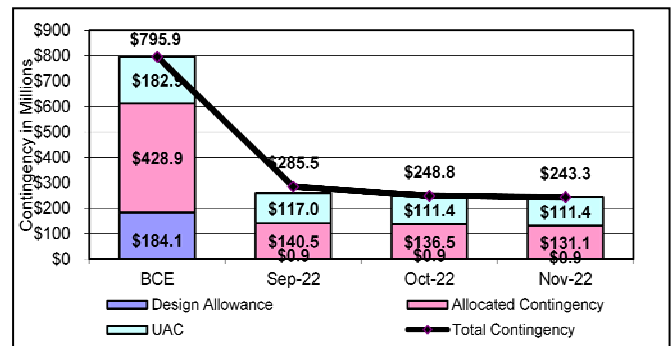
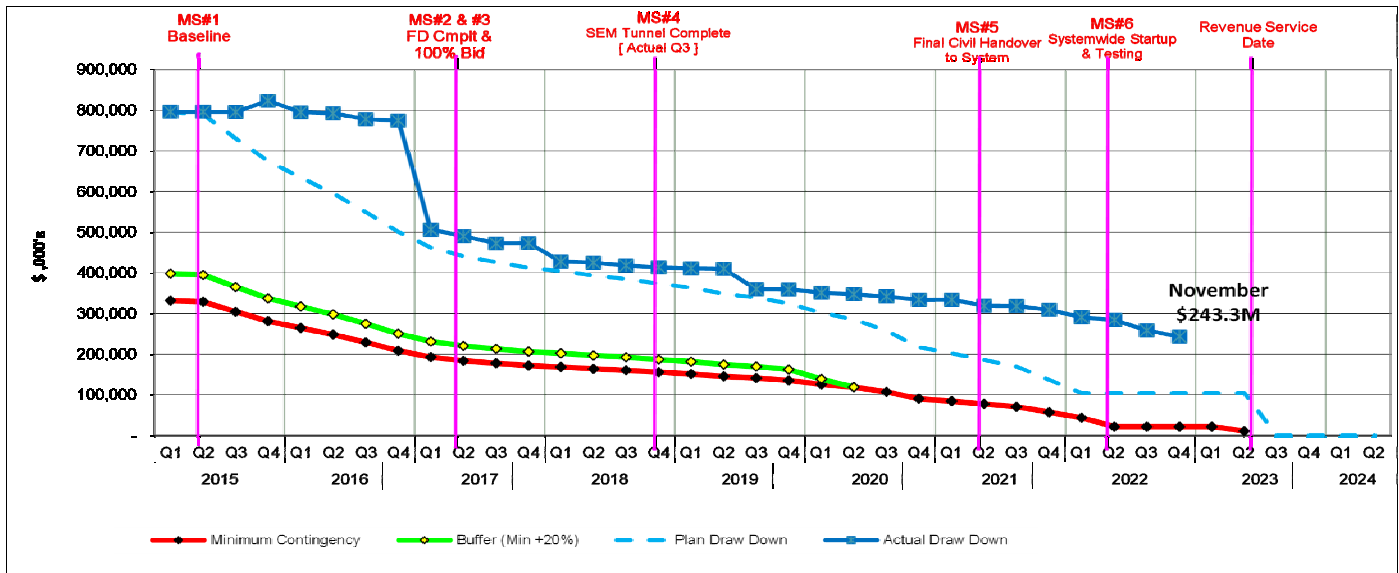


Table figures are shown in millions.

Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$243.3M (previously \$248.8M). With all major construction contracts procured, it remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of November represented the monthly net decrease of about \$5.4M due to various construction changes and increased effort from the construction management consultants.



Contingency Drawdown as of November 30, 2022

Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below. Weighted percent complete of the major construction contracts is calculated at 98.1%.

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, corrective work at OVS, and segment wide punch list work.

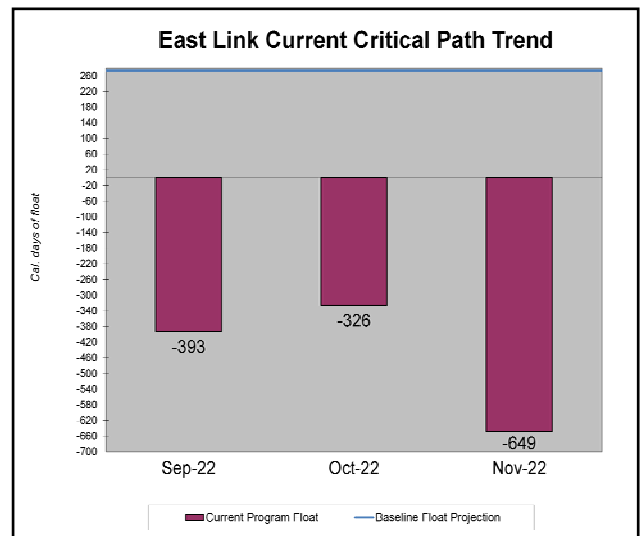
E750 continued System Integration Testing throughout the eastern segments of the alignment.

Activity Name	Start	Finish	2023				2024					
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Sound Transit	13-Jul-16 A	10-Apr-25										
Sound Transit 2	13-Jul-16 A	10-Apr-25										
East Corridor	13-Jul-16 A	10-Apr-25										
LRT Extension - East	13-Jul-16 A	10-Apr-25										
East Link	13-Jul-16 A	10-Apr-25										
East Link Construction	13-Jul-16 A	10-Apr-25										
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	30-Jun-24										
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	18-Sep-22										
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	07-Apr-23										
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	30-Sep-22										
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	14-Jul-23										
EL 750 - Systems	12-Jun-17 A	07-Feb-25										
EL750 - Construction	12-Jun-17 A	07-Feb-25										
E750 Construction	12-Jun-17 A	07-Feb-25										
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	10-Jan-25										
ELRACT - East Link Rail Activation System Integration/Project Close out	02-Aug-21 A	10-Apr-25										
East Link Rail Activation System Integration/Project Closeout	02-Aug-21 A	10-Apr-25										
Pre-Revenue Testing & Start Up	02-Aug-21 A	09-Apr-25										
East Link System Integration Testing (LO E Summary)	02-Aug-21 A	30-Jun-22 A										
East Link Pre Revenue Operations - Operator Qualifications and Simulated Service (3 Mo)	10-Jan-25	09-Apr-25										
Revenue Service Window	10-Apr-25	10-Apr-25										
East Link Program Float (Baseline 273 Days)	10-Apr-25	10-Apr-25										
East Link Revenue Service Date (Baseline 30-Jun-23)		10-Apr-25*										

Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 649 days behind the target Revenue Service Date of June 30, 2023. Several factors that have impacted construction, such as COVID-19, the recent concrete strike, plinth repair work on the E320 segment, DF track reconstruction on E130 segment, and garage reconstruction at the Redmond Technology Station garage. The float erosion this month is due to the inclusion of corrective action to replace nylon inserts in the plinths on the floating bridge. The E130 contractor is currently examining ways to complete the work in a shorter timeframe.

The target revenue service date is currently being evaluated as part of a program-wide risk assessment. Results of that assessment will be available in Q4 2022.



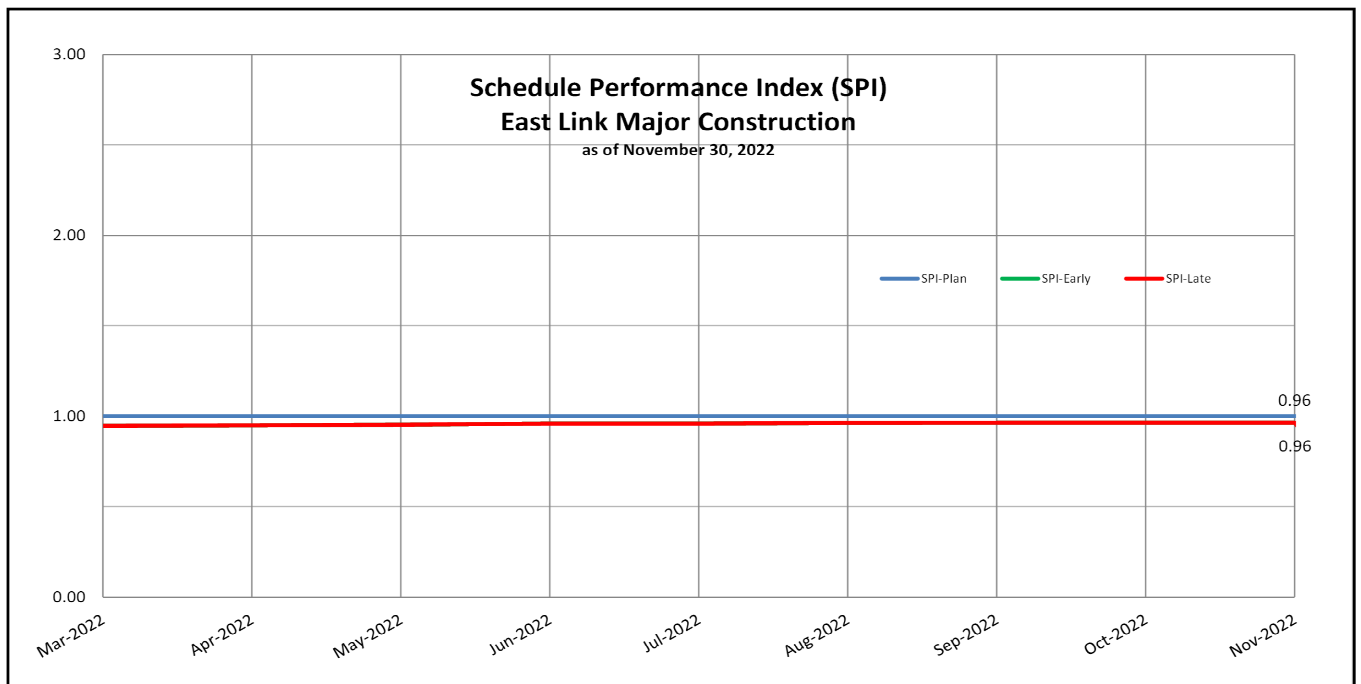
Critical Path Analysis

The East Link critical path this month nylon insert replacement on E130, which is delaying E750 access to complete OCS and signal installation. Although the schedule currently shows this work pushing out into 2024, the E130 contractor is examining ways to perform this work more efficiently.

Activity Name	Start	Finish	2022				2023				2024							
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
EL 130 - Seattle to I-90 Overpass (GC/CM)	23-Nov-22 A	17-May-24																
E130 Construction	23-Nov-22 A	17-May-24																
Milestones	17-May-24	17-May-24																
Construction	23-Nov-22 A	16-May-24																
Structures Retrofit	13-May-24	15-May-24																
Trackwork	23-Nov-22 A	16-May-24																
EL 320 - I-90 Overpass to S. Bellevue (DBB)																		
EL 335 - Downtown Bellevue to Spring District (GC/CM)																		
EL 340 - Spring District to SR 520 (DBB)																		
EL 360 - SR 520 to Overlake Transit Center (DB)																		
EL 750 - Systems	17-May-24	09-Jan-25																
E750 Construction	17-May-24	09-Jan-25																
E750 Project	17-May-24	09-Jan-25																
E750 Engineering	25-Jul-24	08-Nov-24																
E750 Construction	17-May-24	09-Jan-25																
E750 Milestones	09-Jan-25	09-Jan-25																
E750 OCS	17-May-24	09-Jul-24																
E750 Traction Power / Substations	10-Jul-24	17-Jul-24																
E750 Testing and Commissioning	18-Jul-24	09-Jan-25																
East Link Master Schedule - Construction Interfaces	10-Jan-25	10-Jan-25																
ELRACT - East Link Rail Activation/System Integration/Project Closeout	10-Jan-25	10-Apr-25																
East Link Rail Activation/System Integration/Project Closeout	10-Jan-25	10-Apr-25																
Pre-Revenue Testing & Start Up	10-Jan-25	09-Apr-25																
Revenue Service Window	10-Apr-25	10-Apr-25																
East Link Program Float (Baseline 273 Days)	10-Apr-25	10-Apr-25																
East Link Revenue Service Date (Baseline 30-Jun-23)		10-Apr-25*																

Schedule Performance Index

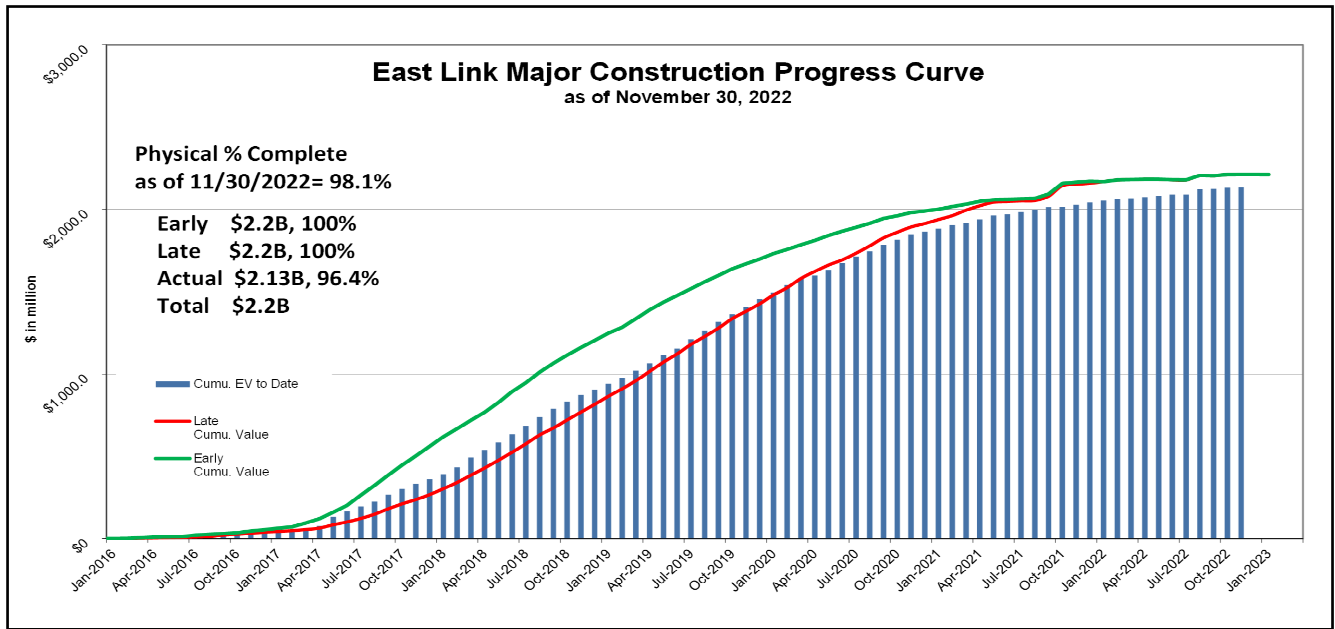
The Schedule Performance Index (SPI) for East Link’s Major Construction Packages (both early and late) remains at 0.96 as contractors focus on repairs, punch lists, and closeout. This number will trend steadily towards 1.0 in the coming months.



Major Construction Progress Curve

The overall physical percent complete for East Link construction is 98.1%.

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



E360 SR520 to Redmond Technology Station: Redmond Technology Station South Side Plaza Cleaning

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.
- Continued communications to reiterate the message of safety, primarily around construction on Mercer Island (MI) Transit Integration site and held office hours at MI Community Center.
- November's focus included, but not limited to; discuss future collaboration with Mercer Island Chamber of Commerce; continued coordination with Coca-Cola Bottling Co and damaged ST fence; alerts on I-90 HOV on ramp closure to Bellevue Way; coordination on the opening of Bellevue City Hall plaza; and distribution notice for livewire testing in Bellevue and Redmond.

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	52.2	53.6	(1.4)
Consultants	97.5	125.5	(28.0)
TOTAL	149.7	179.1	(29.4)

** An FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to Report	

Construction Safety

Data/ Measure	November 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	92
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	2	17	371
Reported Near Mishaps	1	4	300
Average Number of Employees on Worksite	153	-	-
Total # of Hours (GC & Subs)	15,685	424,011	7,928,035
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.47	2.32
LTI Rate	0.00	0.00	0.38
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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

Major Construction Contract Packages

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

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

Status: Completed and Closed.

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

Status: See following pages under Contract E130.

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: Construction in progress

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: 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: 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.

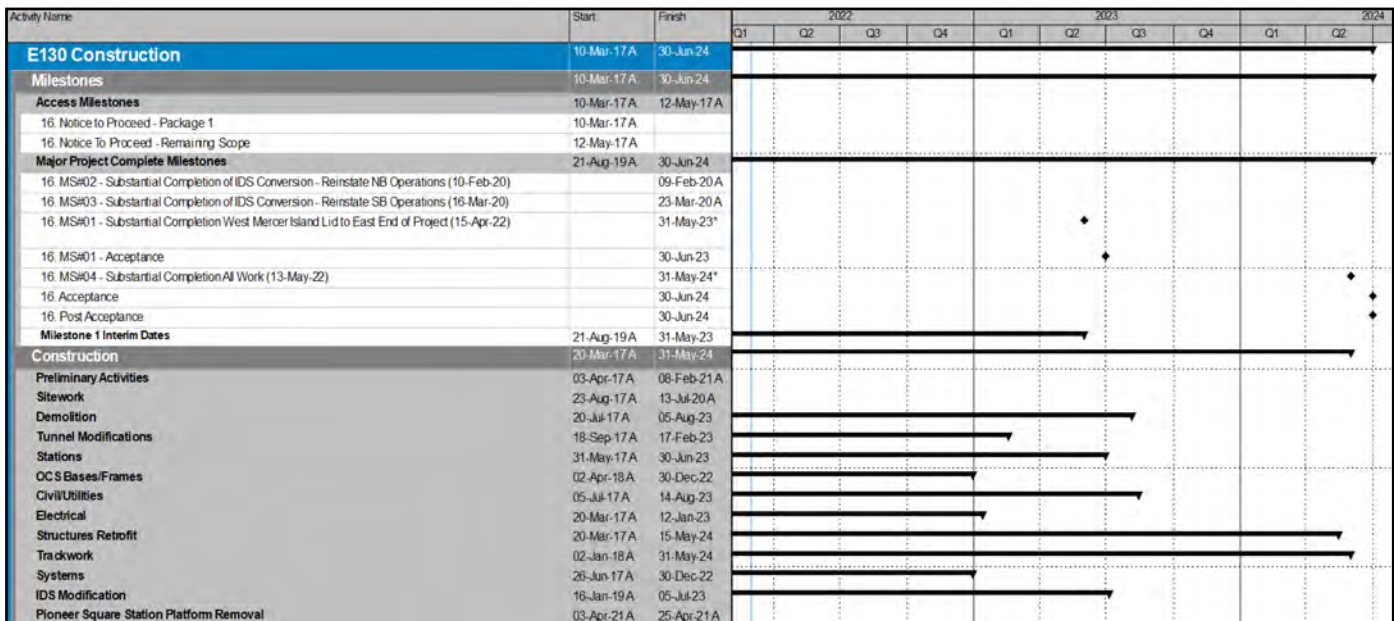
Contract E130 – Seattle to South Bellevue Heavy Civil GC/CM

Current Progress

- **West Segment:** HMM Power upgrade for TPSS 2 in Mt Baker Tunnel; electrical punchlist, landscaping at JPS vicinity; plinth demo and NCR remediation; rebar scanning and crossing panel installation at IDS.
- **Center Segment:** Cathodic Protection repolarization and monitoring; remove/replace stripped nylon inserts WB track; plinth demo and NCR remediation.
- **East Segment:** Prep for installation of pedestrian walkway landing at ballasted trackway; commissioning, training, punch list at MI Station; plinth demo and NCR remediation; demo method trial, MI Tunnel; and pull-off testing, at ECB.

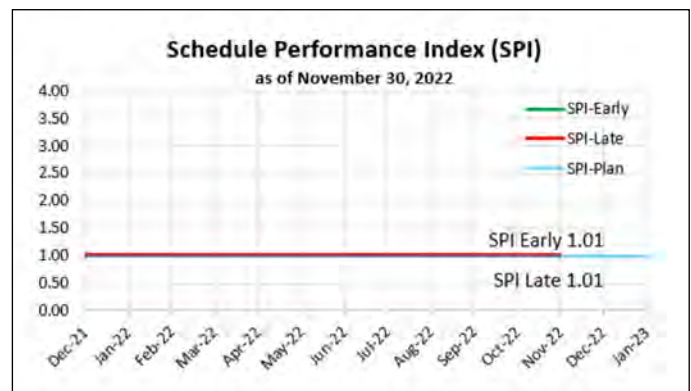
Schedule Summary

The November update forecasts a May 31, 2024 Substantial Completion date, 749 calendar days later than the contractual milestone date of May 13, 2022. This month's update includes the contractor's preliminary schedule to complete nylon insert replacement in the plinths on the floating bridge. Contractor reviewing schedule for opportunities to complete the work faster.



Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently anticipated to occur in Q3 2023. Remaining work to achieve substantial completion includes reconstruction of non-conforming DF track work and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



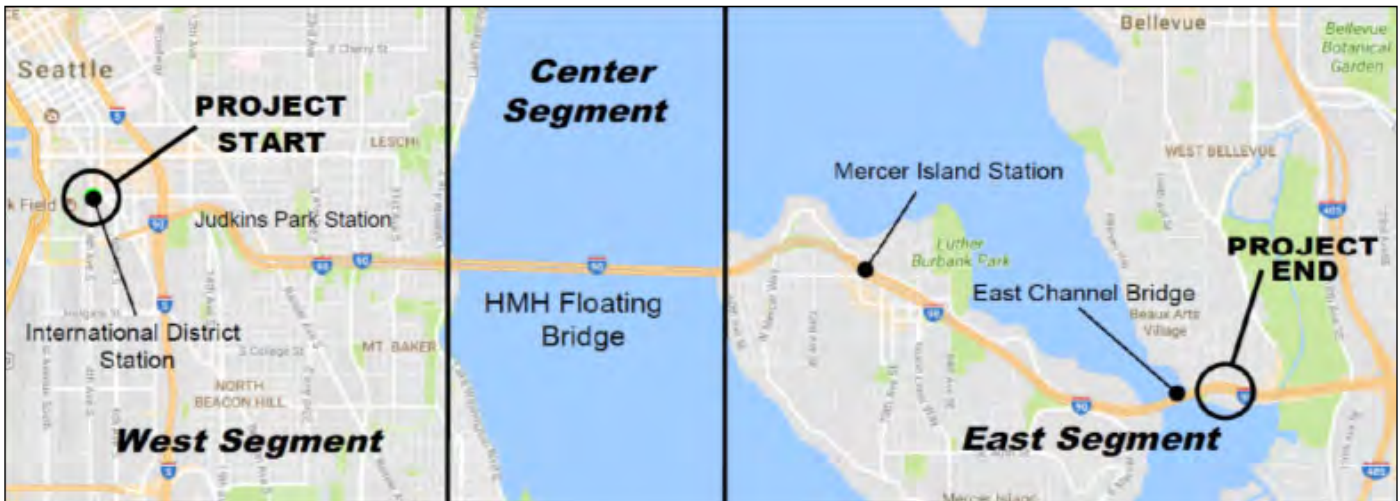
Next Period's Activities

- **West Segment:** Continue punch list, commissioning at Judkins Park Station; progress direct fixation plinth demo reconstruction and nylon insert remove/replace NCR work.
- **Center Segment:** Complete cathodic protection repolarization at HMH bridge; progress nylon insert remove/replace NCR work.
- **East Segment:** Continue punch list, maintenance at Mercer Island Station; progress direct fixation plinth demo /reconstruction and nylon insert remove/replace NCR work.

Closely Monitored Issues

- Activity progress to reach Milestones 1 & 4; resultant impacts to E750.
- NCR mitigation timeline for direct fixation track plinth reconstruction, nylon insert replacement.

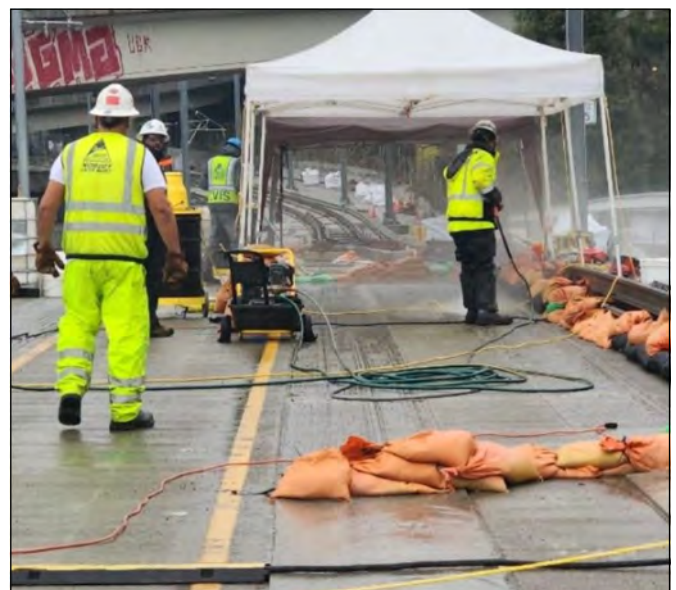
E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$42,842,406
Current Contract Value*	\$705,928,047
Total Actual Cost (Incurred to Date)	\$703,120,100
Percent Complete	97.7%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$42,842,406
Contingency Index	1.3

* Contract Value excludes Betterments



Removal of remaining plinth material along eastbound D2 roadway

Contract E320 – South Bellevue

Current Progress

- Ongoing landscape maintenance and punchlist; continued non-conforming track remediation work.

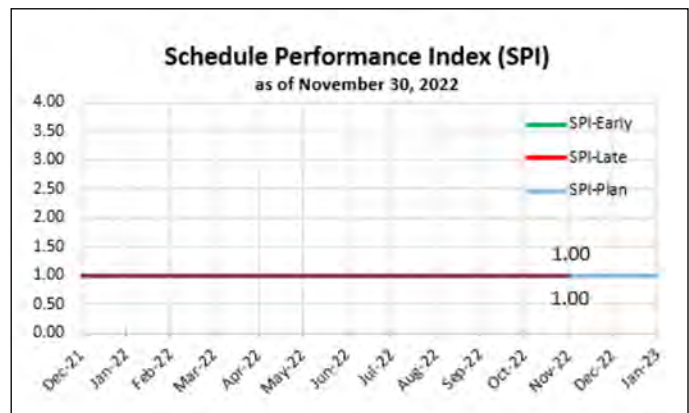
Schedule Summary

The E320 contract is Substantially Complete, as of August 29, 2022; remaining work is limited to punch list and repairs. As such, the schedule section will no longer be updated.

Activity Name	Start	Finish	
E320 Construction	05-Dec-16 A	17-Sep-22	Q3
Milestones and Summary	05-Dec-16 A	17-Sep-22	
Contract Milestones	05-Dec-16 A	17-Sep-22	
Limited Notice to Proceed	05-Dec-16 A		
Notice to Proceed	13-Feb-17 A		
Milestone 3A - Clear & Grub Sweyolocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A	
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A	
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A	
Milestone 4 - SIDT & SCADA Complete (NTP+1160D)		27-Feb-20 A	
Milestone 2 - Final Restoration of Bellevue Way (Start+897D) *SEE NARRATIVE		29-Nov-21 A	
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		13-Sep-22*	
Milestone 6 - Required Substantial Completion (NTP+1364D)		17-Sep-22*	
Construction-1	21-Apr-17 A	07-Sep-22	
Mobilization	21-Apr-17 A	16-Jul-18 A	
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	27-Apr-22 A	
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	07-Sep-22	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	24-Mar-22 A	
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	14-Apr-22 A	
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A	
Area F - Sweyolocken Mitigation	23-Apr-18 A	21-Dec-18 A	

Schedule Performance Index

E320 contract is substantially complete; remaining work is limited to punch list and repairs. By definition, at substantial completion the schedule performance index is 1.0, which denotes planned work is completed.



Next Period's Activities

Per Final Settlement and Release Agreement:

- Ongoing landscape maintenance and punchlist; anticipated completion of non-conforming track remediation work.

Closely Monitored Issues

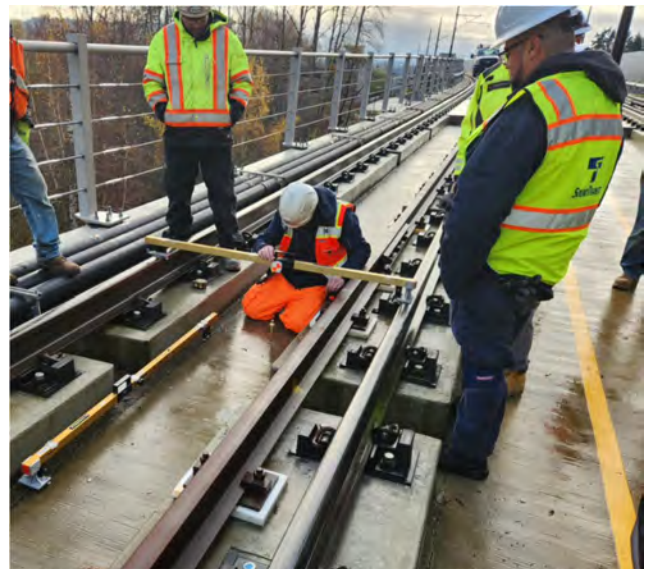
- Completion of remaining punch list, maintenance, landscaping, and NCR remediation activities as components of the Final Settlement and Release Agreement.



Cost Summary

Present Financial Status	Amount
E320 Contractor - Shimmick / Parsons JV.	
Original Contract Value	\$319,859,000
Change Order Value	\$44,571,973
Current Contract Value*	\$364,430,973
Total Actual Cost (Incurred to Date)	\$364,436,719
Percent Complete	99.8%
Authorized Contingency	\$45,532,000
Contingency Drawdown	\$44,571,973
Contingency Index	1.0

*Contract Value excludes betterments and START; all current values include recently executed Settlement



KC Metro & ST crews inspect SPJV rail gauge adjustments

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

Current Progress

- Continued elevator work, fire alarm work, electrical work, and lighting and HVAC commissioning at Bellevue Downtown Station.
- Continued elevator work, landscaping. Installed pathway light fixtures and replaced transformer inside (Janitor Room) at Wilburton Station.
- Continued site wide punch list, landscaping and site cleaning, repainting, and hardware replacement.

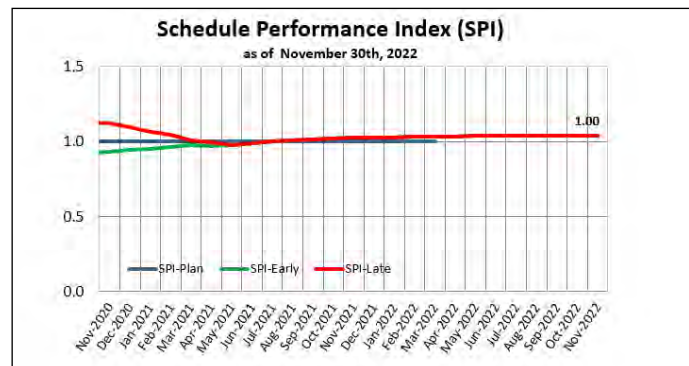
Schedule Summary

The November update forecasts an April 07, 2023, Substantial Completion Date, 691 calendar days later than the contractual milestone date of May 16, 2021. Within the E335 contract schedule, the critical path is driven by CNWD 412, which directed the contractor to replace breakers at Bellevue Downtown Station for the station stair emergency pressurization system. Follow-on work by the systems contract is unaffected. The key scope of work is the emergency ventilation system (EVS) in the Bellevue Downtown Tunnel. The EVS testing and commissioning is progressing slower than anticipated.

Activity Name	Start	Finish	2022				
			Q1	Q2	Q3	Q4	Q1
E335 Construction	24-Apr-17 A	07-Apr-23	[Gantt bar spanning Q1-Q2 2022 to Q1 2023]				
Milestones	04-May-18 A	07-Apr-23	[Gantt bar spanning Q2 2022 to Q1 2023]				
Contract Milestones	30-Sep-18 A	07-Apr-23	[Gantt bar spanning Q3 2022 to Q1 2023]				
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A	[Gantt bar spanning Q3 2022 to Q1 2023]				
Milestone #2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A	[Gantt bar spanning Q1 2023 to Q2 2023]				
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		26-Jul-21 A	[Gantt bar spanning Q2 2023 to Q3 2023]				
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		29-Jan-23*	[Gantt bar spanning Q1 2023 to Q2 2023]				
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		29-Jan-23*	[Gantt bar spanning Q1 2023 to Q2 2023]				
Milestone #6 - Substantial Completion of all Work (16-May-21)		07-Apr-23*	[Gantt bar spanning Q1 2023 to Q2 2023]				
Calculated Milestones	04-May-18 A	07-Apr-23	[Gantt bar spanning Q2 2022 to Q1 2023]				
Mobilization	24-Apr-17 A	24-Apr-17 A	[Gantt bar spanning Q1 2023 to Q1 2023]				
Construction	24-Apr-17 A	08-Mar-23	[Gantt bar spanning Q1 2023 to Q2 2023]				
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	29-Mar-22 A	[Gantt bar spanning Q4 2021 to Q1 2022]				
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	06-Mar-23	[Gantt bar spanning Q3 2022 to Q2 2023]				
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	08-Mar-23	[Gantt bar spanning Q1 2023 to Q2 2023]				
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	03-Dec-22	[Gantt bar spanning Q1 2023 to Q4 2022]				
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A	[Gantt bar spanning Q3 2021 to Q4 2022]				
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	14-Dec-22	[Gantt bar spanning Q3 2021 to Q4 2022]				
Testing and Commissioning	01-Jun-20 A	15-Dec-21 A	[Gantt bar spanning Q2 2022 to Q4 2022]				

Schedule Performance Index

E335 contract substantial completion date was planned for May 2021 and is currently anticipated to occur in Q2 2023. Remaining work to achieve substantial completion includes testing and commissioning of Bellevue Downtown Station and the emergency ventilation fans in the Bellevue Tunnel. By definition, at substantial completion the schedule performance index is 1.0. All planned work is completed.



Next Period's Activities

- Continue elevator connection work at BDS.
- Complete removal of the fence at Lincoln Centre.
- Punch list work, general cleaning and landscaping continues at BDS, Wilburton, East Main, and 120th Stations.

Closely Monitored Issues

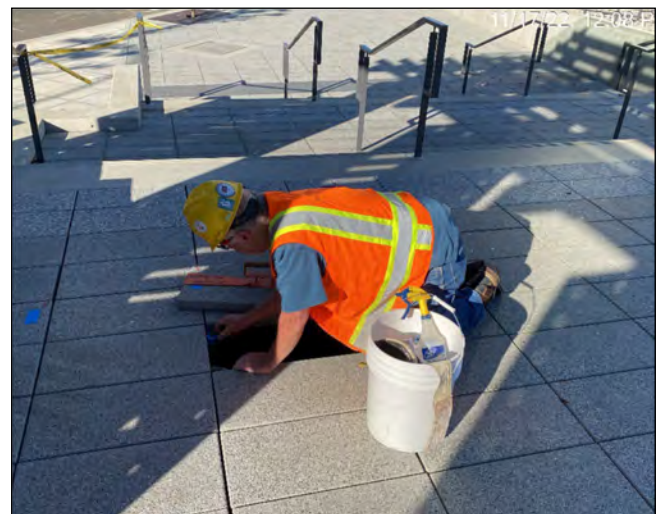
- Continued testing and commissioning of emergency ventilation system in Bellevue Tunnel.
- Punch list work at each of the stations.
- Completion of the safety certifiable paperwork.
- Received comments from City of Bellevue on the AMMMR and have revised drawings to resolve some electrical issues for the Bellevue Station and Tunnel. The electrical permit has been approved for temporarily powering the smoke control panel for testing purposes.



E335 Aerial Guideway

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	\$27,222,484
Current Contract Value	\$421,020,694
Total Actual Cost (Incurred to Date)	\$416,784,100
Percent Complete	99.72%
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$27,222,484
Contingency Index	1.1



Plaza paver adjustment at Bellevue Downtown Station

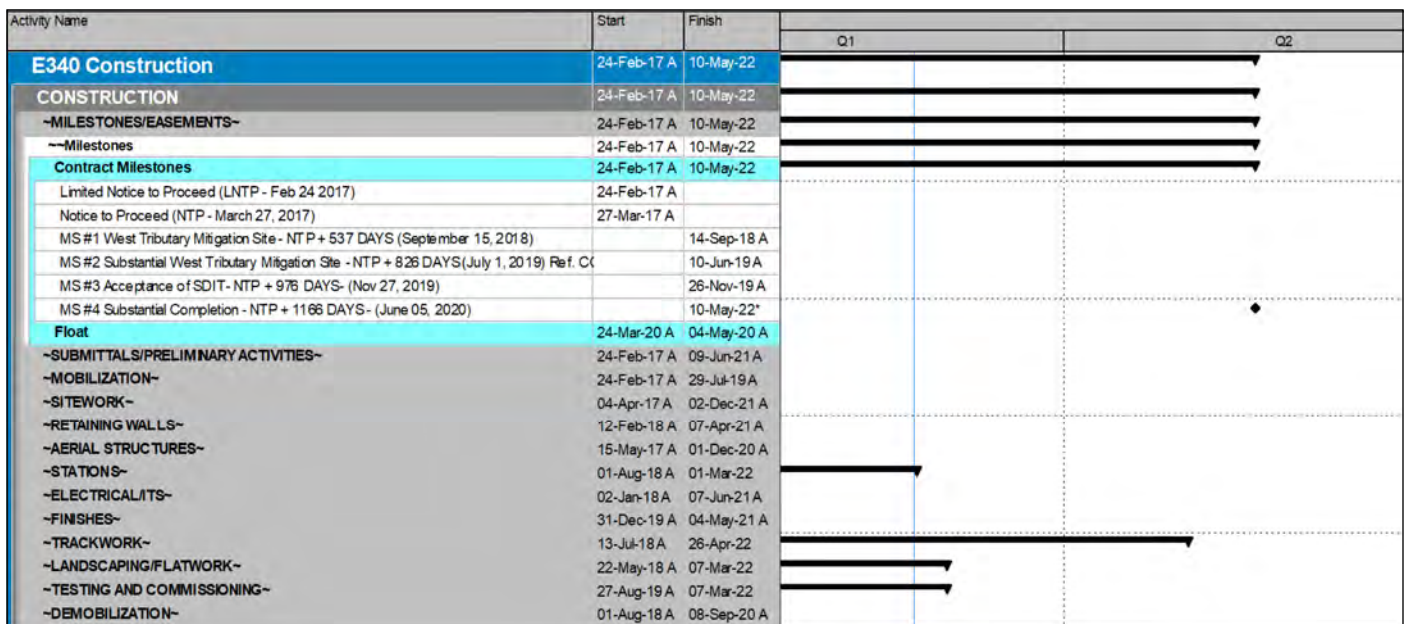
Contract E340 – Bel-Red

Current Progress.

- Working on punch list items.

Schedule Summary

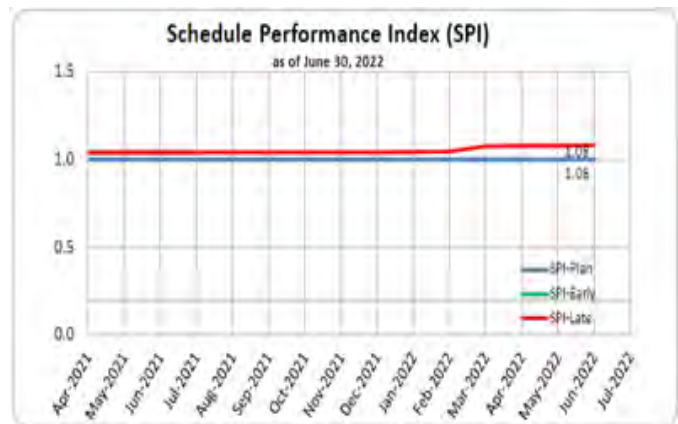
The contractor has achieved Substantial Completion. The schedule will no longer be updated.



Schedule Performance Index

E340 contract substantial completion date was planned for June 2020 and was achieved on Sept. 30, 2022. The June graph shown here is the Contractor’s latest submittal.

Remaining work in E340 is limited to the lower cost close-out scope including commissioning work and punch list items. At this stage, which substantial completion was achieved, the schedule performance index is 1.0, because all planned work is complete.



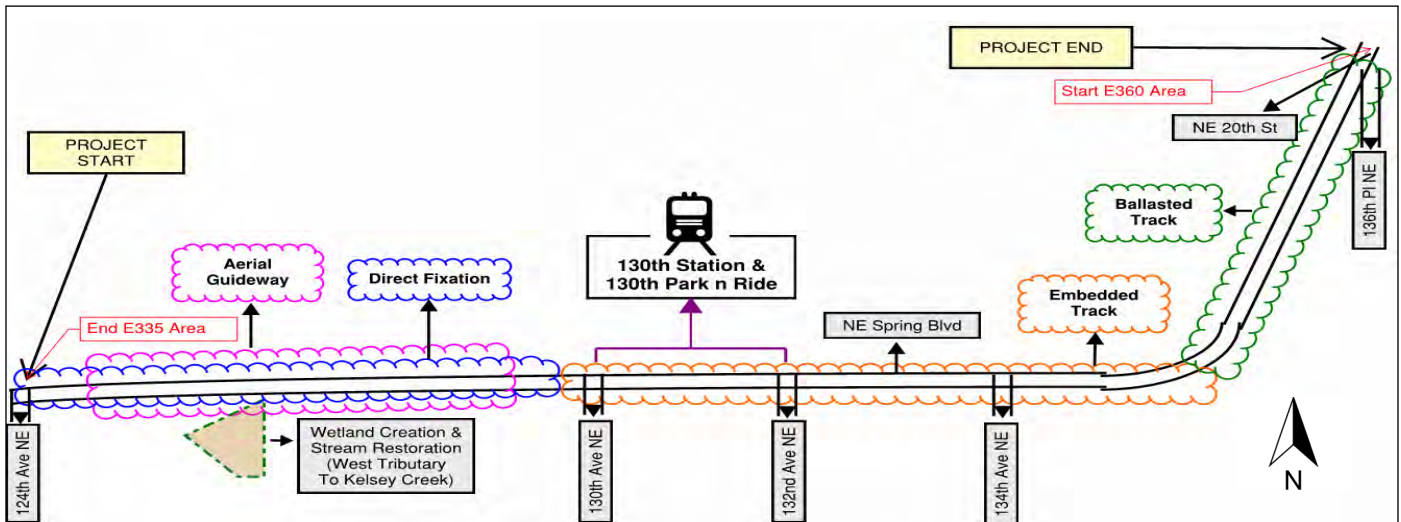
Next Period's Activities

- Continue punch lists and permit closeout required for Project Acceptance.

Closely Monitored Issues

- Project is substantially Complete. Kuney closing out final punch list items (civil/roadway and landscaping/mitigation items)
- CMC continues to close out change management items.
- ST Management engaging in global claim discussions.

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor – Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$8,195,812
Current Contract Value	\$101,365,824
Total Actual Cost (Incurred to Date)	\$99,857,061
Percent Complete	98.5%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$8,195,812
Contingency Index	1.72



Rain Chain at 130th Station Repaired and Closed off the Punch List.

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

Current Progress

- Completed bus loop and decorative concrete work.
- Completed installation of architectural panels.
- Continued MEPF commissioning for affected areas of RTS garage.
- Continued traffic overlay for the parking decks of the RTS garage.
- Started landscaping work.
- Continued punch list, NCR, and close-out documentation for project areas outside of the RTS site.

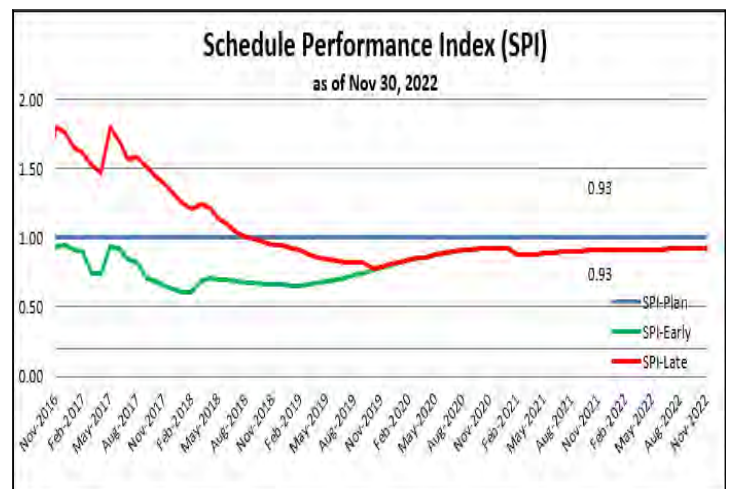
Schedule Summary

The November update forecasts a June 14, 2023, Substantial Completion date, 1048 calendar days later than the contractual milestone date of July 31, 2020. Within the E360 contract schedule, the critical path is driven by corrective work on some electrical equipment at OVS. The E750 systems contractor has been granted access to all available work areas.

Activity Name	Start	Finish	2022				2023	
			Q1	Q2	Q3	Q4	Q1	Q2
E360 Construction	13-Jul-16 A	15-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
Base Contract	13-Jul-16 A	15-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
Design	13-Jul-16 A	11-May-21 A	[Gantt bar spanning from Q1 2022 to Q4 2022]					
Construction	13-Jul-16 A	15-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
General	13-Jul-16 A	14-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
Project Milestones	13-Jul-16 A	14-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
Notice to Proceed	13-Jul-16 A		[Gantt bar spanning from Q1 2022 to Q1 2022]					
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A	[Gantt bar spanning from Q1 2022 to Q1 2022]					
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A	[Gantt bar spanning from Q1 2022 to Q1 2022]					
Milestone 3B Substantial Completion (31-Jul-2020)		14-Jun-23*	[Gantt bar spanning from Q1 2022 to Q2 2023]					
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A	[Gantt bar spanning from Q1 2022 to Q4 2022]					
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A	[Gantt bar spanning from Q1 2022 to Q4 2022]					
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A	[Gantt bar spanning from Q1 2022 to Q4 2022]					
WA #4 - Overlake Village Station	14-Jul-16 A	15-May-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A	[Gantt bar spanning from Q1 2022 to Q4 2022]					
WA #6 - Overlake Transit Center	01-May-17 A	23-Jan-23	[Gantt bar spanning from Q1 2022 to Q4 2022]					
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A	[Gantt bar spanning from Q1 2022 to Q4 2022]					
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	15-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
Change Orders	24-Jul-19 A	14-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	14-Jun-23	[Gantt bar spanning from Q1 2022 to Q2 2023]					

Schedule Performance Index

E360 contract substantial completion date was planned for July 2020 and is currently anticipated to occur in Q2 2023. Remaining work to achieve substantial completion includes finishing the concrete work at the garage, reinstallation of affected MEP items, and commissioning of the installed items. By definition, at substantial completion the schedule performance index is 1.0, which denotes all planned work is completed.



Next Period's Activities

- Complete MEP reinstall for affected areas of the RTS garage.
- Continue traffic overlay for the parking decks of the RTS garage.
- Continue landscaping work.
- Begin punchlist process for the RTS site.
- Continue punch list, NCR, and close-out documentation for project areas outside of the RTS site.

Closely Monitored Issues

- RTS garage deck clear cover work (RFD-020).
- Closeout work for completion and turnover of Overlake Village Station site.
- Coordination for the opening of the RTS bus loop.

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$8,256,267
Current Contract Value	\$233,592,355
Total Actual Cost (Incurred to Date)	\$212,676,046
Percent Complete	97.26%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$8,256,267
Contingency Index	2.7

Table Excludes Betterment



Sealed Decorative Pavement at RTS South Side Plaza

Contract E750 – Systems Heavy Civil GC/CM

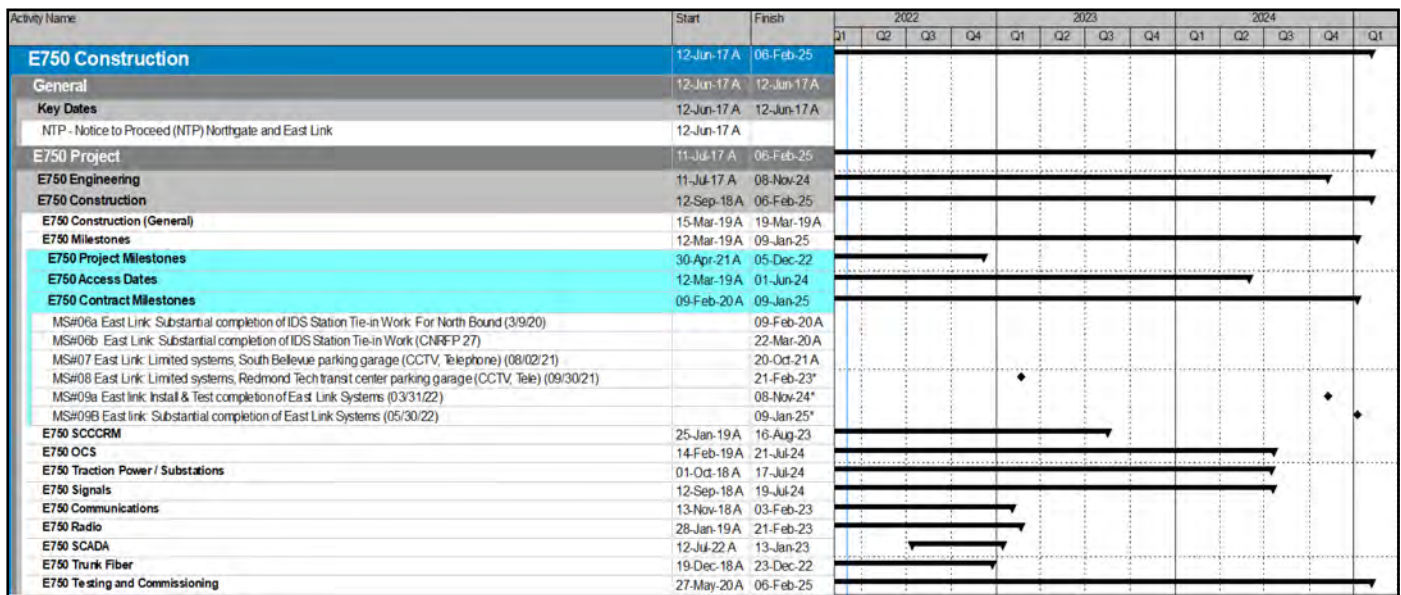
Current Progress

The E750 Contractor, Mass Electric Construction Co.:

- Ongoing coordination meetings for interface and access points with the civil contracts.
- Communication testing and installation of equipment continues along the alignment from E130 to E360 civil segments.
- Installation of signal cable and signal equipment testing continues along the alignment from E130 to E360 civil segments.
- Performing live wiring testing along the alignment form E130 to E360 civil segments.

Schedule Summary

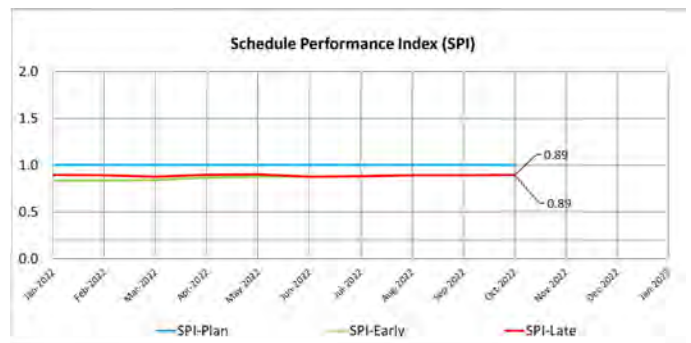
The October update projects a January 09, 2025, Substantial Completion Date, 955 calendar days later than the contractual milestone date of May 30, 2022. As of the time of this report, a November update has not yet been submitted by the contractor. Currently, the critical path is driven by track handover from the E130 contractor, which is significantly delayed.



Schedule Performance Index

Performance is for October 2022 as November has not been submitted. The SPI-Early is 0.89 and SPI-Late is 0.89. The SPI index indicates the contractor is behind early planned work and is starting to somewhat slip on the late plans compared to the baseline plans.

The lagging is due to delayed access to civil segments, especially with E130 and access to the floating bridge. The ELE team continues to monitor and is evaluating various mitigation options should the late plans continue to slip further.

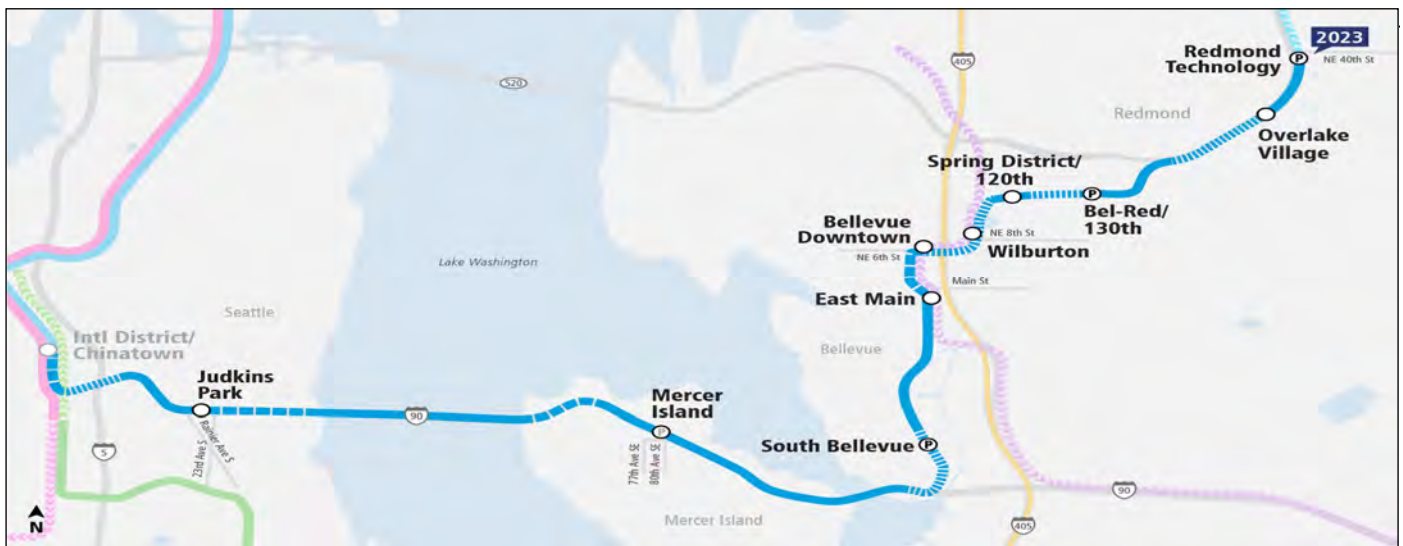


Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines; TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of feeder cables for energization and local testing. Continued live wiring testing.

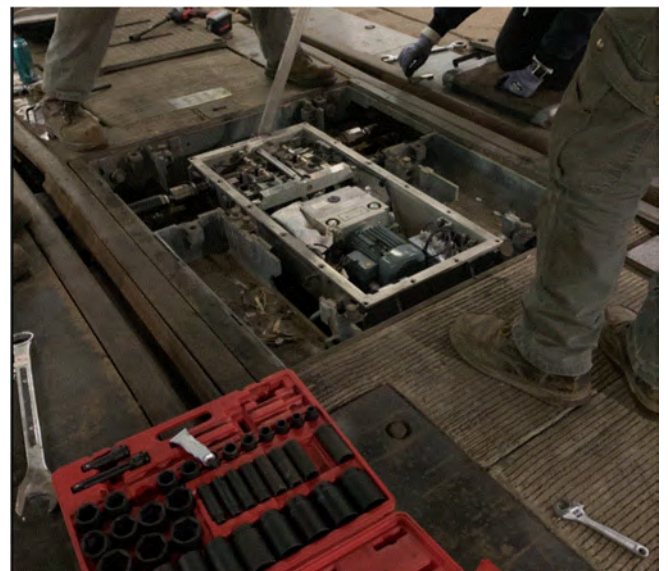
Closely Monitored Issues

- Monitoring the impacts from the delayed handover from the civil contractors in the E130, E320, E335 and E340 segments.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$8,357,530
Current Contract Value	\$264,125,658
Total Actual Cost (Incurred to Date)	\$234,448,044
Percent Complete	93.9%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$8,357,530
Contingency Index	1.47



Testing switch machine equipment near International District 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.

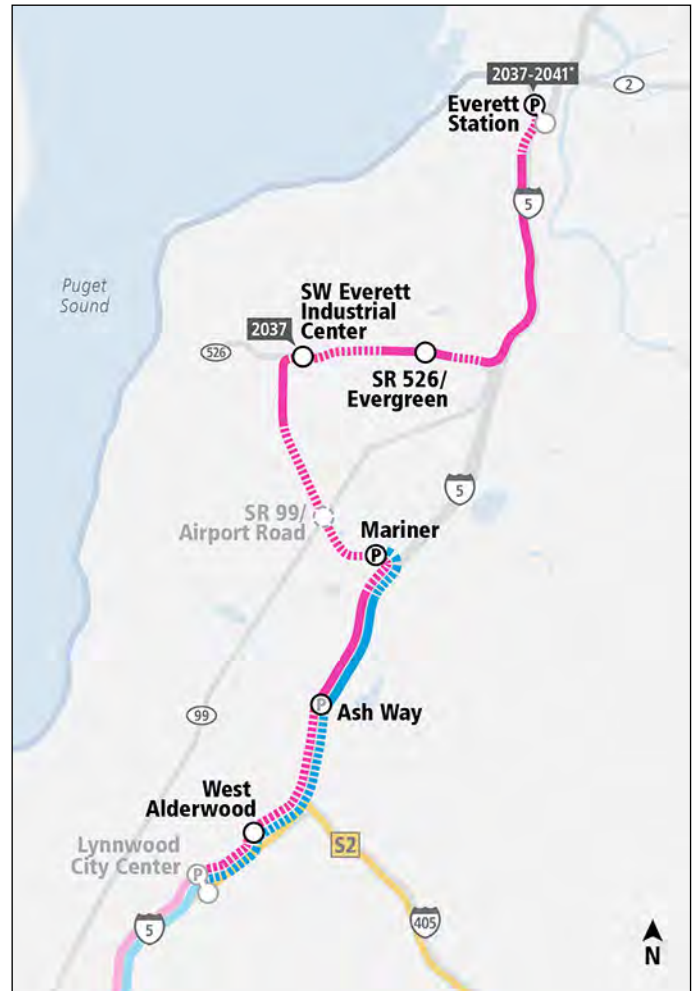
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

Phase Planning

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

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



Map of Everett Link Extension

Key Project Activities

- Held the fifth meeting of the Community Advisory Group to begin reviewing the Level 2 evaluation findings.
- 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.
- Held an informal pre-application meeting with the Army Corps of Engineers to review existing mapped aquatic resources along the corridor. Meeting attendees included the Muckleshoot Tribe, Tulalip Tribe, WA Department of Fish and Wildlife, WA Department of Ecology, and FTA. An additional meeting was held with the Tulalip Tribe to present similar information as they could not attend the larger meeting.

Project Cost Summary

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

During the annual budget cycle \$2.9M was added to the project to fund work for deliverable related to the FTA TOD pilot program. The current Authorized Project Allocation is for completion of preliminary engineering. In November 2022, \$1.0M 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	\$5.5	\$5.3	\$34.2	\$0.0
Preliminary Engineering	\$128.5	\$17.3	\$13.5	\$128.5	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$13.2	\$0.4	\$0.2	\$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	\$11.1	\$0.3	\$0.3	\$11.1	\$0.0
Total	\$188.0	\$24.2	\$19.9	\$188.0	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
60 Row, Land	\$10.0	\$0.3	\$0.3	\$10.0	\$0.0
80 Professional Services	\$160.9	\$23.2	\$19.0	\$160.9	\$0.0
90 Unallocated Contingency	\$16.1	\$0.0	\$0.0	\$16.1	\$0.0
Total (10 - 90)	\$188.0	\$24.2	\$19.9	\$188.0	\$0.0

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

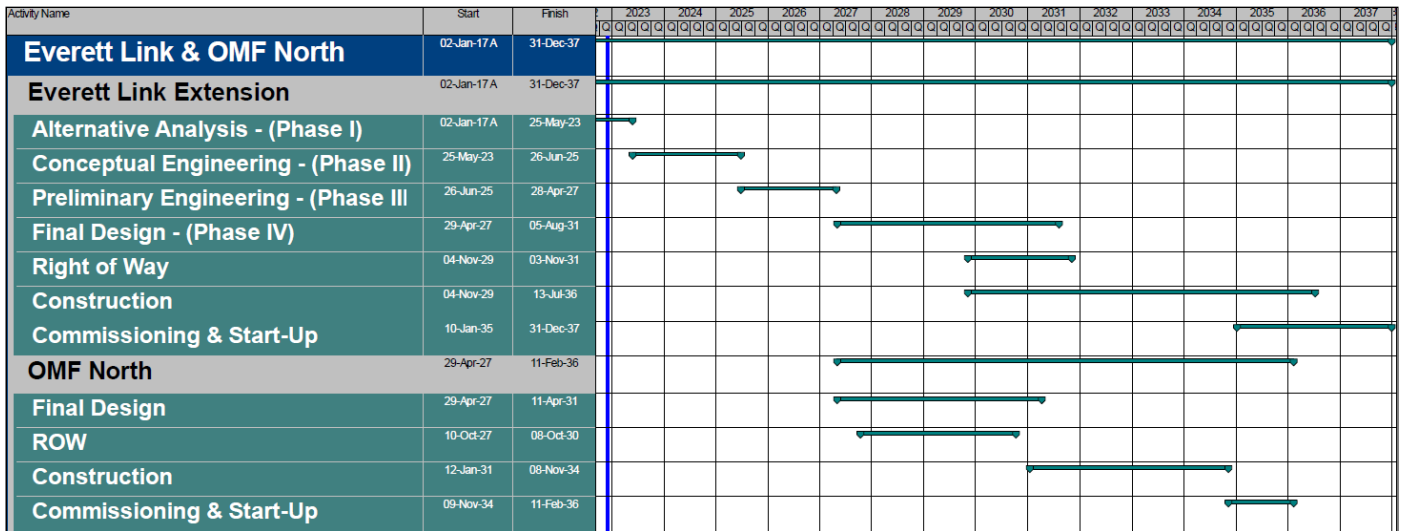
Risk Management

The following are the top cost and schedule project risks:

- 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 due to confirming environmental review process with third parties.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.

Project Schedule

Phase 1 work is maintaining the current schedule. Developing the scope of work for Phase 2 is well underway. Completion of Phase 1 work is forecast for Q2 2023, with Board identification of a preferred alternative and other alternatives for study in environmental review. ST staff are currently evaluating the durations of both conceptual and final designs and will update the schedule based on the outcome of those efforts. Parking at Mariner and Everett retains a target date of 2046. The summary schedule shown reflects the current target dates for both the LRT alignment and the OMF facility.



Community Engagement

- Provided project updates to the Machinists Union, Economic Alliance Snohomish County, Edmonds Bicycle Advocacy group, Everett Station District Alliance and Achilles USA.
- Provided a walking tour of Everett Station with CEO Julie Timm and Everett Transit.
- 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 2022, in accordance with the consultant schedule extension and ST realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.9	13.2	5.7
Consultants	27.0	25.6	1.4
TOTAL	45.9	38.8	7.1

** Effective Sept 2022, an FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.00.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

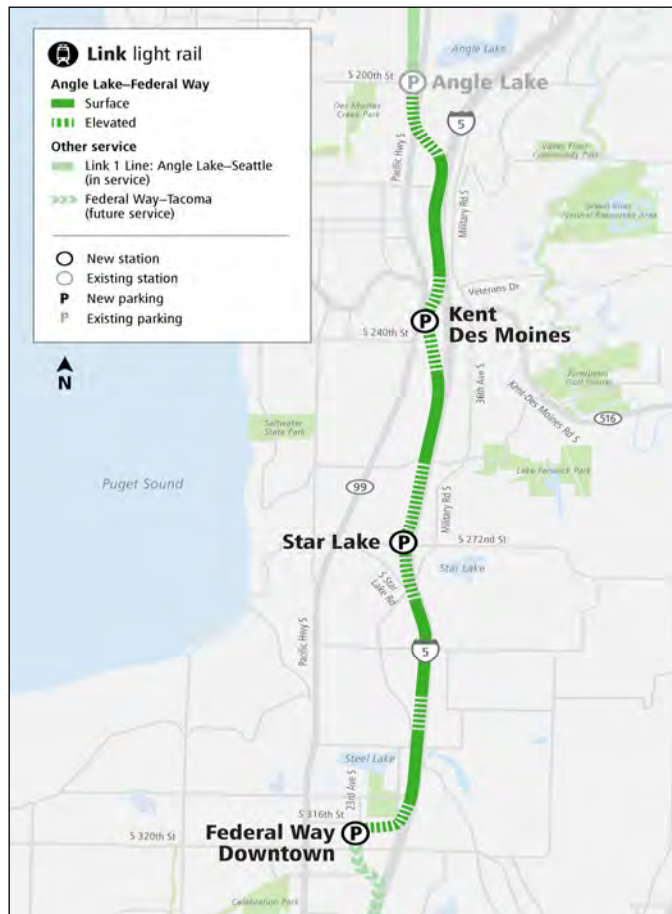
Link Light Rail Federal Way Link Extension



Project Summary

Scope

Limits	The Federal Way Link Extension (FWLE) adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Station and garages at Kent Des Moines (KDM), Star Lake (SL), and the 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** (under evaluation and to be revised beyond this date)



Map of Federal Way Link Extension

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of the FWLE section and concrete work continues throughout the alignment.
- Work at Structure C on hold as the team assesses the viability of the temporary construction methods. Design Builder developing alternative design options. **Str C negotiations are underway for impacts that will likely influence a new RSD.
- Next month ST Board to advise FWLE RSD is likely not to be achieved.
- Traffic mitigation design highlights are reflected in another section of this report.
- Review comments from the City of SeaTac received and resolved for the Consolidated Transit Way Agreement; City Council approved agreement. Board approval scheduled for Q4 2022 and execution planned for Q1 2023.
- Revised language for the minor revision to the City of SeaTac Development Agreement, memorializing agreed street lighting at South 211 Street & 32 Avenue South was received from the City of SeaTac and under review.
- Project team continues coordinating utility relocations that are necessary in future station areas.
- Ongoing ROW acquisition and relocations continued related to Traffic Mitigation and 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 \$27.6M was incurred of which \$26.8M for Construction phase comprised mainly for F200 Design Build construction contract. Right-of-Way was \$0.5M. Remaining major expenditures reside in Preliminary Engineering, Third Party and Administration. Overall the project Estimate at Completion continues to reflect \$2.45B.

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	\$43.9	\$43.3	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.6	\$45.3	\$46.1	\$0.0
Final Design	\$3.1	\$4.8	\$3.9	\$2.8	\$4.8	\$0.0
Construction Services	\$107.0	\$116.0	\$101.8	\$69.9	\$116.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$25.3	\$17.0	\$27.7	\$0.0
Construction	\$1,831.9	\$1,821.5	\$1,433.9	\$917.2	\$1,821.5	\$0.0
ROW	\$338.8	\$338.8	\$220.5	\$220.0	\$338.8	\$0.0
Total	\$2,451.5	\$2,451.5	\$1,874.8	\$1,315.5	\$2,451.5	\$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	\$523.0	\$155.2	\$405.1	\$247.0	\$512.7	-\$357.5
20 Stations	\$318.9	\$105.2	\$300.5	\$167.1	\$334.5	-\$229.3
30 Support Facilities	\$5.3	\$4.6	\$11.6	\$7.1	\$4.9	-\$0.4
40 Sitework & Special Conditions	\$558.4	\$1,154.4	\$478.3	\$314.2	\$559.4	\$595.0
50 Systems	\$153.8	\$49.6	\$124.5	\$74.2	\$152.2	-\$102.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,468.9	\$1,319.9	\$809.7	\$1,563.7	-\$94.9
60 Row, Land	\$341.6	\$338.8	\$220.5	\$220.0	\$338.8	\$0.0
70 Vehicles	\$1.8	\$1.8	\$0.0	\$0.0	\$1.8	\$0.0
80 Professional Services	\$370.7	\$396.9	\$334.4	\$285.9	\$302.1	\$94.8
90 Unallocated Contingency	\$178.1	\$245.2	\$0.0	\$0.0	\$245.2	\$0.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,874.8	\$1,315.5	\$2,451.5	\$0.0

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 \$471.3M.

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

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period the AC was reduced by \$1M for F200 executed change orders.

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

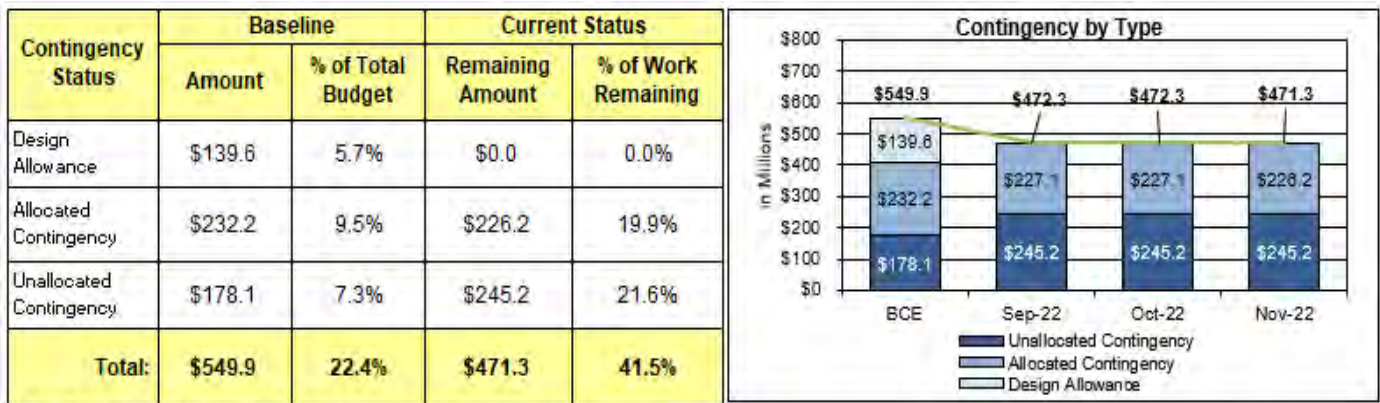
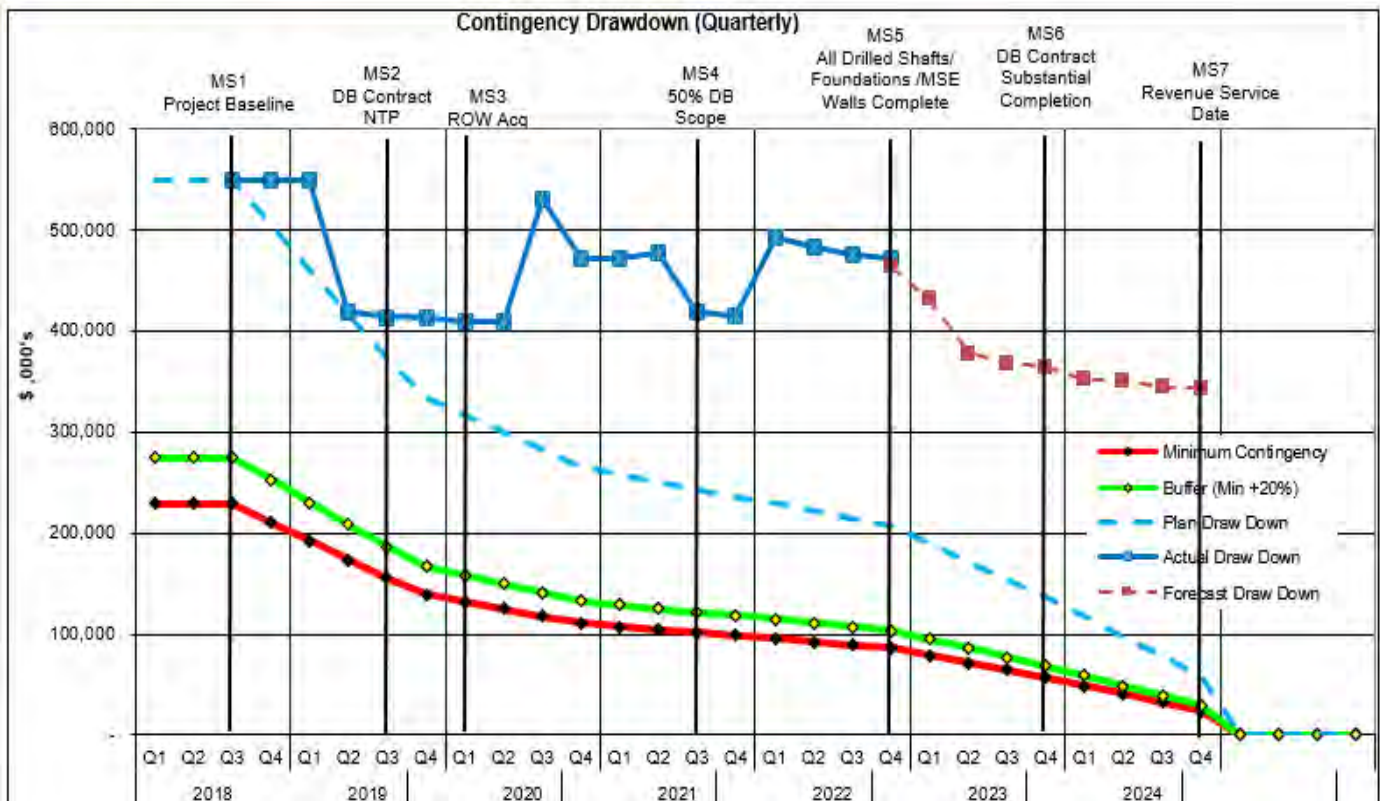


Table figures are shown in millions.



Risk Management

The following are the top project wide risks:

- A liquefaction zone identified at Structure C and the identified design solution, resulted in cost and schedule impacts to the project.
- Unstable soil conditions encountered along the Structure C alignment to perform temporary works for construction access has resulted in additional cost and schedule impacts to the project.
- Several ST projects will be competing for programmatic ST resources in 2024 to oversee work activities.
- PSE Fiber is required to provide continuous monitoring of power supply to FWLE TPSS sites. This additional fiber required by PSE, may impact construction schedule (MS#3) and potentially the project RSD.
- The integration of additional requirements for facilities and/or systems (by ST and AHJs) could not only result in increased costs, but could also impact construction completion.
- The required number of LRVs is not available to support pre-revenue service, resulting in delays to F200 Final Acceptance.
- Additional scope is identified at the end of construction (above current expectations and scope) resulting in cost and schedule impacts to the project.



WA1.2 Installing Rail on Ties



WA1.2 Grading Ballast 1087

Project Schedule

The calculated weighted percent complete of the major construction contracts is 63.8%. The weighted percent complete and the graphics below do not account for the potential cost and schedule impact of F200 Structure C.

The November 2022 project schedule presented below is still under review. Right-of-Way acquisitions for F200 are nearly complete. F210 (traffic mitigation) properties are driving FFGA Milestone MS 03 – ROW Acquisitions Complete, which is trending to be finished by Q2 2024. The F210 ROW team has continued with appraisals for the needed properties for traffic mitigation. Next, the F210 Final-Designer has continued work on the geotechnical, wetland/critical area, drainage reports. In addition to progressing the 90% design as planned, the Final-Designer is working on separating four of the intersection for Job Order Contracting. Lastly, continued delay in the Light Rail Vehicle (LRV) schedule may impact Sound Transit’s ability to commence with simulated service.

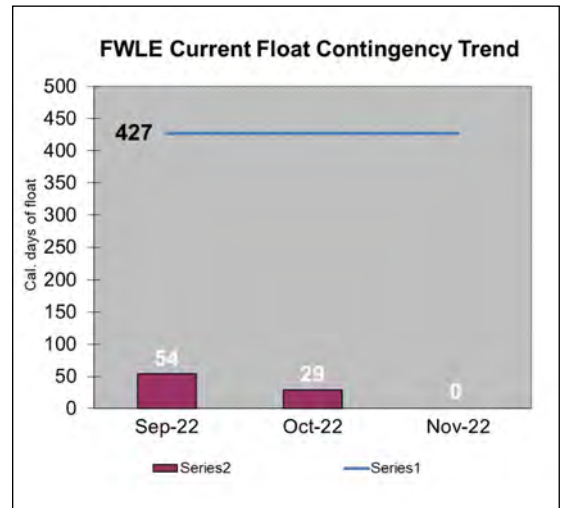
Activity Name	Start	Finish	2023				2024				2025		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Sound Transit	01-Jul-16 A	17-Feb-25											
Sound Transit 2	01-Jul-16 A	17-Feb-25											
South Corridor	01-Jul-16 A	17-Feb-25											
LRT Extension - South	01-Jul-16 A	17-Feb-25											
Federal Way Link - Main Schedule	01-Jul-16 A	17-Feb-25											
Federal Way Link Extension - Integrated Main Schedule	01-Jul-16 A	17-Feb-25											
Federal Way Link Extension - Integrated Main Schedule	01-Jul-16 A	17-Feb-25											
Baseline/FFGA Milestones	27-Sep-18 A	17-Feb-25											
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)		20-Jul-23											
MS 03 - ROW Acquisitions Complete (Q1 2020)		18-Apr-24											
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		09-Dec-24											
MS 07 - Revenue Service w/Float (Q4 2024)		17-Feb-25*											
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	16-Jan-25											
Federal Way - Construction	01-Jun-19 A	03-Feb-25											
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	03-Feb-25											
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	02-Dec-24											
Federal Way - Rail Activation	28-Jun-19 A	17-Feb-25											
Federal Way Link Extension - Rail Activation	28-Jun-19 A	17-Feb-25											
Federal Way Link Extension - Rail Activation	28-Jun-19 A	17-Feb-25											
Rail Activation	28-Jun-19 A	17-Feb-25											
Rail Activation by Task	02-Mar-22 A	27-Jan-25											
LRV Conditional Acceptance - FWLE	09-Aug-24	17-Feb-25											
FWLE IT Coordination	28-Jun-19 A	02-Feb-25											
Systems Integration & Testing	04-Mar-23	04-Dec-24											
Pre-Revenue Service	05-Dec-24	02-Feb-25											
Project Float	03-Feb-25	03-Feb-25											
Revenue Service	17-Feb-25	17-Feb-25											

Project Float

Federal Way Link Extension was baselined with 427 days of project float contingency. Currently, the project is reporting zero days of project float contingency remaining. The decrease in project float contingency is caused by the continued impact of poor soil conditions at Structure C.

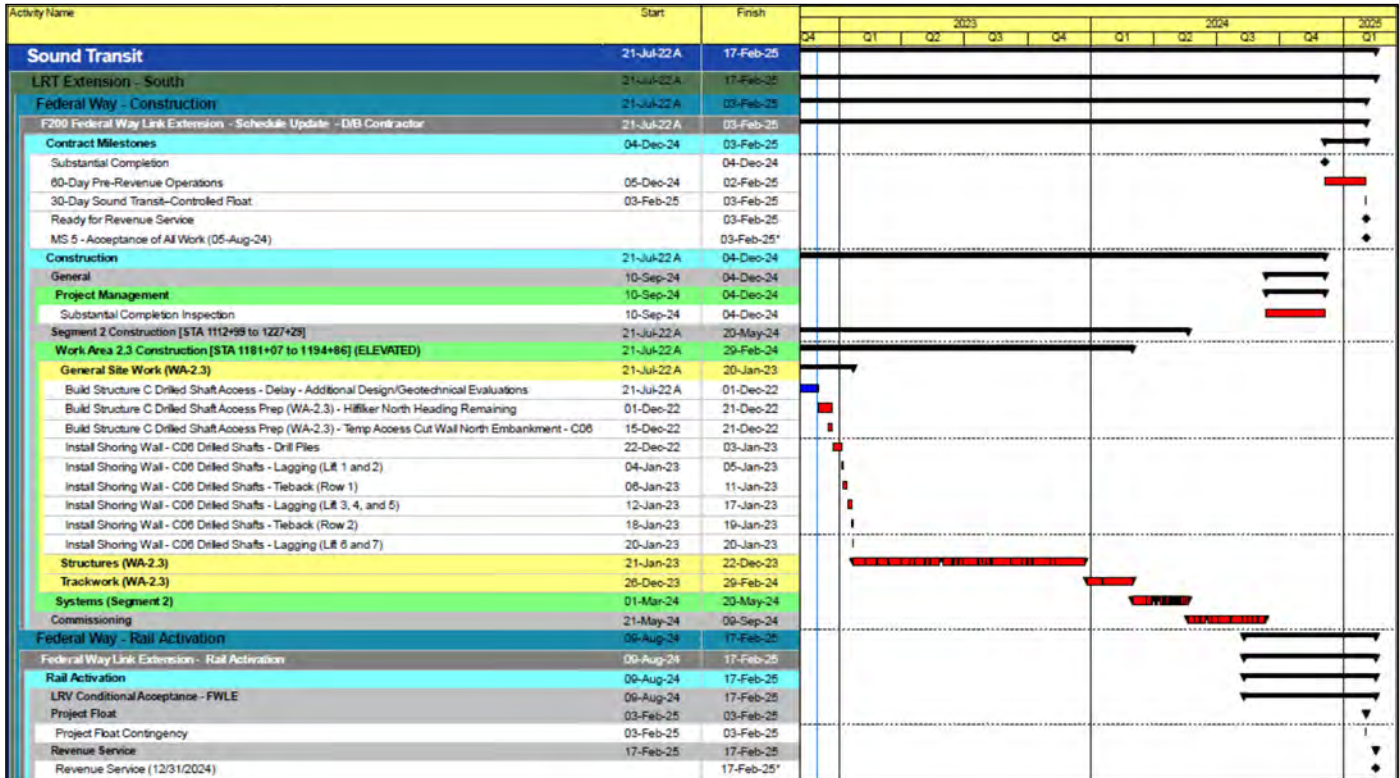
Sound Transit and the Design-Builder conducted several workshops to collaborate on how to best mitigate the impact of the Structure C delay. The Design-Builder continued work on the Structure C long span and tangent pile wall 90/100% design. In addition, the Design-Builder has started procuring the long lead items such as back-span and pier table falsework to mitigate the impact of the Structure C delay.

Note: Str C negotiations are underway for impacts that will likely influence a new RSD.



Critical Path Analysis

The critical path to revenue service commences with Structure C physical construction, which includes shoring walls for drill shafts, installation of drill shafts, columns, precast girders, diaphragms, deck pours, and installation of direct fixation track. Also, on the critical path at Work Area 2.3, is OCS system installation, commissioning, system integration testing (SIT) throughout Segment 2, final SIT reports, and pre-revenue service operations.



Traffic Mitigation Design

Key Traffic Mitigation Issues:

- WSDOT's concurrence obtained on SR 99 & 320th on incorporating new information into the FEIS that demonstrates there is no impact and therefore no mitigation is required.
- Obtained City of Kent and Federal Way Concurrence on SR99/272nd lane width changes.
- City of Kent LOC signed on Nov 22nd.
- Zayo provided with revised language of Utility Master Agreement for review.
- Memo submitted on 11/28 to FTA requesting removal of SR-99/320th and 272nd/Military intersections.

Closely Monitored Issues

- Traffic Mitigation Design and F210 ROW acquisition.

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	475	383	445	434

**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.

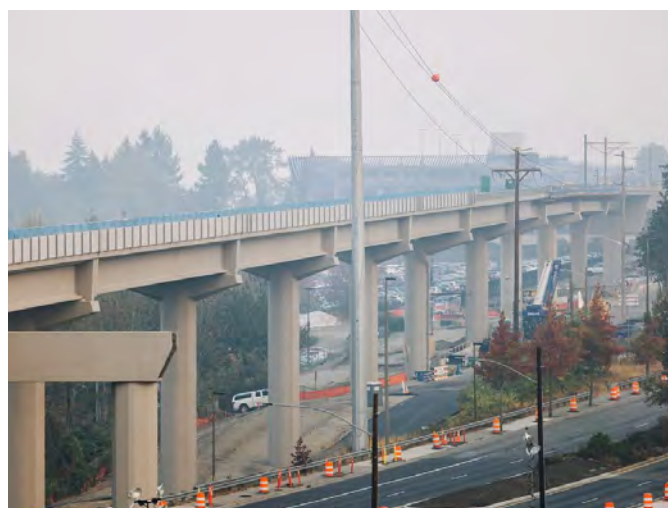
Board Approved: Based on parcels and properties (including multi-unit acquisitions).

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

- Identifying several Community-Based Organizations, City partners, and businesses for next year's sponsorship, partnership, and event opportunities along the alignment, including East Indian Grill and Marlene's Market & Deli. Also, brainstorming ideas for community events such as a touch-a-truck event at Mark Twain elementary and Hot Cocoa Drive at Camelot next year.
- Proactively communicating with and responding to businesses and residents on 30th Ave S.
- Distributed overnight construction alerts via the digital listserv and door-to-door in several neighborhoods along the alignment.
- Geographical areas of responsibility of engagement staff:
 - Alonzo Buckner - SeaTac / DesMoines
 - Jan Glasper - Kent
 - My Nguyen - Federal Way
- Continuing to create a summary of fairs and festivals and recapping all activities performed in 2022.
- Identifying community partners for the Kiewitt Headquarters community grant program & Absher's Holiday Lights Program.



SeaTac Guideway over SR 99

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 12.2 below the staffing plan for this period. DBPM Services is slightly higher than plan this period while addressing Design-Build contractor activities involving change management, minor design and major construction oversight that involves drilled shafts, guideway, parking garages, stations, utility work, and other civil work (including Structure C soil issues). ST staff is 13.8 under plan, however there are a few vacancies in the project that are in the process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	44.7	30.9	13.8
Consultants	77.0	78.6	-1.6
TOTAL	121.7	109.5	12.2

** 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
N/A	N/A	N/A

Construction Safety

Data/ Measure	November 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	7	12
Days Away From Work Cases	0	3	5
Total Days Away From Work	0	23	26
First Aid Cases	2	33	45
Reported Near Mishaps	1	5	11
Average Number of Employees on Worksite	532	-	-
Total # of Hours (GC & Subs)	82,923	869,369	1,688,113
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	2.41	1.61	1.42
Lost Time Injury (LTI) Rate	0.00	0.69	0.59
Recordable National Average	2.5		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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

F200 Design Build Contract

Current Progress

Status at the close of November 2022, the baseline schedule confirmed completion: Contract total = 63.8%, Construction = 59.6%, and Design = 97.0%. Significant construction progress occurred on all segments in relation to: Guideway (track construction, systems ductbank, sub-ballast, superstructure and substructure). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and Federal Way Downtown (FWD) garage, station, and End of Line Facility (EOL).

Design:

- DB Progressing long span design. ST and DB are holding schedule workshops to minimize impacts to MS5.

Construction:

- Guideway substructure and superstructure construction continued; % complete (all Segments except 2.3): Extensive substructure and superstructure in work areas 1.1, 1.3, 2.4, 3.4, and 3.8.

Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress	Details	Progress
Drilled Shafts	100%	Columns	100%	Caps and Straddles	100%	Abutments	100%	Girder erection	100%	Decks	91%

- Track: Corridor Wide: Direct fixed track – plinths =18%, Sub Ballast = 37%, Ballast = 14%, Ties =9%, Slabs and Matts = 45%, Rails = 6%. WA 1.2 Distribute rail and ties, start initial ballast placement. WA 1.3 Skeletonize track and form plinth's structure B. WA 2.2 unload and weld rail.
- 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 and 3.7.
- TPSS S02: Exterior waterproofing, systems work and PSE civil pathway 221st to 220th.
- KDM Station (36.7% complete): Elevator machine room CMU, ceiling framing and roof steel. Frame and hang elevator shaft. Hanging roof steel and metal stud wall framing. Emergency stair erection.
- KDM Garage (66.1% complete): Garage exterior clad supports and glazing and caulking. Set elevator and machine room equipment. Security screen and electrical pull branch wire installations.
- Structure C: TESC work being maintained. MSE wall work. C01 abutment footing and stem.
- Star Lake Station (14.9% complete): Pour platform slabs, elevator machine room and east retaining wall. Form and pour CIP stairs and mechanical rooms.
- Star Lake Garage (46.3% complete): Walls, columns, PT decks and ramps L4 and L5.
- FWD and EOL (23.5% complete) and FWD Garage modification (12.6% complete) continues.
- Milestone 2: SR99 Bridge pending acceptance. Milestone 3: TPSS S02 install and backfill underground conduits..



WA3.8 FWD Steel Stair Installation



WA1.2 Concrete Tie Placement

Schedule Summary

The November 2022 project schedule is still under review. The Design-Builder reported contract Milestone #2 was achieved by 04-Nov-22. Milestone #3 is currently trending eleven days after the contract required date of 02-Jun-22.

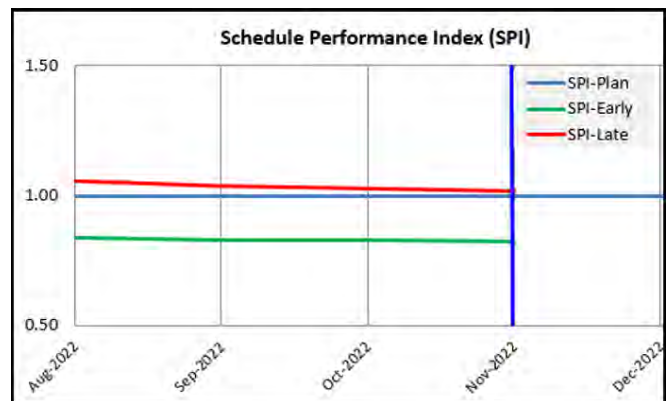
Both Milestone #4 and Milestone #5 (Acceptance of All Work, including 60 days for Pre-Revenue Service) is delayed due to poor soil conditions at Structure C. The Design-Builder is developing the 90/100% design for the Structure C long span and associated tangent pile walls. Sound Transit and the Design-Builder continue to work on mitigating the impact of this delay.

Activity Name	Start	Finish	2023				2024				2025	
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	03-Feb-25										
Contract Milestones	07-Jun-19 A	03-Feb-25										
Limited Notice to Proceed	07-Jun-19 A											
Contractual Notice to Proceed	28-Feb-20 A											
Notice to Proceed	04-May-20 A											
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A											
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		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) (02-Jun-23)		13-Jun-23										
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		16-Nov-23										
EOL Building Completion (365d Before FWTC Station Opening)		11-Dec-23										
Substantial Completion		04-Dec-24										
60-Day Pre-Revenue Operations	05-Dec-24	02-Feb-25										
30-Day Sound Transit-Controlled Float	03-Feb-25	03-Feb-25										
MS 5 - Acceptance of All Work (05-Aug-24)		03-Feb-25*										
Design	07-Jun-19 A	30-Jun-23										
Design Milestones	07-Jun-19 A	30-Jun-23										
Corridor Wide	07-Jun-19 A	01-Dec-22										
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A										
Design Packages - Star Lake Segment 2	07-Jun-19 A	01-Dec-22										
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A										
Construction	01-Jun-19 A	23-Jan-25										
General	01-Jun-19 A	04-Dec-24										
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	16-Sep-24										
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	23-Jan-25										
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	20-Aug-24										
Commissioning	10-May-21 A	25-Sep-24										
Provisional Sums	01-Dec-19 A	19-Sep-24										
Change Orders	01-Jul-19 A	06-Dec-24										

Schedule Performance Index

For the October reporting period, the Early SPI is 0.82 and Late SPI is 1.02 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:

- Structure C: DB progressing with long span design.

Construction:

- Guideway substructure and extensive superstructure construction continues (all segments).
- Trackwork: Distributed rail, skeletonize track, form plinths, final alignment, place sub ballast and ballast mat.
- SR99 Bridge: Construct sidewalks, remove temporary drainage and water. Install permanent irrigation and begin landscaping.
- TPSS S02: Continue systems work and PSE civil pathway.
- TPSS S05: Kiewit and PSE permitting. Factory testing.
- KDM Garage: Extensive work on garage exterior and interior. Plumbing installations.
- KDM Station: Extensive work on station north and south plaza and platform levels. Plumbing installation.
- TPSS S03 – Excavate and install underground conduits.
- Midway landfill: Moment slab at wall R28 and work on walls R1164 and R1165.
- Star Lake Garage: Closures pourbacks, shear walls and columns. L4-L5 PT decks, ramps and columns.

Construction (continued):

- Star Lake Station: Work on elevator machine and mechanical rooms. Build CIP stairs east and west. Plumbing installation.
- FWD Garage: Underground fire and mechanical plumbing. Drainage and plumbing installation.
- FWD Station: Elevator machine room and emergency stair construction. Hang platform canopy steel, emergency stair steel and elevator steel. Pan deck roof and elevator. Plumbing installation.
- Build abutment C01 and MSE walls R1174 and A1181.
- Milestone 2: SR99 work to be evaluated by ST and RE.
- Milestone 3: Grounding grid and testing. Install housing and major equipment. Wire pulls and terminations. Testing, and verification. MS 3 – LRV Early Storage.

Closely Monitored Issues (F200)

- Structure C: DB is progressing long span design. ST and DB holding schedule workshops. Environmental controls achieved.
- Track plinth's structure A: Mapping repairs in progress.

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$165,618,452
Current Contract Value	\$1,450,818,452
Total Actual Cost (Incurred to Date)	\$893,806,644
Percent Complete	63.8%
Authorized Contingency + Add'l Ctg	\$248,297,519
Contingency Drawdown	\$165,618,452
Contingency Index (Excl. ATC/NTD)	1.41



WA2.4 Star Lake Station Footing Rebar Placement

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 and preparing for systems integration testing.

- **Heading 1:** Installed handrails at Old City Hall and S. 4th St. stations.
- **Heading 2:** Installed ADA ramps and restored roadway at N. 1st and Tacoma Ave.
- **Heading 3:** Installed ADA curb ramps at MLK and Division Ave.
- **OMF:** Complete water quality vault restoration on E. 26th St. Completed punchlist for MS#1.

Closely Monitored Issues

- Staff continues to monitor LRV conditional acceptance timelines to support pre-revenue service.
- Staff continues to assist contractor planning and execution efforts for required systems tests and support agency integrated testing effort..
- Staff continues to assess delays associated with track quality issues and impacts to system integration testing schedule.

Link Light Rail Hilltop Tacoma Link Extension



Project Cost Summary

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

This period approximately \$2.2M was incurred. The expenditures were not concentrated in any particular phase.

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	\$23.5	\$23.2	\$28.9	\$0.0
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$16.2	\$16.0	\$15.3	\$16.2	\$0.0
Construction Services	\$16.7	\$15.4	\$14.4	\$16.7	\$0.0
Third Party Agreements	\$1.4	\$1.3	\$1.0	\$1.4	\$0.0
Construction	\$172.3	\$160.2	\$157.5	\$172.3	\$0.0
Vehicles	\$39.7	\$38.2	\$33.8	\$39.7	\$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	\$262.1	\$252.6	\$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	\$33.0	\$30.7	\$30.1	\$33.0	\$0.0
20 Stations	\$3.7	\$3.4	\$3.4	\$3.7	\$0.0
30 Support Facilities	\$43.8	\$40.7	\$40.0	\$43.8	\$0.0
40 Sitework & Special Conditions	\$55.0	\$51.2	\$50.4	\$55.1	\$0.1
50 Systems	\$36.8	\$34.2	\$33.6	\$36.8	\$0.0
Construction Subtotal (10 - 50)	\$172.3	\$160.2	\$157.5	\$172.3	-\$0.1
60 ROW, Land	\$1.8	\$1.9	\$1.9	\$1.9	\$0.2
60 Vehicles	\$39.4	\$38.2	\$33.8	\$39.7	\$0.3
80 Professional Services	\$67.4	\$61.7	\$59.5	\$68.8	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	-\$2.0
Total (10 - 90)	\$282.7	\$262.1	\$252.6	\$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. An additional \$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.

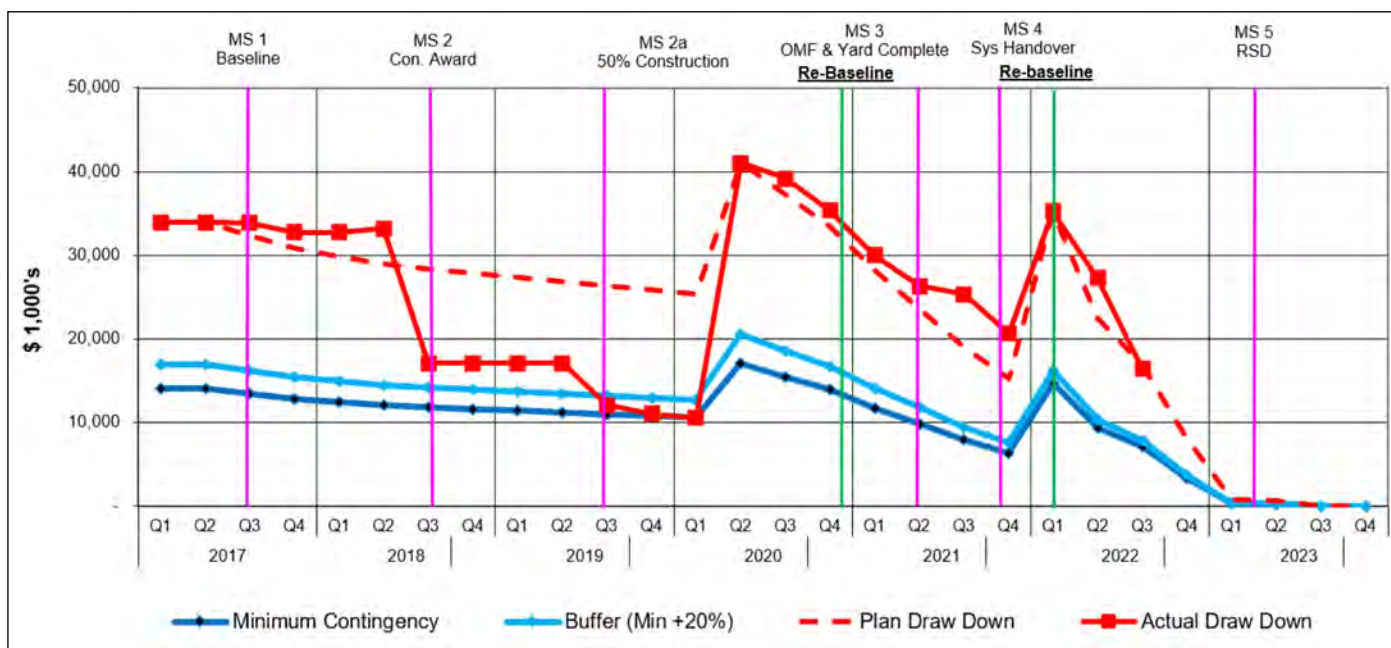
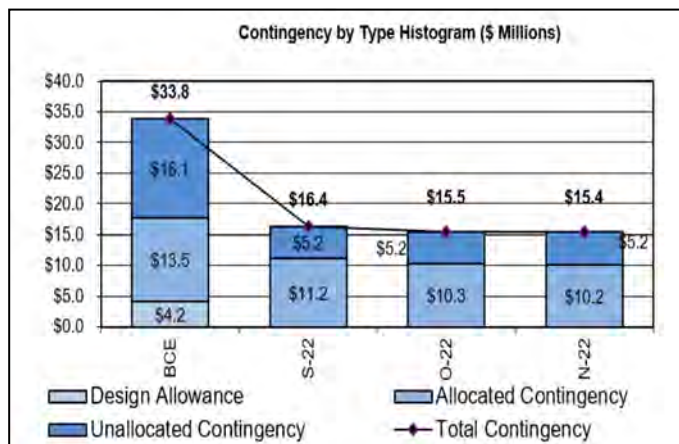
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by approximately \$0.1M due to executed change orders on the T100 contract. The current balance is \$10.2M.

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%	\$10.2	33.9%
Unallocated Contingency	\$16.1	8.2%	\$5.2	17.2%
Total	\$33.8	17.2%	\$15.4	51.1%

Table figures are shown in millions.



Contingency Drawdown as of November 30, 2022

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.
- 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.
- LRV testing complications may delay conditional acceptance.
- Delays in commissioning could impact training capacity, delaying revenue service.



Finishing roadway on MLK at MultiCare

Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

The project completion schedule has not been updated through the end of November 2022 and continues to show the project is 98 % percent physically complete.

Revenue Service: Current forecast indicates revenue service will not start before QTR 2 2023. Specific dates for the start of pre-revenue and revenue service will be identified upon adoption of the project’s rail activation schedule.

BEC LRV: All the LRVs have been delivered to site and have started on-site testing.

T100: The contractor’s November 2022 CPM schedule is still being reviewed as of this report. Sound Transit estimates the T100 substantial completion in March 2023 following completion of System Integration Testing which was delayed due to track quality issues.

Rail Activation: The rail activation schedule includes the system integration test matrix which contains both T100 and LRV testing activities as well as safety certification activities, maintenance training and Operations activities required for the start of the pre-revenue. These activities are not included in this month’s project completion schedule.

Quantitative Risk Analysis (QRA) Last risk review meeting was held on November 21, 2022 .

Activity Name	Start	Finish	2022		2023	
			Q1	Q2	Q1	Q2
HTLE - Project Completion- Nov 2022 Update	02-Feb-15A	25-Apr-23	[Gantt bar spanning from Feb 2022 to Apr 2023]			
Project Milestones	28-Sep-17A	25-Apr-23	[Gantt bar spanning from Sep 2017 to Apr 2023]			
MS-01 - Project Baseline		28-Sep-17A				
MS-02 - Construction Contract Award		27-Aug-18A				
MS-03 - Submit Design & Delivery Schedule for the Automatic Vehicle Locator		21-Nov-18A				
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		22-Mar-22A				
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		10-May-22A				
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		22-May-22A				
T100 - 9th and Commerce Cutover Start		01-Aug-22A				
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		26-Aug-22A				
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		30-Sep-22A				
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		08-Nov-22A				
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		22-Feb-23	◆			
MS-05 Revenue Service Date (FTA Grant RSD Mar 31 2023)		25-Apr-23*	◆			
Preliminary Engineering	02-Feb-15A	04-Nov-16A				
Final Design	04-Jan-16A	31-May-18A				
ROW	01-Oct-15A	11-Jan-19A				
Owner Furnished Materials / Equipment Procurement	02-Oct-17A	23-Feb-23	[Gantt bar]			
Light Rail Vehicles (Qty 5)	11-Oct-16A	24-Feb-23	[Gantt bar]			
Construction	23-Jan-18A	31-Mar-23	[Gantt bar]			
Rail Grinding	01-Dec-22	08-Dec-22	[Gantt bar]			
Track Drain Work	01-Sep-22A	09-Jan-23	[Gantt bar]			
SIT	01-Dec-21A	08-Feb-23	[Gantt bar]			
OMF AND YARD	01-Dec-21A	06-Jan-22A				
9th Street Cutover - Pre Cut Over Requirements SIT	11-Jul-22A	12-Jul-22A				
9th Street Cutover - Cut Over SIT	23-Oct-22A	23-Oct-22A				
MAINLINE SIT	13-Oct-22A	08-Feb-23	[Gantt bar]			
Pre-Revenue Service	24-Feb-23	24-Apr-23	[Gantt bar]			
Pre-Revenue Service (Based on 4 LRVs being CA)	24-Feb-23	24-Apr-23				
Project Float - Owner Controlled	25-Apr-23	25-Apr-23	▼			
Project Float - Baseline Project Float	25-Apr-23	25-Apr-23				
Revenue Service	25-Apr-23	25-Apr-23	▼			
Forecast Revenue Service Begins (FTA Grant RSD Mar 31 ,2023)		25-Apr-23	◆			
NCRs	31-Oct-22A	02-Feb-23	[Gantt bar]			

Link Light Rail Hilltop Tacoma Link Extension

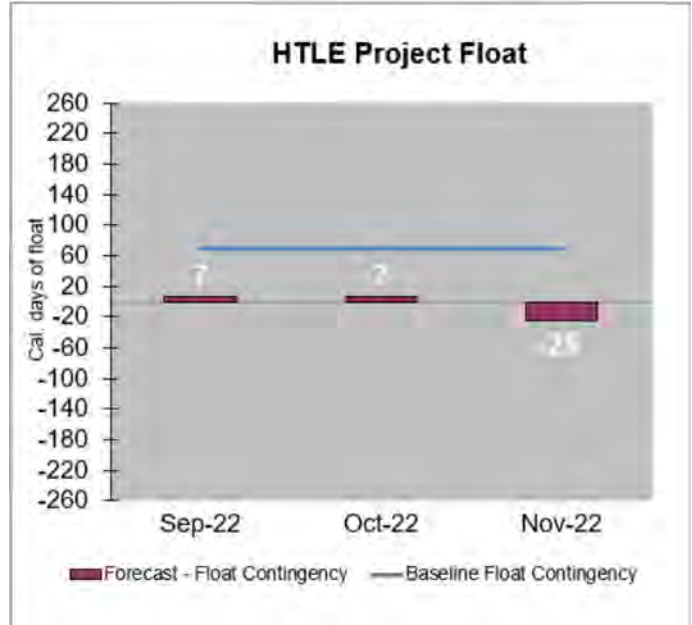


Project Float

All project float has been consumed; the current forecasted RSD is April 25, 2023.

Staff are working to identify a revenue service date which includes schedule impacts associated with testing delays due to track quality issues and revised durations for rail activation activities.

The November update indicates four of the LRVS being conditionally accepted by February 23, 2022, which correlates to the start of pre-revenue service.



Critical Path Analysis

The project completion schedule contains multiple critical paths.

The first critical path pertains to LRV on site testing and conditional acceptance of all the cars required for the start of pre-revenue service.

The second critical path depends on the resolution of track geometry non-conformance issues, completion of remaining System Integration Tests, safety certification and maintenance training required to start pre-revenue service.

Impacts to any of the above will impact the start of pre-revenue and revenue service activities

Activity Name	Start	Finish	2022	2023 Q1	2023 Q2
HTLE - Project Completion- Nov 2022 Update	04-Feb-23	25-Apr-23			
Project Milestones	25-Apr-23	25-Apr-23			
MS-05 Revenue Service Date (FTA Grant RSD Mar 31 2023)		25-Apr-23*			
Light Rail Vehicles (Qty 5)	04-Feb-23	23-Feb-23			
Light Rails Vehicles	04-Feb-23	23-Feb-23			
Light Rail Vehicles - Manufacture , Ship and On Site Testing	04-Feb-23	23-Feb-23			
Car 1	04-Feb-23	14-Feb-23			
Onsite Testing	04-Feb-23	14-Feb-23			
LRV Perform Burn-In Test 15-46	04-Feb-23	14-Feb-23*			
Car 2	14-Feb-23	17-Feb-23			
Onsite Testing	14-Feb-23	17-Feb-23			
Onsite Testing	14-Feb-23	17-Feb-23			
Perform Burn-In Test 15-46	14-Feb-23	17-Feb-23*			
Car 3	14-Feb-23	23-Feb-23			
Onsite Testing	14-Feb-23	17-Feb-23			
Onsite Testing	14-Feb-23	17-Feb-23			
LRV 3 Perform Burn-In Test 15-46	14-Feb-23	17-Feb-23*			
Conditional Acceptance	18-Feb-23	23-Feb-23			
Review of Documentation	18-Feb-23	23-Feb-23			
Pre-Revenue Service	24-Feb-23	24-Apr-23			
Pre-Revenue Service (Based on 4 LRVs being CA)	24-Feb-23	24-Apr-23			
Project Float - Owner Controlled	25-Apr-23	25-Apr-23			
Project Float - Baseline Project Float	25-Apr-23	25-Apr-23			
Revenue Service	25-Apr-23	25-Apr-23			
Forecast Revenue Service Begins (FTA Grant RSD Mar 31 ,2023)		25-Apr-23			

Community Engagement

- Held weekly meeting with MultiCare representatives to go over construction impacts and coordination.
- Sent regular construction traffic control updates to the HTLE email list, HTLE Facebook page, and stakeholder email list.
- Briefed and held ongoing discussions with key stakeholders such as the Hilltop Business Association.

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	20.7	16.0	4.7
Consultants	23.4	21.0	2.4
TOTAL	44.1	37.0	7.1

* An FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Construction Safety

Data/ Measure	November 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	3	15
Days Away From Work Cases	1	1	1
Total Days Away From Work	0	0	0
First Aid Cases	0	4	27
Reported Near Mishaps	0	2	70
Average Number of Employees on Worksite	80	-	-
Total # of Hours (GC & Subs)	24,301	113,127	453,879
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	8.23	5.30	6.61
Lost Time Injury (LTI) Rate	8.23	1.77	0.44
Recordable National Average	2.50		
LTI National Average	1.10		
Recordable WA State Average	5.20		
LTI WA State Average	2.90		

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

Link Light Rail Hilltop Tacoma Link Extension



Contract T100 — Hilltop Tacoma Link Extension

Current Progress

- **Heading 1:** Finished connecting station canopy downspouts at Old City Hall and S. 4th Street stations and installed handrails at the S. 4th Street station.
- **Heading 2:** Poured southeastern ADA ramp at N.1 Street and Tacoma Ave. and paved the southern portion of the N. 1st Street and N Tacoma Ave intersection. Installed handrails at the Stadium Station.
- **Heading 3:** Began installing station handrails at Hilltop station. Completed installation of station canopy downspout at Tacoma General station.
- **OMF Bldg. and Yard:** Completed installation of E. 26th Street water quality vault E. 25th St betterment.
- **General:** Began System Integration Testing .

Schedule Summary

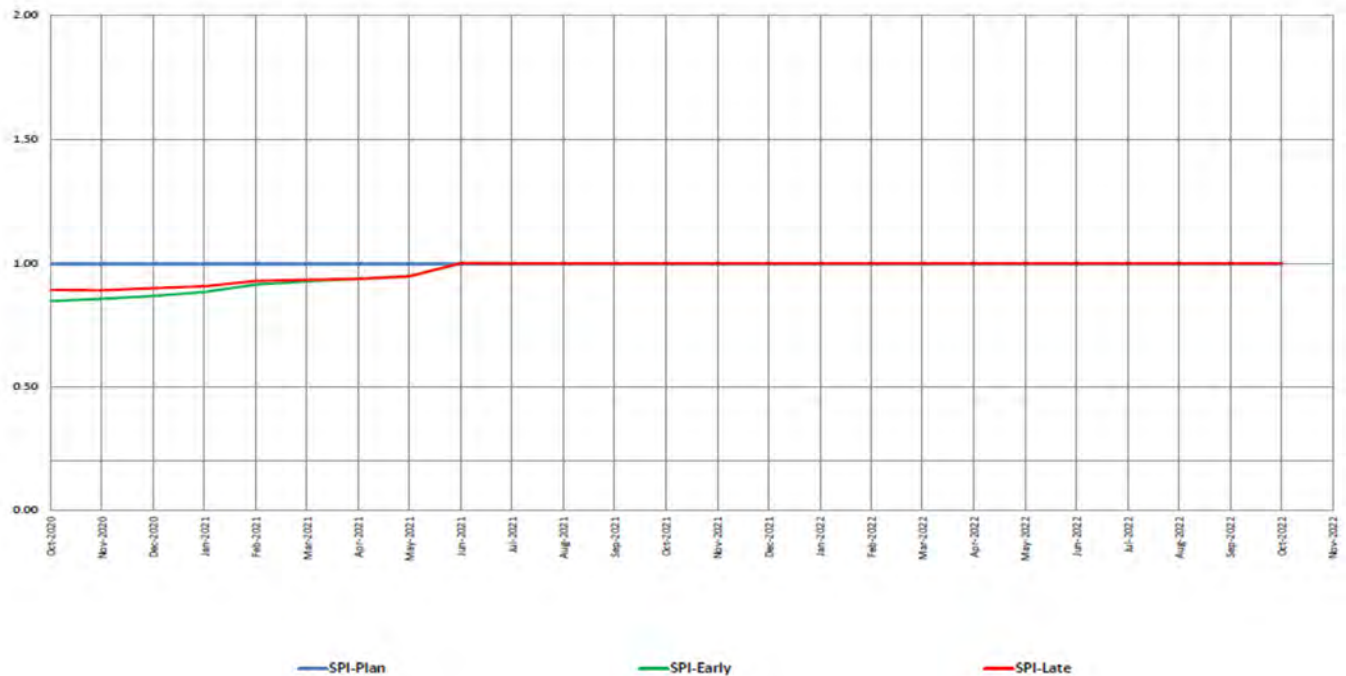
The T100 October 2022 was used for planning purposes. The T100 Nov 2022 CPM schedule is under review. Milestone #2 Substantial Completion of all work is forecasted for Feb. 9, 2022, but does not include NCR work required to be complete before Milestone #2 Substantial Completion can be achieved.

Activity Name	Start	Finish	2022		2023	
			Q4	Q1	Q2	
T100 HTLE Schedule October Update	31-May-18 A	10-Feb-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Tacoma Links Baseline Schedule	31-May-18 A	10-Feb-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Milestones	29-Jun-18 A	10-Feb-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Job Milestones	29-Jun-18 A	10-Feb-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Contractual Milestones	21-Nov-18 A	09-Feb-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL (NTP+90 = 11/25/18)		21-Nov-18 A	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 817 + 116 = 3/17/21)		20-May-22 A	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Contr. MILESTONE 1A: OMF Final Completion		01-Dec-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1005 + 247+18 = 2/17/22)		09-Feb-23*	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
PreConstruction	31-May-18 A	04-Jan-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	08-Dec-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	09-Feb-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	20-Dec-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
OCS Wire Runs	19-Jul-21 A	01-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Train Signal System	19-Dec-20 A	04-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Job Wide ITS	15-Sep-22 A	18-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
OMF Facility	29-Aug-18 A	01-Dec-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Testing & Commissioning	11-Mar-19 A	20-Jan-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Change Orders	07-Jan-19 A	11-Jan-23	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Provisional Sum Time Impacts	01-Feb-19 A	03-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Other Time Impacts	04-Mar-19 A	22-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
RFCs	09-Jan-19 A	18-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Provisional Sums	03-Dec-18 A	02-Nov-22	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			
Weather Days	04-Feb-19 A	27-Jan-20 A	[Gantt bar spanning Q4 2022, Q1 2023, and Q2 2023]			

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.

Schedule Performance Index (SPI)



Next Period's Activities

- Heading 1: Adjust signals at Stadium Way and Broadway. Complete grinding and polishing of station handrails at the Old City Hall and S. 4th Street stations.
- Heading 2: Complete restoration of N. 2nd Street and Division Ave intersection. Pour the ADA ramps on the western portion of the N. 2nd Street and I Street intersection. Complete grinding and polishing of station handrails at Stadium station.
- Heading 3: Install bird deterrent at 6th Ave and Tacoma General stations. Pour ADA ramps on the southeast corner of MLK and Division Ave. Complete grinding and polishing of station handrails at Hilltop station
- General: resume Systems Integration Testing in all three headings.

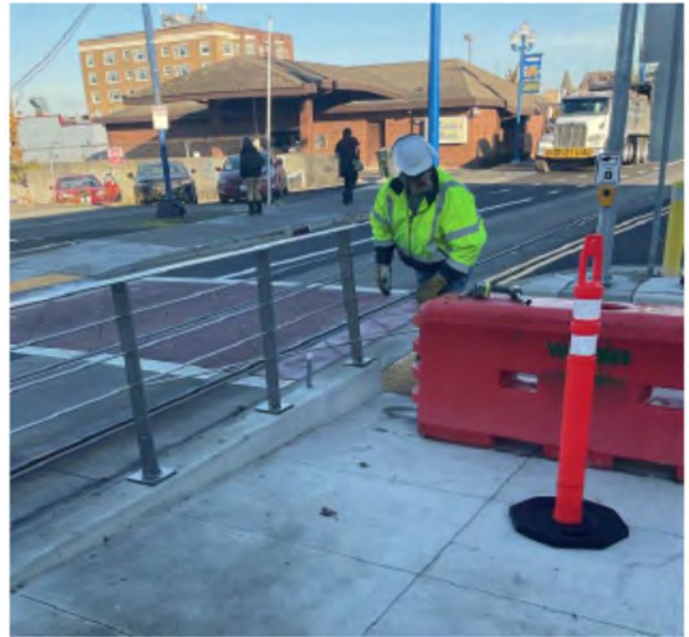
Closely Monitored Issues

- Quality issues regarding track installation delayed some systems integration tests including those associated with vehicle testing. Tests are resequenced to mitigate impacts.
- ST continues to monitor timeline of conditional acceptance of LRVs to support start of pre-revenue service.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street Plan.

Link Light Rail Hilltop Tacoma Link Extension

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$108,295,000
Change Order Value	\$32,473,632
Current Contract Value	\$140,768,632
Total Actual Cost (Incurred to Date)	\$139,419,387
Percent Complete	99%
Authorized Contingency	\$40,114,750
Contingency Drawdown	\$32,473,632
Contingency Index (CI = % Complete/% Ctg Spent)	1.22



Installing handrails at Stadium station

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

Current Progress

- LRV #1: Conditional acceptance forecasted for February 21, 2022
- LRV #2: Conditional acceptance forecasted for February 23, 2022.
- LRV #3: Conditional acceptance forecasted for February 23, 2022
- LRV #4: Conditional acceptance on February 24, 2022.
- LRV #5: Conditional acceptance on February 25, 2022

Schedule Summary

Brookville’s November 2022 progress update is represented in the narrative.

LRV #1: Continued vehicle bond static test.

LRV #2: Continued vehicle routine performance tests.

LRV #3: Continue vehicle static tests.

LRV #4: Continue vehicle static tests.

LRV #5: Continue vehicle static tests.

The schedule graphic below indicates that all 5 of the vehicles will be conditionally accepted in late Q1 2023.

Any delay to conditional acceptance caused by SIT failures and rework

Activity ID	Activity Name	Start	Finish	2023			
				Q4	Q1	Q2	Q3
BEC LRV - November 2022 Update		16-Mar-22 A	25-Feb-23				
MANUFACTURING / TESTING		16-Mar-22 A	25-Feb-23				
Car 1		16-Mar-22 A	21-Feb-23				
Ship		16-Mar-22 A	22-Mar-22 A				
Onsite Testing		25-Dec-22	25-Jan-23				
Conditional Acceptance		21-Feb-23	21-Feb-23				
Car 2		04-May-22 A	23-Feb-23				
Ship		04-May-22 A	10-May-22 A				
Onsite Testing		01-Jun-22 A	03-Feb-23				
Conditional Acceptance		23-Feb-23	23-Feb-23				
Car 3		17-Aug-22 A	23-Feb-23				
Ship		17-Aug-22 A	29-Aug-22 A				
Onsite Testing		03-Feb-23	08-Feb-23				
Conditional Acceptance		23-Feb-23	23-Feb-23				
Car 4		26-Sep-22 A	24-Feb-23				
Ship		26-Sep-22 A	08-Nov-22				
Onsite Testing		01-Nov-22	13-Feb-23				
Conditional Acceptance		24-Feb-23	24-Feb-23				
Car 5		08-Nov-22 A	25-Feb-23				
Ship		08-Nov-22 A	08-Nov-22 A				
Onsite Testing		13-Dec-22	16-Feb-23				
Conditional Acceptance		25-Feb-23	25-Feb-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 &
Budget	\$740.7 Million (Baseline September 2015,
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 – four LRVs were delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – four LRVs were CA this month.
- Continued shuttling of LRVs between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to address overflow in OMF Central yard storage — three Series 2 LRVs transferred to OMF Central this month.
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 15 cars at various stages of final assembly and car shells.
- Fifteen Series 1 LRV ATP mechanically retrofitted in OMF East. First Series 1 LRV qualification tests trouble-shooting continue at OMF Central.

Closely Monitored Issues

- Eleven fleet defects have been declared; the commissioning team effort in responding to defects is contributing to delay in Conditional Acceptance (CA) of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- OMF Central Yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions and submitted a general notice for War in Ukraine and COVID-19 pandemic impacts. Weekly meeting with Siemens to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated.
- 100% capital spare parts that do not required Field Modification Instruction (FMI) updates are now targeted to complete delivery by September 2023. ST and Siemens are 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 \$478.2M to which a majority of the cost are attributed to the vehicles phase budget of \$458.3M. The current period expenditure is \$8.5M, where \$8.5M is attributable to the LRV manufacturing and the remaining expenditures were attributed to engineering and inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.6	\$9.8	\$7.2	\$7.1	\$9.8	\$0.0
Construction Services	\$18.0	\$17.8	\$15.1	\$12.8	\$17.8	\$0.0
Vehicles	\$713.1	\$713.1	\$665.0	\$458.3	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$687.3	\$478.2	\$740.7	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project	Commitment to Date	Incurred to Date	Estimated Final Cost	Authorized Allocation
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$705.3	\$705.2	\$673.2	\$464.2	\$705.1	\$0.0
80 Professional Services	\$23.2	\$23.8	\$14.1	\$14	\$23.8	\$0.0
90 Contingency	\$12.2	\$11.8	\$0.0	\$0.0	\$11.8	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$687.3	\$478.2	\$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 102th Series 2 LRV onwards.
- Delay in access to 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 both 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 and COVID-19 remains a fluid situation, monitoring reported disruption to manufacturer’s supply chain and assembly plant.

Contingency Management

The project’s budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a total of \$78.0M of Total Contingency. The project’s Total Contingency is currently at \$51.5M or approximately 19.6% 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.

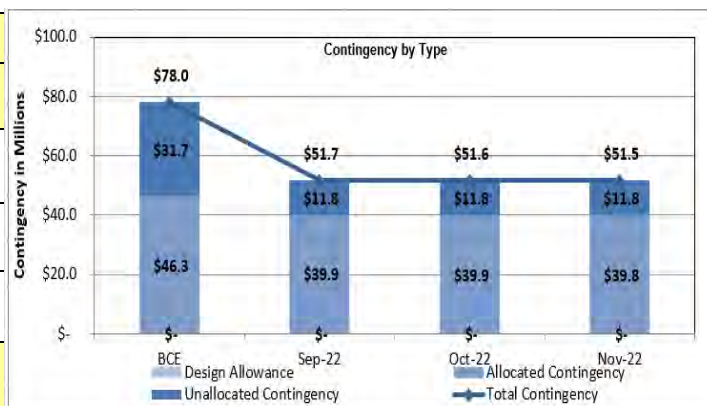
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline’s allocated contingency was \$46.3M. A negligible contingency amount was drawn during this period; hence the allocated contingency remains at \$39.8M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC was not drawn upon this period and remains at \$11.8M.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ -	0.0%	\$ -	0.0%
Allocated Contingency	\$ 46.3	6.3%	\$ 39.8	15.1%
Unallocated Contingency	\$ 31.7	4.3%	\$ 11.8	4.5%
Total	\$78.0	10.7%	\$ 51.5	19.6%

Contingency by Type



Link Light Rail Light Rail Vehicle Fleet Expansion



Project Schedule

Percent complete of the contract payment milestones is calculated at 68.5%.

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 101 cars of which 62 cars were Conditionally Accepted. In addition, there are 17 cars 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 15, 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 LRVs 46 through 100.

Activity Name	Start	Finish	2023				2024				2025				2026				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	15-Dec-26																	
Siemens Contract Milestones	15-Dec-26	15-Dec-26																	
FinalAcceptance_LRV #152		15-Dec-26																	
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	18-Feb-22 A																	
LRV Factory Test - Northgate Summary	31-Aug-18 A	27-Feb-20 A																	
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	26-Feb-21 A																	
28 LRV's conditionally accepted	03-Sep-21 A	03-Sep-21 A																	
LRV ConditionalAcceptance - Northgate Summary	30-Mar-21 A	18-Feb-22 A																	
East Link - LRV Summary (Car #41-#86)	28-Feb-20 A	26-Jul-23																	
LRV Factory Test - East Link Summary	28-Feb-20 A	11-Jun-21 A																	
LRV Delivery to OMF - East Link Summary	24-May-21 A	08-Aug-22 A																	
LRV ConditionalAcceptance - East Link Summary	07-Mar-22 A	26-Jul-23																	
Lynnwood Link - LRV Summary (Car #87-#120)	19-Jul-21 A	10-Jul-24																	
LRV Factory Test - Lynnwood Summary	19-Jul-21 A	28-Feb-23																	
LRV Delivery to OMF - Lynnwood Summary	22-Aug-22 A	03-May-23																	
LRV ConditionalAcceptance - Lynnwood Summary	07-Aug-23	10-Jul-24																	
Extra - LRV Summary (Car #121-#122)	27-Feb-23	30-Jul-24																	
LRV Factory Test - Extra Summary	27-Feb-23	13-Apr-23																	
LRV Delivery to OMF - Extra Summary	12-May-23	17-May-23																	
LRV ConditionalAcceptance - Extra Summary	19-Jul-24	30-Jul-24																	
Federal Way Link- LRV Summary (Car #123-#142)	12-Apr-23	17-Feb-25																	
LRV Factory Test - Federal Way Summary	12-Apr-23	18-Jan-24																	
LRV Delivery to OMF - Federal Way Summary	31-May-23	27-Feb-24																	
LRV ConditionalAcceptance - Federal Way Summary	09-Aug-24	17-Feb-25																	
Downtown Redmond Link- LRV Summary (Car #143-#152)	17-Jan-24	27-May-25																	
LRV Factory Test - Downtown Redmond Summary	17-Jan-24	17-Jul-24																	
LRV Delivery to OMF - Downtown Redmond Summary	12-Mar-24	21-Aug-24																	
LRV ConditionalAcceptance - Downtown Redmond Summary	26-Feb-25	27-May-25																	
LRV ATP Retrofit Summary - Siemens	12-Jul-21 A	31-Dec-24																	

Link Light Rail Light Rail Vehicle Fleet Expansion



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. 101 LRVs has been delivered. Conditional Acceptance of 62 LRVs has been completed to support Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed by late May 2025. Current forecasts are that Conditional Acceptance rates may impact start of pre-revenue service for Lynnwood, Downtown Redmond, and Federal Way Link Extension projects. As was the case with Northgate Link, measures for managing simulated service during pre-revenue may need to be identified and implemented.

Activity Name	Start	Finish	2023				2024				2025				2026				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	30-Mar-21 A	15-Dec-26																	
Siemens Contract Milestones	15-Dec-26	15-Dec-26																	
FinalAcceptance_LRV #152		15-Dec-26																	
Northgate Link - LRV Summary (Car #1 - #40)	30-Mar-21 A	18-Feb-22 A																	
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	18-Feb-22 A																	
East Link - LRV Summary (Car #41-#86)	07-Mar-22 A	26-Jul-23																	
LRV Conditional Acceptance - East Link Summary	07-Mar-22 A	26-Jul-23																	
Lynnwood Link - LRV Summary (Car #87-#120)	07-Aug-23	10-Jul-24																	
LRV Conditional Acceptance - Lynnwood Summary	07-Aug-23	10-Jul-24																	
Extra - LRV Summary (Car #121-#122)	19-Jul-24	30-Jul-24																	
LRV Conditional Acceptance - Extra Summary	19-Jul-24	30-Jul-24																	
Federal Way Link- LRV Summary (Car #123-#142)	09-Aug-24	17-Feb-25																	
LRV Conditional Acceptance - Federal Way Summary	09-Aug-24	17-Feb-25																	
Downtown Redmond Link- LRV Summary (Car #143-#152)	26-Feb-25	27-May-25																	
LRV Conditional Acceptance - Downtown Redmond Summary	26-Feb-25	27-May-25																	
LRV ATP Retrofit Summary - Siemens																			

LRV Delivery and Testing Progress as of November 30, 2022

LRV status	Received / Delivered	Testing in progress	Conditionally Accepted	Entered Revenue
Planned	128	6	122	122
Actual (Seattle)	67	5	62	62
Actual (Bellevue)	34	34	0	0



Car 314 preparing for shipment in Sacramento, CA



Car 282 wheel truing at OMF Central Seattle, WA

Staffing Summary

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

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending November 2022. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	9.2	5.8	3.4
Consultants	6.9	7.8	(0.9)
TOTAL	16.1	13.6	2.5

An FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

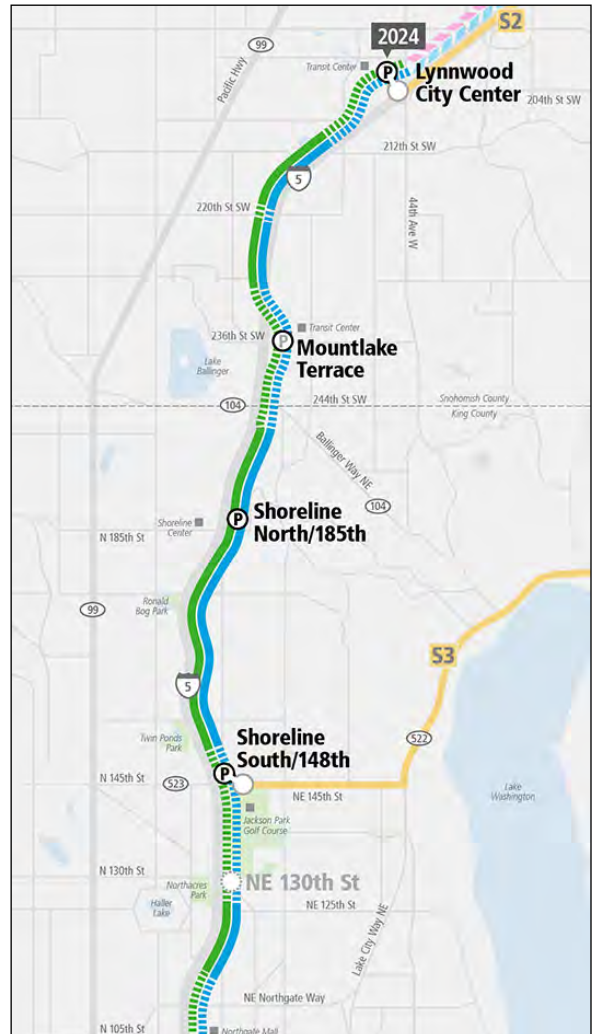
Board Action	Description	Date
	None to report this period.	

Link Light Rail Lynnwood Link Extension

Project Summary

Scope

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



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with canopy framing and electrical rough-in, as well as elevators for the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including electrical room and elevator machine room buildouts as well as elevator installation for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including stairwell finishes (L300).
- Continued construction of the Lynnwood City Center Station with northern escalator buildout as well as elevator installation in the adjacent parking garage (L300).
- Continued factory acceptance testing on TPSS units and train control signal equipment (L800).

Closely Monitored Issues

- Monitoring civil project environmental compliance during the wet weather season.
- Monitoring progress of systems contractor installations following initial handovers from the civil contractors.
- Availability and readiness of resources and staffing for testing and startup activities.

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, \$56.6M 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.

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	\$59.9	\$59.6	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$149.7	\$147.2	\$164.2	\$0.0
Construction Services	\$128.4	\$139.0	\$126.0	\$93.5	\$139.0	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$13.1	\$12.2	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,925.9	\$1,515.3	\$2,094.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$219.1	\$182.6	\$178.9	\$219.1	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,496.2	\$2,045.7	\$2,771.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$791.8	\$1,109.1	\$681.3	\$553.7	\$819.7	\$289.4
20 Stations	\$333.8	\$218.8	\$417.1	\$324.1	\$451.8	-\$233.0
30 Support Facilities	\$2.0	\$2.0	\$0.2	\$0.2	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$522.9	\$619.7	\$533.3	\$554.0	-\$31.1
50 Systems	\$244.4	\$194.3	\$197.4	\$95.3	\$219.5	-\$25.3
Construction Subtotal (10 - 50)	\$1,793.0	\$2,047.1	\$1,915.5	\$1,506.5	\$2,047.1	\$0.0
60 ROW, Land	\$235.7	\$219.1	\$182.6	\$178.9	\$219.1	\$0.0
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.0	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$475.4	\$398.1	\$360.2	\$475.4	\$0.0
90 Unallocated Contingency	\$292.2	\$28.7	\$0.0	\$0.0	\$28.7	\$0.0
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,496.2	\$2,045.7	\$2,771.6	\$0.0

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 \$3.6M due to construction change orders. Unallocated Contingency decreased by \$2.6M due to a budget shift.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total	Remaining Amount	% of Work Remaining
Design Allowance	\$247.9	8.9%	\$0.0	0.0%
Allocated Contingency	\$197.6	7.1%	\$120.7	16.6%
Unallocated Contingency	\$292.2	10.5%	\$28.7	3.9%
Total:	\$737.7	26.6%	\$149.3	20.6%

Contingency by Type

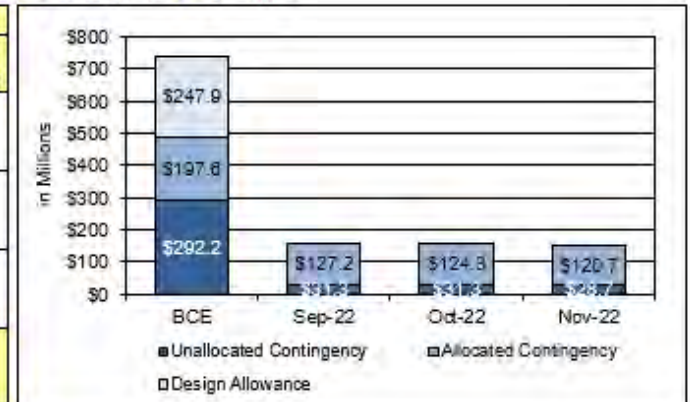
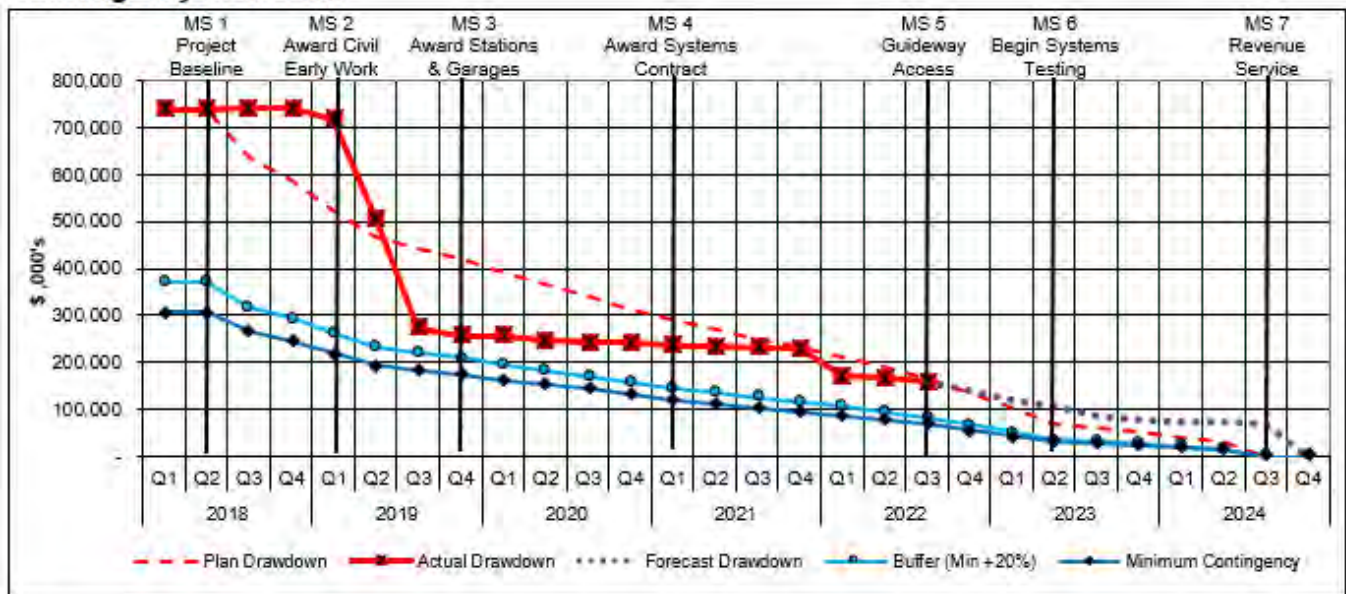


Table figures are shown in millions.

Contingency Drawdown



Risk Management

The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Quality issues leading to field rework.
- Field changes for late-identified design deficiencies leading to additional cost.
- Requests from third parties for additional scope as part of inspections and approvals.
- Civil and Systems interface conflicts leading to delays.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 79.5%.

The Master Schedule has been updated through November. The contractors' November schedules are currently under review, with the exception of L300 which had not been received at the time of this report compilation. ST CMC staff are currently reviewing the contractor's schedule submissions for the period. Efforts made through the Coordinated Installation Program (CIP) process, to coordinate area handovers continue to be incorporated in the schedules, and are also being reviewed. Refinements to the Rail Activation Schedule continue. Permit closeout also remains an area of focus for the near term updates. The revenue service date remains unchanged in July 2024.

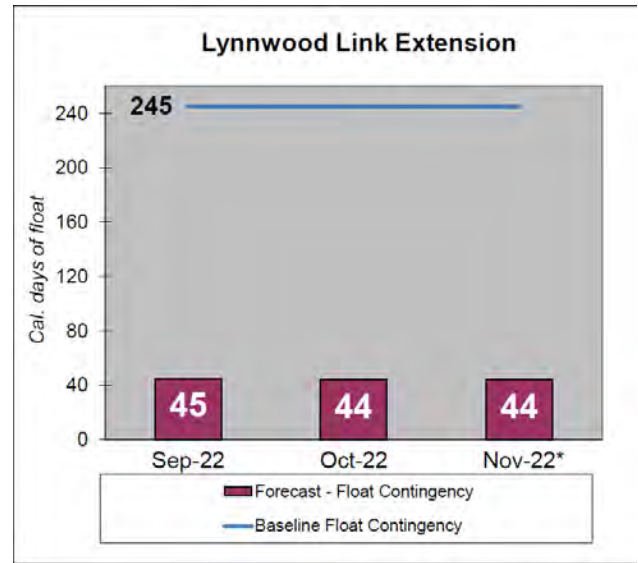
Activity Name	Start	Finish	2022				2023				2024			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
LLE Master Schedule	20-May-10 A	26-Jul-24	[Gantt bar spanning from 20-May-10 A to 26-Jul-24]											
Project Administration	20-May-10 A	17-Jul-24	[Gantt bar spanning from 20-May-10 A to 17-Jul-24]											
Final Design/Preconstruction	01-Sep-15 A	10-Jul-24	[Gantt bar spanning from 01-Sep-15 A to 10-Jul-24]											
Project Wide Utilities	01-Aug-18 A	25-Mar-19 A	[Gantt bar spanning from 01-Aug-18 A to 25-Mar-19 A]											
L200 - Third Party Agreements	01-Aug-18 A	31-May-22 A	[Gantt bar spanning from 01-Aug-18 A to 31-May-22 A]											
L300 - Third Party Agreements	02-May-18 A	01-Dec-22	[Gantt bar spanning from 02-May-18 A to 01-Dec-22]											
Permitting & AHJ Agreements	07-Jan-15 A	23-Dec-22	[Gantt bar spanning from 07-Jan-15 A to 23-Dec-22]											
Owner Furnished Equipment	01-Oct-21 A	26-Jul-24	[Gantt bar spanning from 01-Oct-21 A to 26-Jul-24]											
L350 200th St. Widening	06-Apr-18 A	21-Feb-23	[Gantt bar spanning from 06-Apr-18 A to 21-Feb-23]											
North Maint. of Way (MOW)	02-Jan-19 A	20-Nov-23	[Gantt bar spanning from 02-Jan-19 A to 20-Nov-23]											
L200 ROW Acquisitions	04-Jan-18 A	01-Jan-23	[Gantt bar spanning from 04-Jan-18 A to 01-Jan-23]											
L300 ROW Acquisitions	14-Jan-18 A	28-Apr-23	[Gantt bar spanning from 14-Jan-18 A to 28-Apr-23]											
LLE WSDOT Surplus and AS	10-Jun-21 A	20-Feb-24	[Gantt bar spanning from 10-Jun-21 A to 20-Feb-24]											
L300 Civil Construction	25-Sep-18 A	25-Sep-23	[Gantt bar spanning from 25-Sep-18 A to 25-Sep-23]											
L200 Civil Construction	25-Dec-18 A	01-Mar-24	[Gantt bar spanning from 25-Dec-18 A to 01-Mar-24]											
L800 Systems Construction	04-Dec-20 A	06-Feb-24	[Gantt bar spanning from 04-Dec-20 A to 06-Feb-24]											
LLE Rail Activation	02-Aug-21 A	26-Jul-24	[Gantt bar spanning from 02-Aug-21 A to 26-Jul-24]											
RA Tasks	02-Aug-21 A	26-Jul-24	[Gantt bar spanning from 02-Aug-21 A to 26-Jul-24]											
Pre-Revenue Service	04-Jan-24	03-Jun-24	[Gantt bar spanning from 04-Jan-24 to 03-Jun-24]											
Revenue Service Preparation	13-May-24	04-Jun-24	[Gantt bar spanning from 13-May-24 to 04-Jun-24]											
Revenue Service - FFGA	03-Jun-24	17-Jul-24	[Gantt bar spanning from 03-Jun-24 to 17-Jul-24]											
Program Wide Float - (44CD)	03-Jun-24	17-Jul-24	[Gantt bar spanning from 03-Jun-24 to 17-Jul-24]											
Revenue Service - 7/17/2024		17-Jul-24*	[Gantt bar spanning from 17-Jul-24 to 17-Jul-24]											

Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 44 days remaining between completion of work and the July 17, 2024 revenue service date.

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

The target revenue service date is currently being evaluated as part of a program-wide risk assessment. Results of that assessment are expected to be available in Q1 2023.



*pending L300 November schedule update

Critical Path Analysis

The November critical path for the Lynnwood Link Extension, reported here, is unchanged from the October update. As of this writing, the L300 contractor has yet to submit the November schedule update. As a result, the overall critical path for the extension cannot be calculated. Since the L300 contract drove the October critical path, the November update from L300 will be instrumental in determining the current critical path. The critical path is likely to remain in the installation of the overhead catenary system (OCS). Completion of the 148th Station, 185th Station, electrical distribution for the L200 contract, and Signals and Communications work within the L800 systems contract will likely remain near critical.

Activity Name	Start	Finish	2023				2024				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
L300 Civil Construction	14-Oct-22 A	27-Jan-23	[Red bar spanning Q4 2022 to Q1 2023]								
MILESTONES	27-Jan-23	27-Jan-23	[Vertical tick mark in Q1 2023]								
Contract Milestones	27-Jan-23	27-Jan-23	[Vertical tick mark in Q1 2023]								
Interface Milestones	27-Jan-23	27-Jan-23	[Vertical tick mark in Q1 2023]								
CONSTRUCTION	14-Oct-22 A	27-Jan-23	[Red bar spanning Q4 2022 to Q1 2023]								
236th St. to 220th St. (Sta. 1739+00 to 1791+)	14-Oct-22 A	27-Jan-23	[Red bar spanning Q4 2022 to Q1 2023]								
L800 Systems Construction	28-Jan-23	06-Feb-24	[Red bar spanning Q1 2023 to Q4 2023]								
Sound Transit L800 90% Engineering	28-Jan-23	06-Feb-24	[Red bar spanning Q1 2023 to Q4 2023]								
L800 Engineering	28-Jan-23	25-Jan-24	[Red bar spanning Q1 2023 to Q4 2023]								
L800 Construction	30-Jan-23	06-Feb-24	[Red bar spanning Q1 2023 to Q4 2023]								
LLE Rail Activation	31-Jan-24	26-Jul-24	[Red bar spanning Q1 2024 to Q3 2024]								
RA Tasks	14-Jun-24	26-Jul-24	[Red bar spanning Q2 2024 to Q3 2024]								
TASK 00 - Transition To Operations - Project	14-Jun-24	26-Jul-24	[Red bar spanning Q2 2024 to Q3 2024]								
Pre-Revenue Service	31-Jan-24	03-Jun-24	[Red bar spanning Q1 2024 to Q2 2024]								
Pre-Revenue Preparation	31-Jan-24	06-Feb-24	[Red bar spanning Q1 2024 to Q4 2023]								
Operator Preparation	05-Feb-24	04-Apr-24	[Red bar spanning Q1 2024 to Q2 2024]								
Simulated Revenue Service/Drills/Upsets	05-Apr-24	03-Jun-24	[Red bar spanning Q2 2024 to Q3 2024]								
Revenue Service Preparation	14-May-24	04-Jun-24	[Red bar spanning Q2 2024 to Q3 2024]								
Revenue Service - FFGA	04-Jun-24	17-Jul-24	[Red bar spanning Q2 2024 to 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 350.

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
379	400	783	761	387	386
<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, email and door-to-door for activities around the project site including:

- Nighttime Work northbound I-5 to NE 130th St off-ramp in Seattle.
- 24-Hour closure of southbound right lane on 5th Ave NE in Shoreline.
- Northbound I-5 to NE 175th Street off-ramp closure for nighttime crane mobilization work in Shoreline.
- NE 185th St road closure for nighttime girder deliveries & placements of the 185th undercrossing in Shoreline.
- Traffic lane shift on Northeast 155th Street between 1st Ave NE and 2nd Ave NE in Shoreline.
- Full closure of 48th Ave West in Lynnwood for roadway restoration.

Community Engagement staff also organized meeting with property owners, contractor, and ST about property restoration for one temporary construction easements (TCE).

Sound Transit Board Actions

Board Action	Description	Date
M2022-86	Approving a Master Service Agreement with American Capital Group, LLC for Community Transit-Oriented Development adjacent to the Shoreline North/185th Station	11/17/2022
R2022-30	Approving the CEO's Declaration of Surplus for a small strip of real property to support a Community TOD adjacent to the Shoreline North/185th Station within the Lynnwood Link Extension	11/3/2022

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.

Fewer staff and consultants than planned have resulted from the reduction of civil/systems final design as the design reached completion.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	41.5	38.0	3.5
Consultants	120.0	113.0	7.0
TOTAL	161.5	151.0	10.5

* 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	November 2022	Year to Date	Project to Date
Recordable Injury/Illness Cases	2	13	45
Days Away From Work Cases	0	1	5
Total Days Away From Work	24	26	86
First Aid Cases	2	11	79
Reported Near Mishaps	1	10	70
Average Number of Employees on Worksite	490	-	-
Total # of Hours (GC & Subs)	143,227	1,581,724	4,711,715
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	2.79	1.64	1.91
LTI Rate	0.00	0.13	0.21
Recordable National Average	2.5		
LTI National Average	1.1		
Recordable WA State Average	5.2		
LTI WA State Average	2.9		

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

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

Current Progress

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

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued direct fixation and ballasted track work installation.
- 148th Station - Continued ticket vending machine (TVM) electrical rough-ins and canopy framing.
- 148th Garage - Continued elevator installation and concrete paving.
- 185th Station - Continued buildout of ancillary buildings and elevator machine room.
- 185th Garage - Continued elevator installation and garage painting.

Schedule Summary

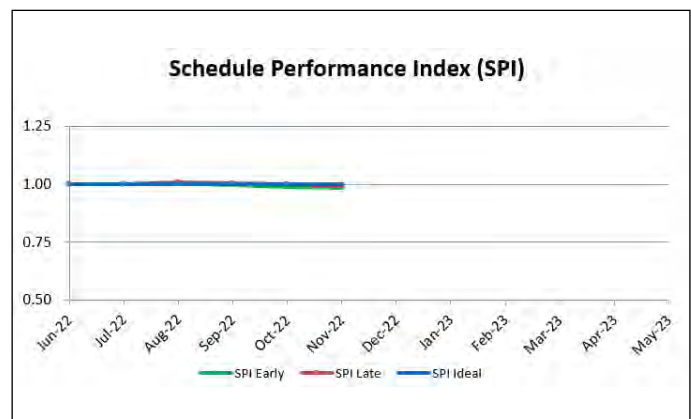
The November update forecasts an October 22, 2023 substantial completion date, thirteen calendar days earlier than the substantial completion milestone date of November 4, 2023. Within the L200 contract schedule, the contractor’s critical path remains in the completion of 148th Street station canopy finishes, followed by station electrical finishes and commissioning. Completion of both direct fixation and ballasted trackwork remain unchanged as near-critical work.

Activity Name	Start	Finish	2023					2024 Q1
			Q4	Q1	Q2	Q3	Q4	
L200 Civil Construction	25-Dec-18 A	29-Dec-23						
L200 Civil Construction	25-Dec-18 A	29-Dec-23						
Project Wide	25-Dec-18 A	29-Dec-23						
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	23-Oct-23						
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	09-Oct-23						
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	10-Oct-23						
WZ-4 145th Station & Garage	08-Apr-19 A	24-Oct-23						
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	03-Aug-23						
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	03-Apr-23						
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	21-Sep-23						
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	17-May-23						
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	05-Oct-23						
WZ-10 185th Station & Garage	15-Apr-19 A	23-Oct-23						
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	23-Oct-23						

Schedule Performance Index

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

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.99 (decrease from last period).



Work Zone Overview



Next Period Activities:

- Continue MSE wall construction.
- Continue 148th Station electrical rough-in and canopy framing.
- Continue 185th Garage elevator and interior lighting installation.
- Continue trackwork installation.

Closely Monitored Issues:

- Electrical utility crew availability to install and activate power feeds on schedule for systems testing.
- Trackwork progress in remaining areas.
- Safety risks associated with shared access to elevated guideway elements.
- Inclement weather delays and environmental compliance.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$767,719,777
Current Contract Value	\$855,867,035
Total Actual Cost (Incurred to Date)	\$700,767,453
Percent Complete	82.4%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$15,868,771
Contingency Index	2.3



Ballasted track installation

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

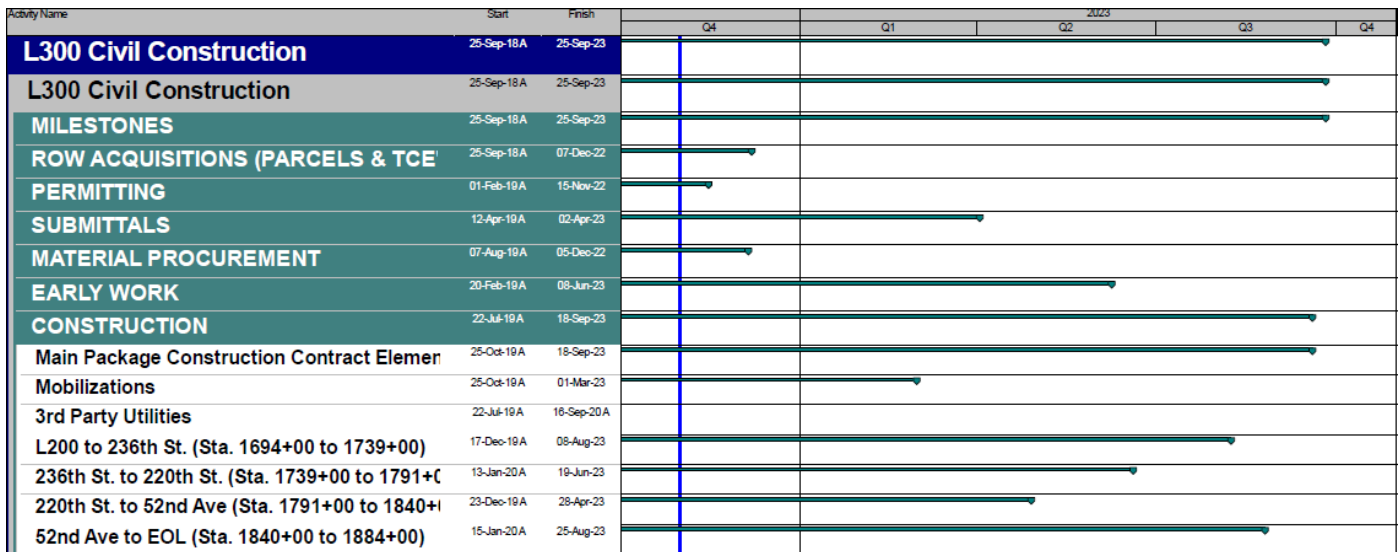
Current Progress

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

- Continued Lynnwood City Center garage work.
- Continued finishes and electrical/mechanical rough-ins for ancillary rooms at Mountlake Terrace and Lynnwood stations.
- Continued stormwater detention pipe installation at Lynnwood Transit Center.
- Continued plaza and site hardscaping along the alignment.
- Continue site and wetlands restoration along alignment.

Schedule Summary

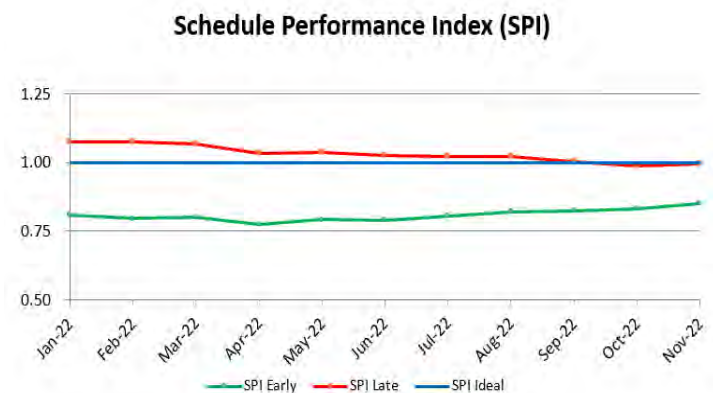
The November update from Skanska has yet to be submitted, pending resolution of ST comments on the October update that necessitated resubmittal. As of this report, the contract completion milestone date remains October 5, 2023.



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.87 (increase from last period).

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



Work Zone Overview



Next Period's Activities

- Continue site and wetlands restoration along alignment.
- Continue Lynnwood City Center parking garage work.
- Continue trackwork and plinth installation along the alignment.
- Continue finishes and electrical/mechanical rough-ins for ancillary rooms at Mountlake Terrace and Lynnwood stations.

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Inclement weather delays and environmental compliance.
- Network connectivity to support the public opening of the Lynnwood Transit Center garage.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$804,920,056
Current Contract Value	\$861,806,687
Total Actual Cost (Incurred to Date)	\$711,696,522
Percent Complete	82.4%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$26,806,687
Contingency Index	1.3



Placing Ballast North of Mountlake Terrace

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

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

- Approvals and procurement of key equipment including Traction Power Substations (TPSS).
- Continued installing radio cable, conduit, inner duct, cameras, fiber optic cable and speakers.
- Continued Factory Acceptance Testing on TPSS and train control signal equipment.
- Continued fabrication and installation of OCS poles, hangers, cantilevers and messenger wire.

Schedule Summary

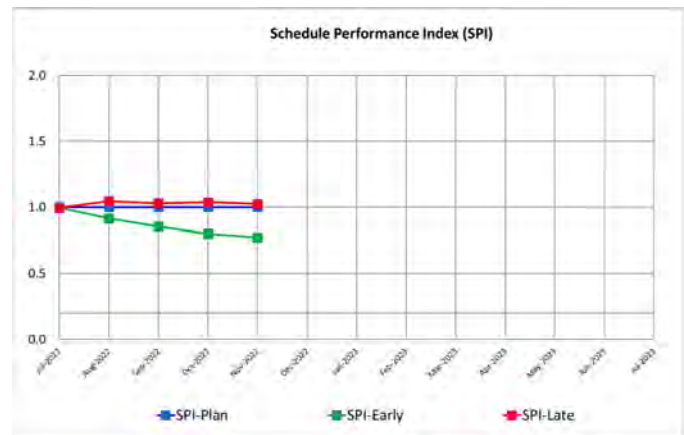
The L800 November schedule update continues to forecast a substantial completion of January 11, 2024, five days earlier than the revised contractual date of January 16, 2024. The critical path is unchanged, driven by track handovers from the civil contractors. OCS installation occupies the critical path. ST is continuing to closely monitor and coordinate several aspects of the work, including owner supplied network switches, delivery of traction power substations and signal houses and handovers from the civil contractors.

Activity Name	Start	Finish	2023					2024
			Q4	Q1	Q2	Q3	Q4	Q1
L800 Systems Construction	04-Dec-20 A	25-Jan-24						
L800 Systems Construction	04-Dec-20 A	25-Jan-24						
Sound Transit L800 90% Engine	04-Dec-20 A	25-Jan-24						
L800 Engineering	04-Dec-20 A	12-Jan-24						
L800 Milestones	04-Dec-20 A	12-Jan-24						
L800 Submittals	04-Dec-20 A	08-Jan-24						
L800 OCS	01-Jun-21 A	13-Dec-23						
L800 Traction Power/Substations	04-Dec-20 A	16-Dec-23						
L800 Signals	07-Dec-20 A	30-Nov-23						
L800 Communications	03-Jan-21 A	08-Jan-24						
L800 SCADA	01-Mar-22 A	21-Nov-23						
L800 Construction	04-Dec-20 A	25-Jan-24						
L800 OCS	01-Feb-21 A	20-Aug-23						
L800 Traction Power / Substations	04-Dec-20 A	17-Aug-23						
L800 Signals	04-Dec-20 A	03-Oct-23						
L800 Communications	04-Dec-20 A	25-Sep-23						
L800 SCADA	01-Jul-21 A	26-Dec-23						
L800 Testing and Commissioning	21-Dec-22	25-Jan-24						

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.77 (decreased from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.02 (decreased from last period).



Next Period's Activities

- Continue procurement of key equipment including Traction Power Substation (TPSS) and train control signal system buildings.
- Continued FAT testing on TPSS and signal houses.
- Continue installation of OCS poles and cantilevers.
- Continue installation of communication equipment.
- Setting Signal House north of 148th Station.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as network switches, TPSS units and signal houses.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) equipment.
- 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	\$1,633,847
Current Contract Value	\$149,633,847
Total Actual Cost (Incurred to Date)	\$58,078,465
Percent Complete	46.2%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$1,633,847
Contingency Index	2.9



Installation of security cameras at parking garages

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 end diaphragm installation.
- Continued installation of guideway decking.
- Continued preparing bid documents for station finishes package.

Closely Monitored Issues

- Progress of the Lynnwood Link Civil Contractor and availability of the station area for finishes construction.
- Market conditions, inflation, and supply chain pressures on costs for station finishes.
- Closure duration and future restoration requirements for 5th Ave NE.
- Coordination with 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:

- Updated opening date and map of the station on ST website.
- Shared communication plan with the Seattle Design Commission.

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Project Cost Summary

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

In the current period, \$320k was incurred. The major project expenditures were for construction services, civil design services during construction and staffing.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.1	\$8.1	\$2.7	\$2.7	\$8.1	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$17.6	\$11.8	\$10.7	\$17.6	\$0.0
Construction Services	\$17.3	\$17.3	\$12.5	\$1.8	\$17.3	\$0.0
3rd Party Agreements	\$1.7	\$1.7	\$0.7	\$0.6	\$1.7	\$0.0
Construction	\$192.6	\$192.6	\$24.1	\$8.8	\$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	\$54.6	\$27.3	\$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 above the planned FTE monthly average, with less staff but more civil DSDC and CM staff than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.8	3.3	2.5
Consultants	4.0	7.3	(3.3)
TOTAL	9.8	10.6	(0.8)

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

Contingency Management

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

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

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

Current Period: During the current period allocated contingency was decreased by \$11k due to a Third Party change order.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$31.6	14.9%
Unallocated Contingency	\$17.7	7.4%	\$17.7	8.3%
Total:	\$48.6	20.2%	\$49.3	23.2%

Contingency by Type

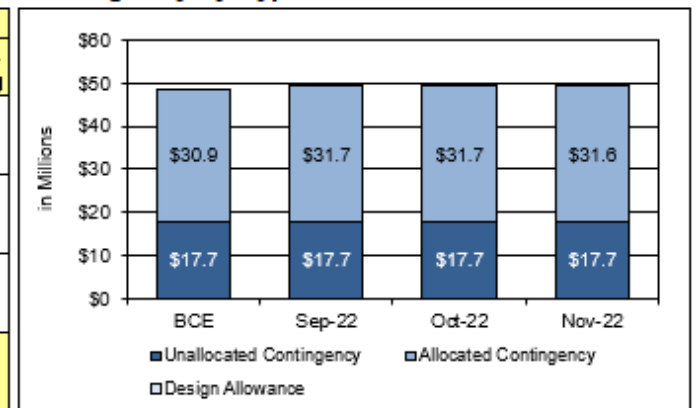
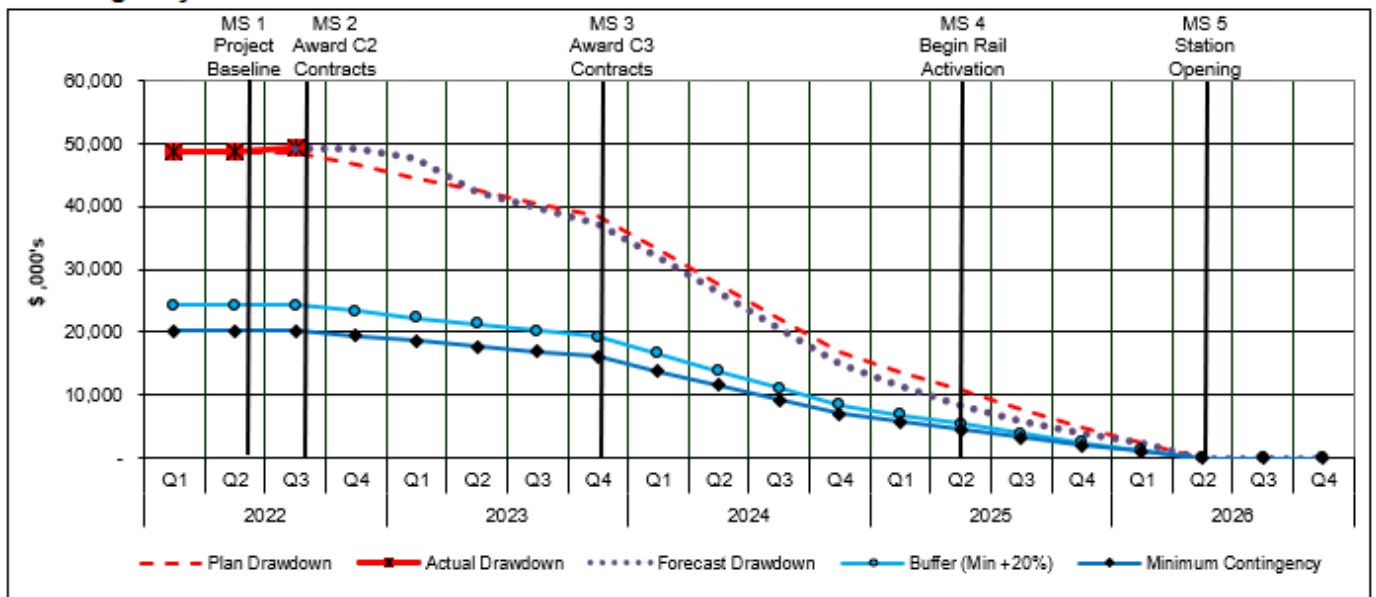


Table figures are shown in millions.

Contingency Drawdown



Risk Management

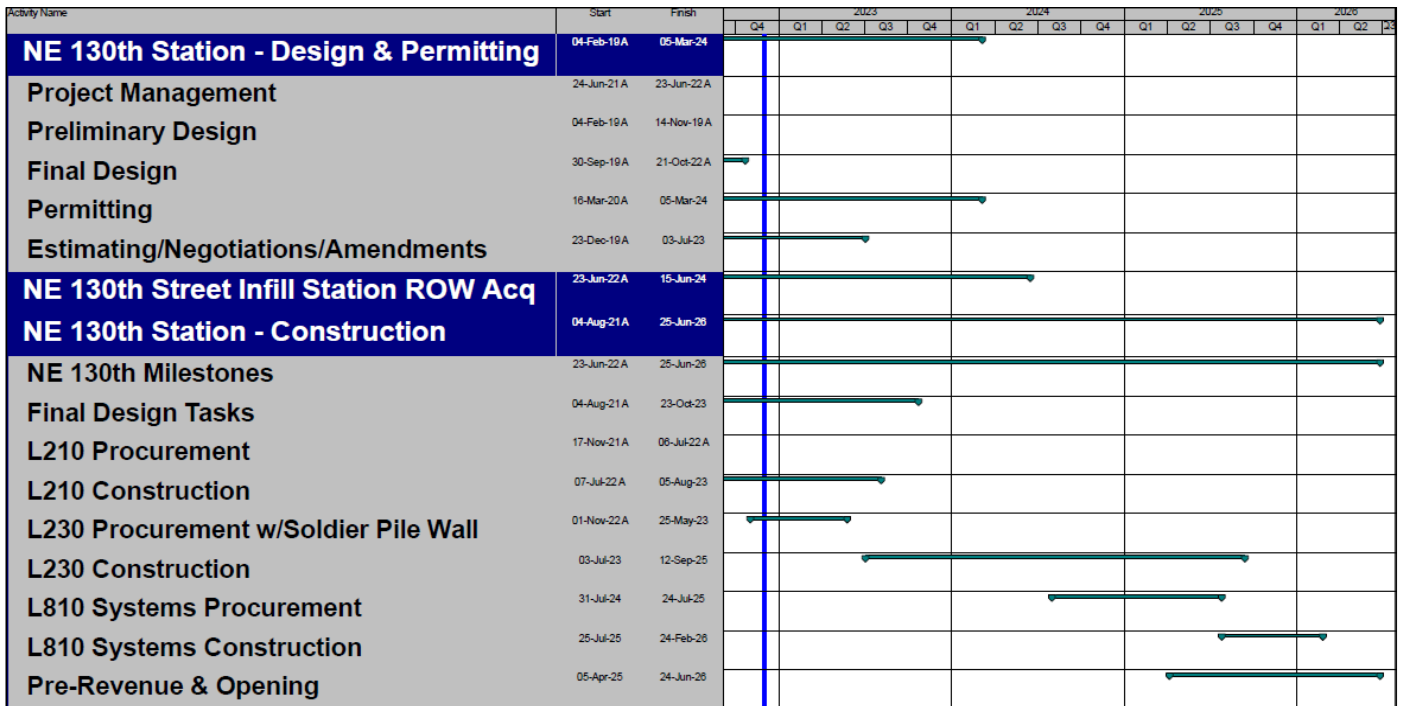
The following are the top project risks identified:

- Unresolved traffic control plan with jurisdictions affecting follow on contractors.
- Seattle Design Commission requesting additional station elements/aesthetics.
- Additional requirements associated with possible federal funding for the project.

Project Schedule

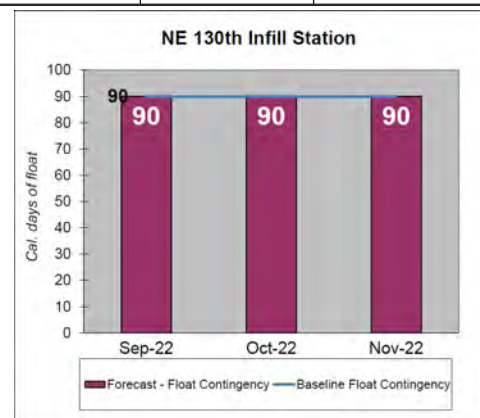
The weighted percent complete for the major construction contracts is calculated at 8.0%.

Civil work continues as Stacy & Witbeck / Kiewit / Hoffman (SKH) places concrete for the platform diaphragms for the station as part of the L210 contract. Permitting activities for the building finishes, WSDOT Project Development Approval (PDA) and City of Seattle Street Improvement permit reviews for the station construction are continuing, in support of the L230 Station Finishes contract. Preparation is continuing for an L230 bid advertisement in mid-January 2023. The station is currently forecast to open in Q2 2026.



Project Float

Project float is currently retains the initial 90 days of float. Submission of an acceptable baseline and subsequent updates, expected in December, from the L210 contractor may change this, based on reported progress on site.



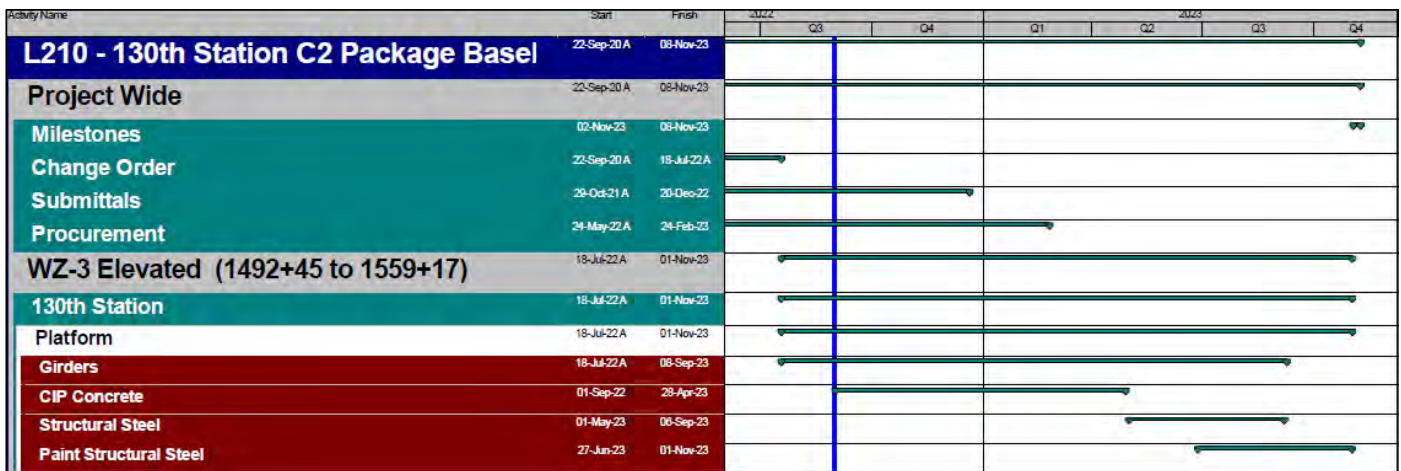
Contract L210 GC/CM

Current Progress

- Continued guideway decking installation.
- Continued end diaphragm formwork.

Schedule Summary

The schedule forecasts a completion in November 2023. Staff have reviewed the revised baseline submission from the contractor and returned it for revision. Field staff are working closely with the L210 contractor to resolve the comments, and accepted baseline and accompanying update are expected in the December update cycle.



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)	\$8,556,132
Percent Complete	46.6%
Authorized Contingency	\$3,242,493
Contingency Drawdown	\$535,112
Contingency Index	2.82



End Diaphragm rebar

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 subject to a future Board decision.

Phase Planning

Budget \$24.6M
Project Development and Right-Of-Way for Temporary Facility

Schedule Q4 2023 Temporary Facility
Q4 2027 Permanent Facility



Site Location: NMOW

Key Project Activities

- Meeting with operations to finalize temporary facility program.
- Executing phase 2 of the general engineering consultant contract for PE.
- Continuing preliminary engineering from phase 1, which include conducting and developing existing conditions assessment, evaluating site improvements needed, and environmental site assessments for the temporary facility.

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 in the table are shown in millions.

This period approximately \$57K was incurred. The project expenditures include continued finalizing plans for the temporary facility program and continuing preliminary engineering work on 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	\$2.0	\$0.5	\$0.5	\$2.0	\$0.0
Preliminary Engineering	\$1.9	\$0.2	\$0.1	\$1.9	\$0.0
Final Design	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Construction Services	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
3rd Party Agreements	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
Construction	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
ROW	\$20.0	\$0.7	\$0.7	\$20.0	\$0.0
Total	\$24.6	\$1.4	\$1.3	\$24.6	\$0.0

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

Risk Management

The following are the top project wide risks:

- Land use permit for the permanent facility takes longer than expected.
- Property requires more extensive restoration than originally thought for the temporary facility, requiring additional design and construction work than expected.
- Constrained staffing resources could impact project delivery.

Project Schedule

The North Maintenance of Way Facility schedule is remains under development and will retain the two-element approach. The temporary facility, which is currently leased and the permanent facility, is in Phase 1 development. The initial evaluation of the leased facility has been completed and is currently under Sound Transit review.

The temporary facility is scheduled to open in late 2023, prior to the Lynnwood Link Extension opening. The permanent facility currently has a long-range time frame of 2026, subject to further evaluation. A revised schedule for the project is currently in draft form, and is undergoing review.

Activity Name	Start	Finish	2023				2024				2025				2026				2027			
			D4	Q1	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	15-May-21 A	20-Nov-25																				
Phase Gate	18-May-21 A	20-Nov-25																				
Phase 1 - Project Definition	18-May-21 A	31-Dec-21 A																				
Temporary Facility	04-Jan-22 A	21-Dec-23																				
ROW	04-Jan-22 A	30-Jun-22 A																				
Design Phase	01-Jul-22 A	18-Jul-23																				
Permitting	24-Apr-23	18-Jul-23																				
Construction	20-Jun-23	21-Dec-23																				
Permanent Facility	01-Jan-17 A	12-Aug-27																				
Conceptual Design	05-Dec-22	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	07-Nov-24																				
Construction	13-Jun-23	21-Dec-26																				
Commisioning	22-Dec-28	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 planned FTE monthly average is the monthly annualized average, whereas the YTD monthly average only reflects the actuals for the month ending November 2022. ST staff is 3.1 under plan. The consultant FTE plan has not been established for the current year but, will be for 2023 and beyond as the next phases of the temporary and permanent facility proceed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.7	0.6	3.1
Consultants	0.0	1.0	-1.0
TOTAL	3.7	1.6	2.1

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Tacoma Dome Link Extension



Project Summary

Scope

<i>Limits</i>	Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome
<i>Alignment</i>	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.
<i>Stations</i>	South Federal Way, Fife, Portland Avenue and Tacoma Dome
<i>Systems</i>	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
<i>Phase</i>	Planning: Alternative Development/Project Development
<i>Budget</i>	\$126.4 M for Preliminary Engineering Phase 1—Alternative Development Phase 2
<i>Schedule</i>	Target Dates: Tacoma Dome Station, 2032 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.



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)

- Impending correspondence from Tribal Council of Puyallup Tribe of Indians

Operations and Maintenance Facility South (OMF South)

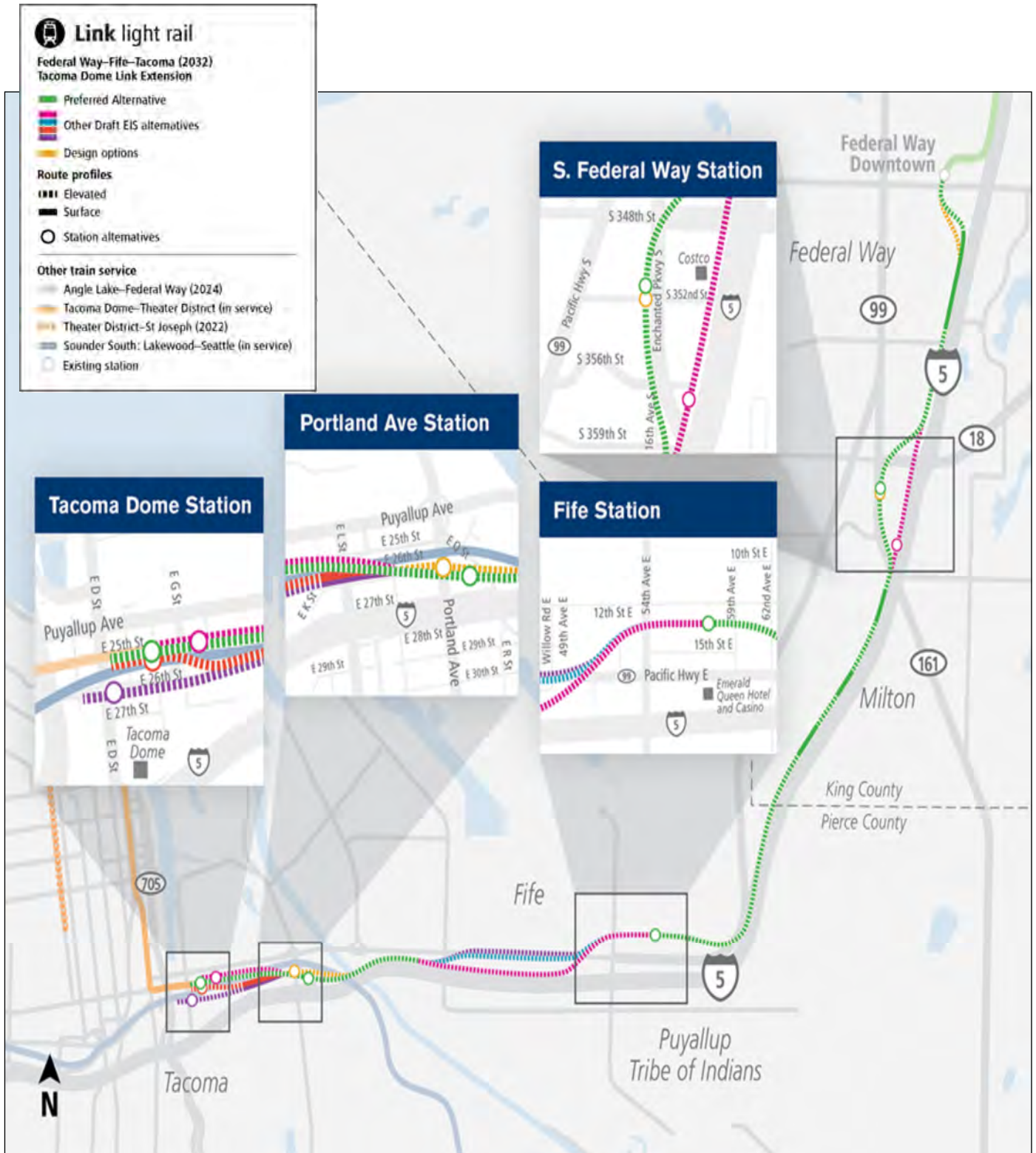
- Continued production of the Final Environmental Impact Statement (FEIS) and supporting design.
- Geotechnical borings in the proposed OMF South project area and related Real Property and engagement coordination with property owners.
- Continued design development in coordination with Tribal Nations and agency partners.

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 \$1.3M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$27.8	\$18.3	\$18.2	\$27.8	\$0.0
Preliminary Engineering	\$86.8	\$81.7	\$44.2	\$86.8	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$6.4	\$3.7	\$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	\$5.4	\$1.1	\$0.8	\$5.4	\$0.0
Total	\$126.4	\$104.8	\$65.0	\$126.4	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land	\$4.4	\$1.1	\$0.7	\$4.4	\$0.0
80 Professional Services	\$119.6	\$103.7	\$64.2	\$119.6	\$0.0
90 Unallocated Contingency	\$2.4	\$0.0	\$0.0	\$2.4	\$0.0
Total (10 - 90)	\$126.4	\$104.8	\$65.0	\$126.4	\$0.0

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

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- Identification of a new station option in Fife outside the flood-plain and additional identification and environmental review of alignments in the South Federal Way area will substantially impact the DEIS publication and have corresponding impacts to revenue service.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- 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.
- Environmental mitigation costs could increase.
- Potential impacts from higher real estate and construction costs.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- NEPA Process has potential schedule risk due to shift in FHWA NEPA policy.
- Preferred Alternative in Federal Way requires a street vacation and code deviation from City of Federal Way. Approvals and timely concurrence on design will impact schedule.
- 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.
- 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.

Link Light Rail Tacoma Dome Link Extension



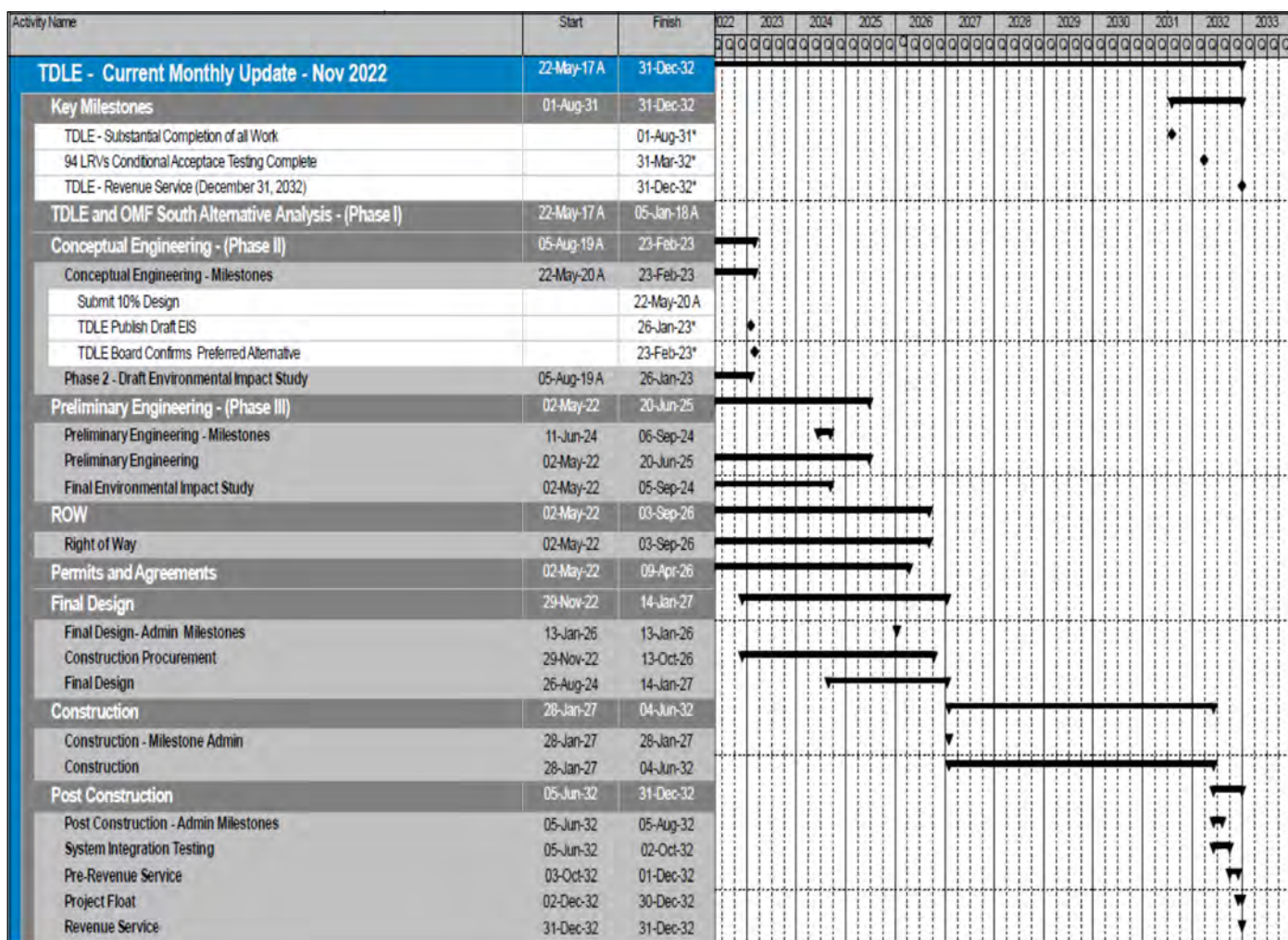
Tacoma Dome Link Extension

Current Progress

- Continued work to facilitate the production of the DEIS.
- Continued regular coordination with the Cities of Fife, Milton, Federal Way and Tacoma.

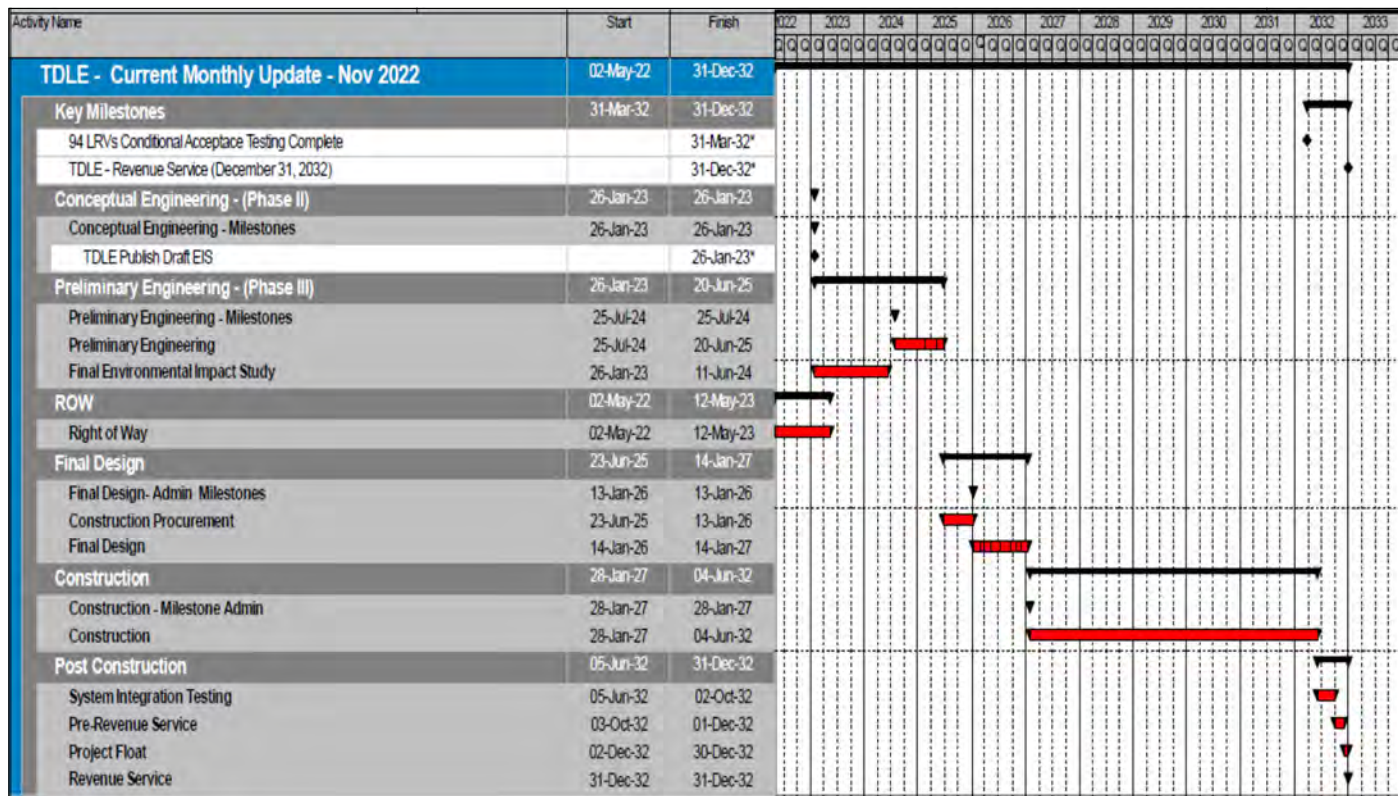
TDLE Project Schedule

Below is the summary schedule as of November 30, 2022. The project schedule continues to reflect the forecasted date of DEIS publication in January 26, 2023; however the project team is still evaluating the impact of delays stemming from the potential inclusion of a new station option(s) in Fife and additional alignment alternatives) in South Federal Way.



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 Q4 2032.



Community Engagement

- Attended the monthly New Tacoma Neighborhood Council meeting.
- Sponsored and attended Rainbow Center's annual fundraiser .
- Met with a commercial property owner in Fife.

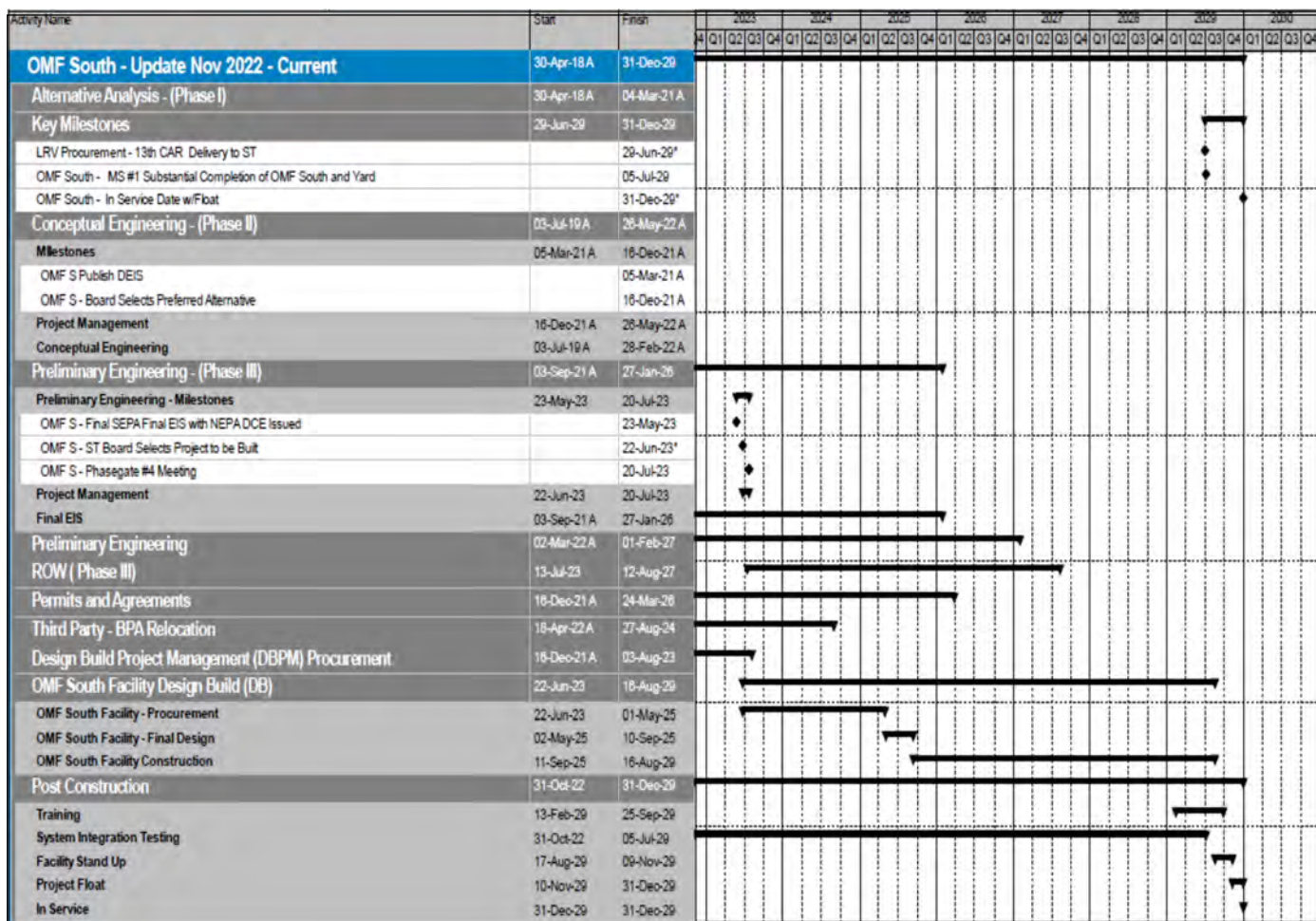
Operations and Maintenance Facility South

Current Progress

- Continued work to produce of the Final Environmental Impact Statement (FEIS) and supporting design.
- Continued regular coordination with City of Federal Way on design, land use, city code and permitting.
- Continued coordination with environmental permitting agencies.

OMF South Project Schedule

Below is the summary schedule as of Nov. 30, 2022. Project is Phase 3 with the Final SEPA/Final EIS milestone is forecasted for Q2 2023. The project team is still working to evaluate impacts on the forecasted FEIS publication date stemming from integration of test track scope and refinements to the site layout to meet city requirements into the final design.

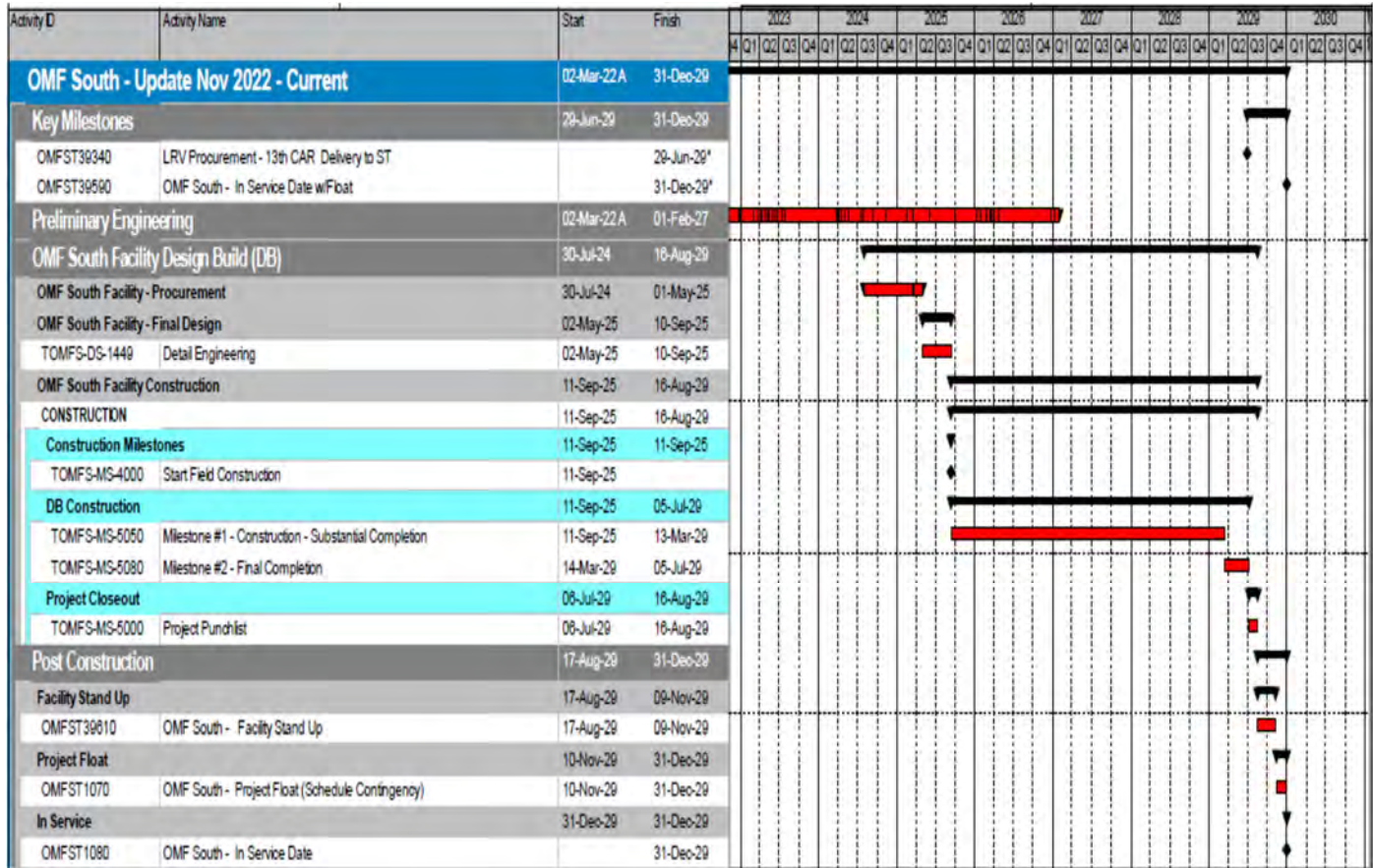


Link Light Rail Tacoma Dome Link Extension



OMF South Critical Path Analysis

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



Community Engagement

- Provided briefing to Federal Way commercial property owner.
- Provided briefing to a Federal Way resident.

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 95.6 average FTEs per month for the year 2022. To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Regarding OMF South project, the decision on test track and site layout has not been made yet. Once a decision is made, HDR will be full steam ahead on the mainline. Also HDR has not been fully authorized for the new additional alignment design. That cause lower burn rate on TDLE project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	37.3	19.1	18.2
Consultants	58.3	25.6	32.7
TOTAL	95.6	44.7	50.9

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 160.0.*

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Link Light Rail West Seattle and Ballard Link Extensions



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.

West Seattle

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.

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

Ballard

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

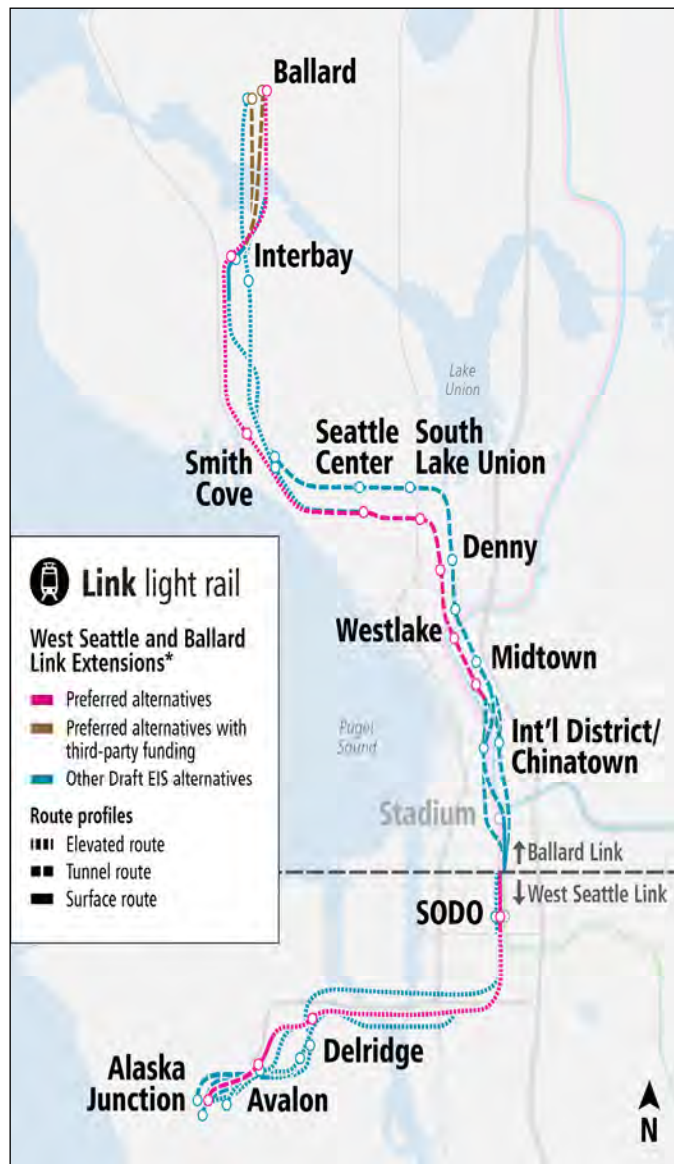
\$286.7M through completion of Preliminary Engineering

Schedule

Target dates:

West Seattle Extension: 2032

Ballard Extension: 2037



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering for the West Seattle Link Extension.
- Continued further studies and engagement in some areas as requested by the Board in July 2022. Provided status update to Board System Expansion Committee on these further studies in November; a full report to the Board is anticipated in February 2023 which may inform a future action to confirm or modify the preferred alternative for the Ballard Link Extension.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.
- Continued community engagement activities including meetings with community groups and property owners. Held two workshops with Chinatown-International District community focused on CID station options for further study.

Link Light Rail West Seattle and Ballard Link Extensions



Project Cost Summary

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

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$41M in 2022 for coordinating Draft EIS development, conceptual engineering, project administration and stakeholder engagement.

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

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$55.1	\$31.2	\$31.1	\$55.1	\$0.0
Preliminary Engineering	\$215.3	\$169.3	\$99.9	\$215.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$10.4	\$3.7	\$2.1	\$10.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$6.0	\$3.8	\$3.3	\$6.0	\$0.0
Total	\$286.7	\$208.0	\$136.4	\$286.7	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land	\$5.0	\$3.8	\$3.3	\$5.0	\$0.0
80 Professional Services	\$252.2	\$204.2	\$133.1	\$252.3	-\$0.1
90 Unallocated Contingency	\$29.5	\$0.0	\$0.0	\$29.4	\$0.1
Total (10 - 90)	\$286.7	\$208.0	\$136.4	\$286.7	\$0.0

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

Risk Management

The following are the top project wide risks:

- Delay to reaching stakeholder consensus on a preferred alternative, including third party funding, could delay completion of environmental documentation and design.
- Complexity of alignments in a constrained environment with challenging topography and waterway crossings.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- 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.

Community Engagement

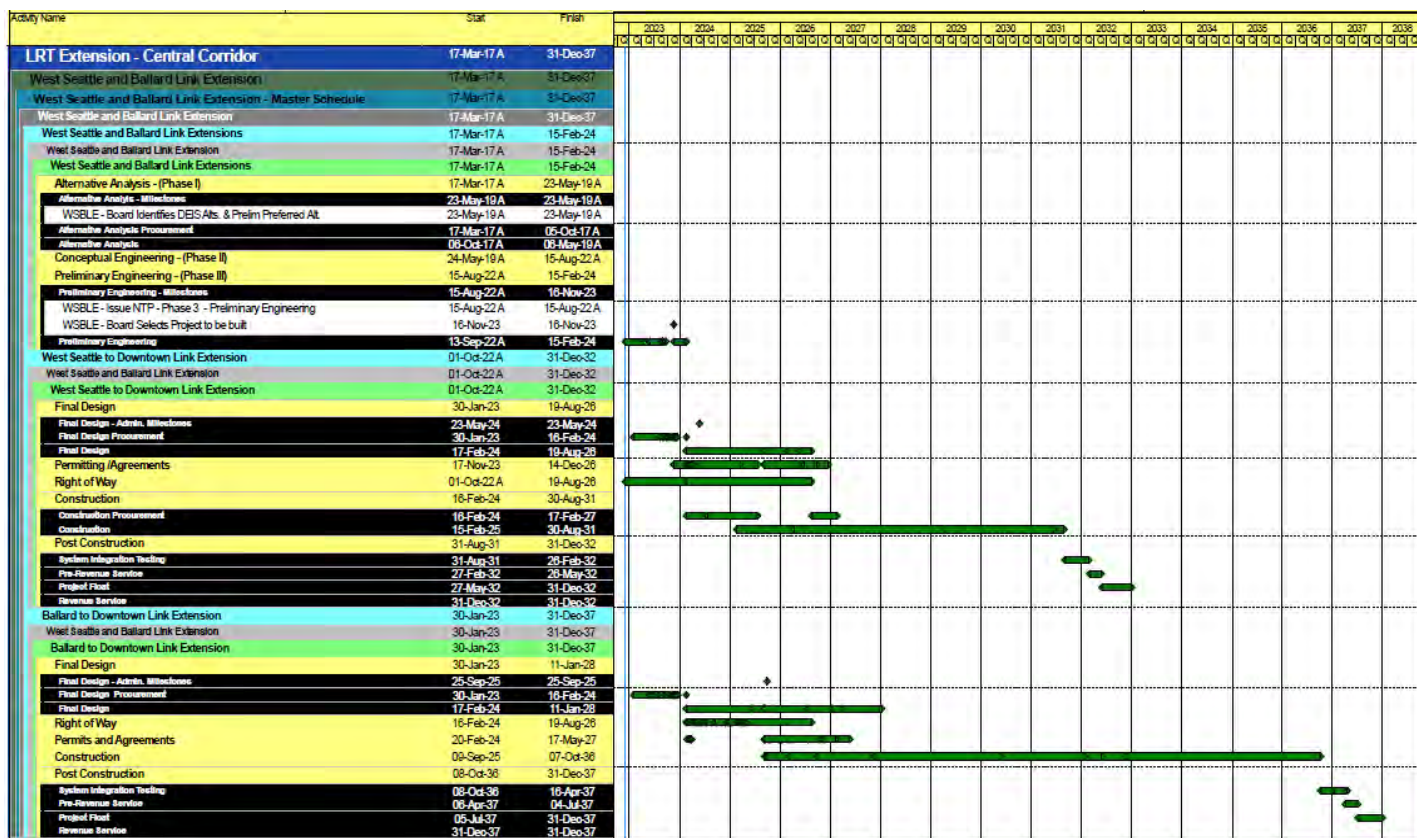
- Conducted outreach to three property owners throughout the corridor.
- Conducted 15 community outreach briefings, tours, and other external engagement activities throughout the corridor.
- Held two workshops in the Chinatown International District and one workshop for Seattle Center.
- Conducted two door-to-door business outreach efforts throughout the corridor.

Link Light Rail West Seattle and Ballard Link Extensions



Project Schedule

The Board of Directors announced their realignment decision in August 2021 which includes target dates of 2032 for the West Seattle Extension and 2037 for the Ballard Extension. The schedule below has been updated to represent these dates. The DEIS was published in January 2022 and Phase 3 Preliminary Engineering NTP was issued in August 2022. The schedule graphic below represents these updates. The Board re-affirmed the Preferred Alternative for the West Seattle Extension in July 2022. More analysis is needed prior to affirming the Preferred Alternative for the Ballard Extension. The Phase 3 schedule is under review and includes a delay to selecting project to be built.



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 takes peaks and valleys in activity into account, whereas the YTD monthly average only reflects January—November 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	41.1	34.7	6.4
Consultants	58.0	32.1	25.9
TOTAL	99.1	66.8	32.3

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report Sounder Program



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

November | 2022



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



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

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

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

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

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

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

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

Sounder Commuter Rail Program Overview



Program Budget

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

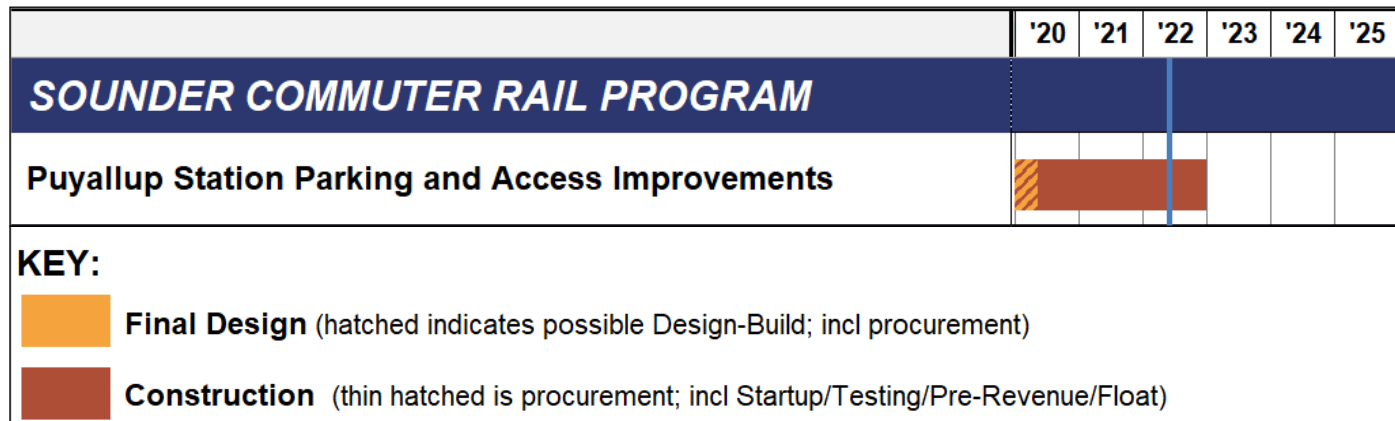
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Auburn Station Access Improvements	\$14.9	\$8.4	\$6.7	\$14.9	\$0.0
Kent Station Access Improvements	\$16.8	\$13.4	\$11.2	\$16.8	\$0.0
Lakewood Station Access Improvements	\$5.9	\$3.9	\$1.8	\$5.9	\$0.0
Puyallup Station Access Improvements	\$82.4	\$78.7	\$75.0	\$82.4	\$0.0
Sounder South Capacity Expansion	\$21.1	\$9.0	\$5.5	\$21.1	\$0.0
South Tacoma Station Access Improvements	\$5.4	\$3.8	\$1.8	\$5.4	\$0.0
Sumner Station Access Improvements	\$17.8	\$17.1	\$14.9	\$17.8	\$0.0
Total	\$164.3	\$134.3	\$116.9	\$164.3	\$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. Please see the individual project reports for further details, including schedules for pre-baselined projects.



Sounder Commuter Rail Auburn Station Parking and Access Improvements



Project Summary

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

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



Improving access to Sounder Auburn Station

Phase Complete Environmental / Enter Design & Construction

Budget \$14.9 Million

Schedule Target Date: 2025 (Realignment schedule)



Key Project Activities

- All Temporary Construction Easements (TCEs) are in negotiations.
- City of Auburn real property interests are in negotiations.
- Issued Request for Proposals (RFP) to shortlisted design-build (DB) teams.
- Assessing potential vibration impact to sensitive testing equipment at the MultiCare Auburn Medical Center.
- Developing zoning code deviations for submission to the City of Auburn.

Sounder Commuter Rail Auburn Station Parking and Access Improvements



Project Cost Summary

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

This period expenditures increased by \$175K. The incurred cost increased from \$6.49M to \$6.66M. The majority of this period’s costs are attributed to staff costs, design-build project management activities, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.6	\$2.4	\$2.4	\$2.6	\$0.0
Preliminary Engineering	\$2.9	\$2.7	\$2.7	\$2.9	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$2.0	\$0.8	\$2.0	\$0.0
3rd Party Agreements	\$0.4	\$0.4	\$0.0	\$0.4	\$0.0
Construction	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
ROW	\$6.9	\$1.0	\$0.8	\$6.9	\$0.0
Total	\$14.9	\$8.4	\$6.7	\$14.9	\$0.0

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

Risk Management

The following are the top project wide risks:

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

Sounder Commuter Rail Auburn Station Parking and Access Improvements



Project Schedule

Recommendations from October 2022 Baseline QRA session were included in this schedule update.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements. RFP was finalized and issued to shortlisted design-build teams at the end of Nov. 2022.

Other activities underway include continued property acquisition activities, expected to complete end of Q3 2023.

Board Approval of Baseline is planned for Q1 2023. Design-Build Notice to Proceed is expected Q3 2023.

Project is forecasting end of Q4 2026 target date for Open for Service. The date will be confirmed as part of Q1 2023 Board Baseline process.

Activity Name	Start	Finish	2022		2023		2024		2025		2026		2027
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
Auburn Station Parking and Access Improvements -DB MS Baseline Current	03-Dec-20 A	29-Dec-26											
Preliminary Engineering (Phase III) - Auburn	14-Feb-22 A	26-Jan-23											
ST Board Approves Project Baseline - Phase Gate 4 - Auburn	26-Jan-23	26-Jan-23											
Administration Phase III - Auburn	14-Feb-22 A	16-Jan-23											
Establish Project Baseline (Phase Gate 4) - Auburn	14-Feb-22 A	16-Jan-23											
Post-Risk Assessment Budget and Schedule Refinement - Auburn	14-Feb-22 A	08-Dec-22											
CCB Baseline/Phase Gate 4 Est Baseline Documents Due - Auburn	06-Dec-22	13-Dec-22											
CCB for Baseline/Phase Gate 4 - Auburn	13-Dec-22	13-Dec-22											
System Expansion Committee Approval of Baseline and Entry to Construction (PG 4) - Auburn	12-Jan-23	12-Jan-23											
Board Administration Review of Staff Report - Auburn	16-Jan-23	16-Jan-23											
Permits and Agreements - Auburn	02-Jan-24	11-Jan-24											
Right of Way - Auburn	14-Apr-22 A	28-Sep-23											
Design-Build Project Management - Auburn	03-Dec-20 A	28-Aug-26											
Design-Build Contract (DB) - Auburn	06-Dec-22	28-Aug-26											
Design-Build Contract-Procurement - Auburn	06-Dec-22	14-Jun-23											
RFP Phase	06-Dec-22	09-May-23											
ST Board Path	08-May-23	14-Jun-23											
Design-Build - Design and Construction - Auburn KR	14-Jun-23	28-Aug-26											
Const - Misc / Other / Env Mitigation	14-Jun-23	04-Mar-24											
Post Construction - Auburn	28-Aug-26	29-Dec-26											

Community Engagement

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

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE 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 ST staff and consultants due to availability constraints of resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.5	3.6	1.9
Consultants	4.5	1.9	2.6
TOTAL	10.0	5.5	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
	None to report this period.	

Sounder Commuter Rail Kent Station Parking and Access Improvements



Project Summary

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

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

Phase Complete Environmental/Enter Design & Construction

Budget \$16.8 Million

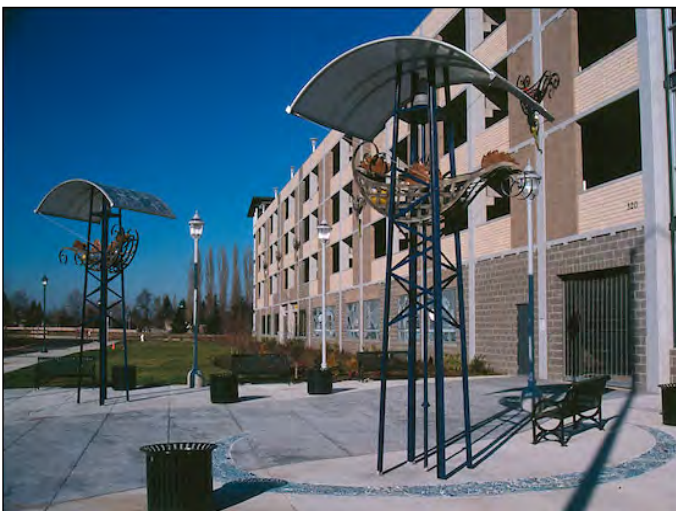
Schedule Target Date: 2025 (Realignment schedule)



Improving access to Sounder Kent Station

Key Project Activities

- Continued coordination with King County Metro to determine the requirements 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.
- Shortlisted design-build (DB) teams.
- Team developing final Request for Proposals (RFP) for issuance.



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

Sounder Commuter Rail Kent Station Parking and Access Improvements



Project Cost Summary

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

This period expenditure increased by \$155K. The incurred cost increased from \$11.1M to \$11.2M. The majority of this period’s costs are attributed to staff costs, design-build project management activities, and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.8	\$2.6	\$2.6	\$2.8	\$0.0
Preliminary Engineering	\$3.3	\$2.8	\$2.8	\$3.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$2.0	\$0.8	\$2.0	\$0.0
3rd Party Agreements	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Construction	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
ROW	\$8.2	\$6.0	\$5.1	\$8.2	\$0.0
Total	\$16.8	\$13.4	\$11.2	\$16.8	\$0.0

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

Risk Management

The following are the top project wide risks:

- Project changes that occur during procurement that require additional environmental review could delay project.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Longer City of Kent permitting process in-lieu of executing a Development Agreement could delay project.
- Constrained staffing resources could impact project delivery.

Sounder Commuter Rail Kent Station Parking and Access Improvements



Project Schedule

Recommendations from October 2022 Baseline QRA session are included in this schedule update.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements. Team is working on finalizing RFP.

Activities underway include continued property acquisition activities, expected to complete end of Q4 2023. Negotiating the King County Metro agreement and contribution for bus layover accommodation expected in Q3 2023.

Board Approval of Baseline is planned for Q1 2023. Design-Build Notice to Proceed is expected Q3 2023.

Project is forecasting a 2027 target date for Open for Service. The date will be confirmed as part of Q1 2023 Board Baseline process.

Activity Name	Start	Finish	2023		2024		2025		2026		2027			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q		
Kent Station Parking and Access Improvements -DB MS Baseline - Current	03-Dec-20 A	08-Jun-27	[Gantt bar spanning from Dec 2020 to Jun 2027]											
Preliminary Engineering (Phase III) - Kent	14-Feb-22 A	26-Jan-23	[Gantt bar from Feb 2022 to Jan 2023]											
Administration	14-Feb-22 A	26-Jan-23	[Gantt bar from Feb 2022 to Jan 2023]											
ST Board Approves Project Baseline - Phase Gate 4 - Kent	26-Jan-23	26-Jan-23	[Single point activity in Q1 2023]											
Establish Project Baseline (Phase Gate 4)	14-Feb-22 A	16-Jan-23	[Gantt bar from Feb 2022 to Jan 2023]											
Post-Risk Assessment Budget and Schedule Refinement - Kent	14-Feb-22 A	06-Dec-22	[Gantt bar from Feb 2022 to Dec 2022]											
Staff Report Preparation - Kent	03-May-22 A	12-Dec-22	[Gantt bar from May 2022 to Dec 2022]											
CCB Baseline/Phase Gate 4 Est Baseline Documents Due - Kent	18-Oct-22 A	06-Dec-22	[Single point activity in Q4 2022]											
PC/Finance/Environmental Review of Staff Report - Kent	01-Dec-22	23-Dec-22	[Gantt bar from Dec 2022 to Dec 2022]											
CCB for Baseline/Phase Gate 4 - Kent	13-Dec-22	20-Dec-22	[Gantt bar from Dec 2022 to Dec 2022]											
System Expansion Committee Approval of Baseline and Entry to Construction (PG 4) - Kent	12-Jan-23	12-Jan-23	[Single point activity in Q1 2023]											
Board Administration Review of Staff Report - Kent	16-Jan-23	16-Jan-23	[Single point activity in Q1 2023]											
Permits and Agreements - Kent	01-Jul-21 A	24-Aug-23	[Gantt bar from Jul 2021 to Aug 2023]											
Right of Way - Kent	28-Jul-22 A	02-Oct-23	[Gantt bar from Jul 2022 to Oct 2023]											
Design-Build Project Management - Kent	03-Dec-20 A	30-Nov-26	[Gantt bar from Dec 2020 to Nov 2026]											
Design-Build Contract (DB) - Kent	16-Nov-22 A	30-Nov-26	[Gantt bar from Nov 2022 to Nov 2026]											
Design-Build Contract-Procurement - Kent	16-Nov-22 A	12-Jul-23	[Gantt bar from Nov 2022 to Jul 2023]											
RFP Phase	16-Nov-22 A	01-Jun-23	[Gantt bar from Nov 2022 to Jun 2023]											
ST Board Path	05-Jun-23	12-Jul-23	[Gantt bar from Jun 2023 to Jul 2023]											
Design-Build Contract-Design and Construction - Kent	12-Jul-23	30-Nov-26	[Gantt bar from Jul 2023 to Nov 2026]											
Const - Misc / Other / Env Mitigation	27-Jan-23	14-May-24	[Gantt bar from Jan 2023 to May 2024]											
Post Construction - Kent	30-Nov-26	08-Jun-27	[Gantt bar from Nov 2026 to Jun 2027]											

Community Engagement

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

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE 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 ST staff and consultants due to availability constraints of resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.9	3.6	2.3
Consultants	4.5	1.9	2.6
TOTAL	10.4	5.5	4.9

** 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
	None to report this period.	

Sounder Commuter Rail Lakewood Station Access Improvements



Project Summary

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

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

Phase Planning Phase 2—Conceptual Engineering and Environmental

Budget \$5.86 Million

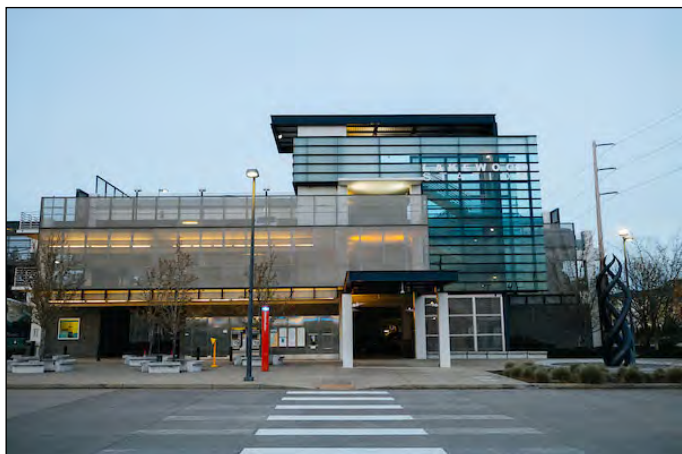
Schedule Target Date: 2030



Lakewood Station in Pierce County.

Key Project Activities

- Continued to meet with jurisdictional partners to finalize design assumptions.
- Continued conducting survey work on the proposed improvements.
- Continued planning for Conceptual Engineering.
- Continued developing materials for community engagement.



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 decreased by \$77K with the majority of the amount coming from staff costs, outreach, and 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	\$2.2	\$0.7	\$0.7	\$2.2	\$0.0
Preliminary Engineering	\$3.0	\$2.8	\$0.8	\$3.0	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.3	\$0.3	\$0.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.1	\$0.0	\$0.2	\$0.0
Total	\$5.9	\$3.9	\$1.8	\$5.9	\$0.0

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

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal ST scope changes could lead to increased costs and delays to the schedule.
- 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, conceptual design, and methodology reports.

Selecting Delivery Method is expected during Q2 2023. Board selects projects to be built planned for end of Q1 2024.

The target Open for Service Date for this project is planned for Q4 2030.

Activity Name	Start	Finish	2023				2024						
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Lakewood Station Access Improvements - Master Schedule	02-May-22 A	31-Dec-30											
Perliminary Engineering	02-May-22 A	23-Oct-25											
Phase II - Conceptual Engineering	02-May-22 A	28-Mar-24											
Board Selects Projects to be Build	28-Mar-24	28-Mar-24											
Conceptual Engineering	02-May-22 A	13-Mar-24											
Phase 2 Draft SEPA and CE	02-May-22 A	29-Dec-23											
Prepare Cost Estimate	02-May-22 A	14-Apr-23											
DEA Performss and Completes CE/ENV	02-May-22 A	17-Nov-23											
External Engagement	01-Jun-22 A	26-Sep-23											
Finalize SEPA, Check List and Review	01-Jun-22 A	02-Nov-23											
Submit Cost Estimate	17-Apr-23	05-May-23											
Cost Estimates Review and Approval - Preferred Alt.	08-May-23	05-Jun-23											
Consultant prepare for QRA Sesssion	08-May-23	19-May-23											
QRA Session	22-May-23	26-May-23											
Finalize Schedule and Cost Estimates Per QRA Session Output	30-May-23	12-Jun-23											
Prepare for Gate 2: Select Delivery Method	06-Jun-23	18-Jul-23											
All Documents Due before Phase Gate Meeting	13-Jun-23	19-Jun-23											
Publish SEPA - Planned for Nov 7, 2023	20-Nov-23	20-Nov-23											
Phasegate #2 Meeting - Confirm Delivery Method	02-Jan-24	02-Jan-24											
Prepare for Board Meeting	03-Jan-24	13-Mar-24											
Phase III - Preliminary Engineering	29-Mar-24	23-Oct-25											
Right of Way	04-Mar-25	03-Mar-27											
Final Design	24-Oct-25	11-May-28											
Construction	12-May-28	23-Sep-30											
Post Construction	24-Sep-30	31-Dec-30											

Community Engagement.

- We continued planning for outreach, with an online open house scheduled to launch on December 8.

Sounder Commuter Rail Lakewood Station Access Improvements



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE 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	2.7	1.2	1.5
Consultants	3.0	1.1	1.9
TOTAL	5.7	2.4	3.3

** An FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Puyallup Station Access Improvements



Project Summary

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

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

Phase Final Design and Construction

Budget \$82.4 Million

Schedule Open for Service: Q4 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Continued with installation of traffic signal poles and control cabinets.
- Traffic signal implementation memo approved by the City.
- The BNSF continues with implementation of the rail crossing improvements.

Closely Monitored Issues

- Coordination of work with BNSF and the City of Puyallup required to execute off-site intersection and signal improvements.
- City leadership has linked the execution of the operating agreement regarding public use of parking during non-transit hours to the certificate of occupancy for the garage.

Sounder Commuter Rail Puyallup Station Access Improvements



Project Cost Summary

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

This period expenditures increased by \$173K. The incurred cost increased from \$74.8M to \$75.0M. The majority of this period's costs are attributed to staff costs, construction management services, and the design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$5.5	\$4.9	\$4.9	\$5.5	\$0.0
Preliminary Engineering	\$2.9	\$2.6	\$2.6	\$2.6	\$2.6	\$0.0
Final Design	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$5.2	\$5.7	\$5.7	\$5.1	\$5.7	\$0.0
3rd Party Agreements	\$2.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$58.4	\$61.8	\$58.9	\$55.7	\$61.8	\$0.0
ROW	\$5.6	\$6.7	\$6.6	\$6.6	\$6.7	\$0.0
Total	\$79.1	\$82.4	\$78.7	\$75.0	\$82.4	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$47.1	\$33.3	\$31.7	\$31.1	\$33.3	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$10.7	\$9.4	\$9.1	\$10.7	\$0.0
50 Systems	\$0.0	\$3.8	\$4.1	\$3.9	\$3.8	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$47.8	\$45.2	\$44.3	\$47.8	\$0.0
60 ROW, Land	\$5.4	\$6.7	\$6.6	\$6.6	\$6.7	\$0.0
80 Professional Services	\$22.0	\$27.5	\$26.9	\$24.1	\$27.5	\$0.0
90 Unallocated Contingency	\$3.7	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Total (10 - 90)	\$79.1	\$82.4	\$78.7	\$75.0	\$82.4	\$0.0

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

Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of \$14.6M. Since baselining, there were drawdowns on AC and UAC to address the procurement of the design-build construction contract, design-building project management, and various construction change orders. The baseline contingency levels were insufficient and required an additional \$3.25M that was approved by the ST Board in April 2022.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC 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	\$4.6	5.8%	\$0.0	0.0%
Allocated Contingency	\$6.3	8.0%	\$2.2	29.6%
Unallocated Contingency	\$3.7	4.7%	\$0.3	4.0%
Total:	\$14.6	18.4%	\$2.5	33.6%

Contingency by Type

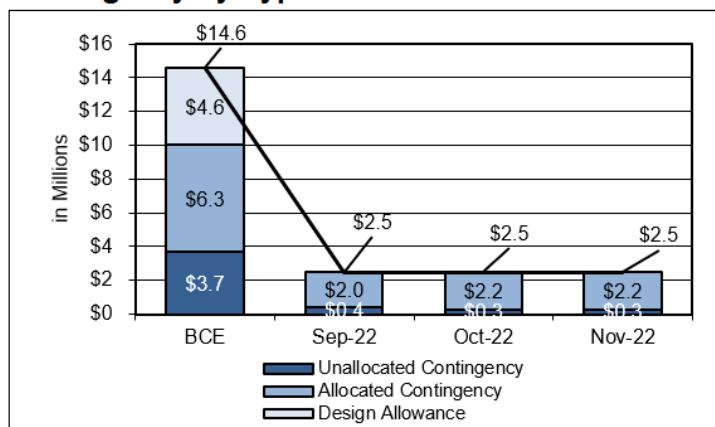


Table figures are shown in millions.

Risk Management

The following are the top project wide risks:

- Coordination of the BNSF and Design-Builder to execute off-site improvements (Intersection and Signal upgrades) takes longer than expected or incurs greater expense.
- City of Puyallup changing submittal requirements for intersection signalization impacts schedule, activities, and projected public opening date.
- Execution of operating agreement with the City of Puyallup impacts opening date.

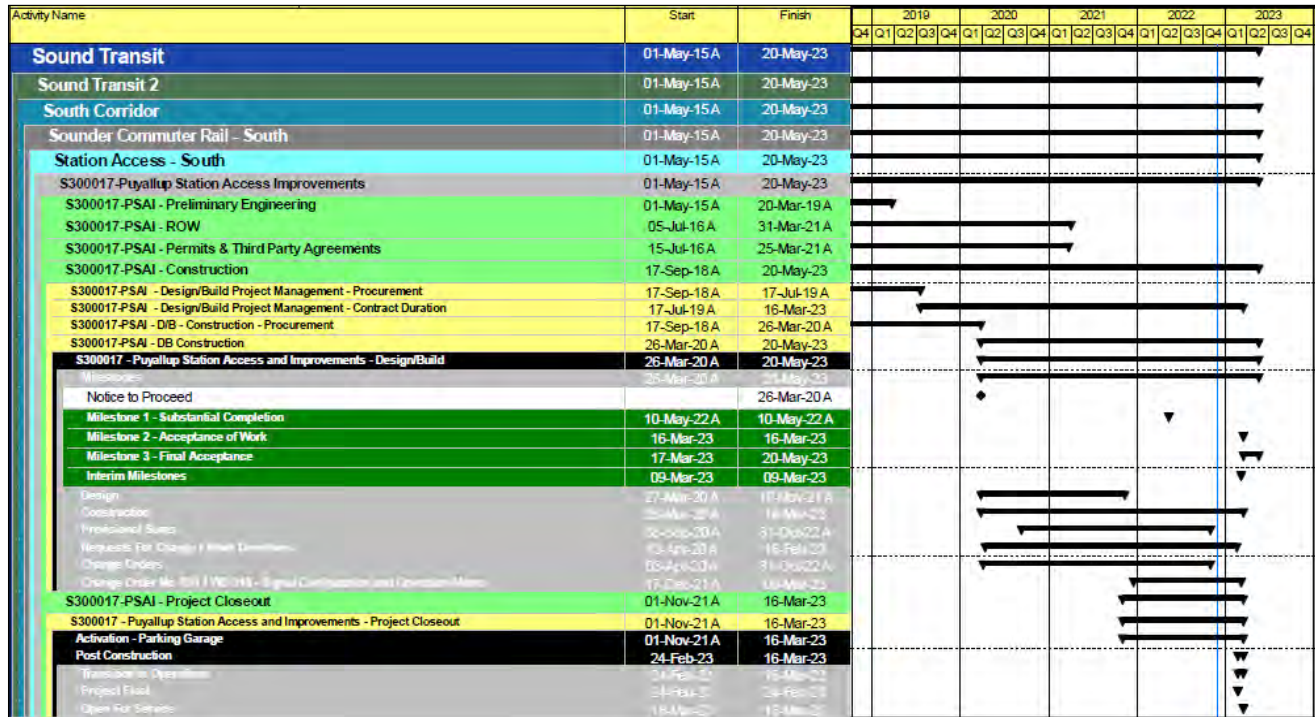
Sounder Commuter Rail Puyallup Station Access Improvements



Project Schedule

The weighted percent complete for November is 99.59% based on invoicing forecasts. Change Order #32 has been issued to extend Milestone #1, Substantial Completion of the Parking Garage, 124 days to May 10, 2022. Milestone #1 Parking Garage Completion was completed in May 2022. Change Order #33 has been issued to extend Milestone #2 (Acceptance of All Work) 168 days to Nov. 24, 2022.

November 2022 schedule update is currently under review. The graphic below represents November 2022 schedule update. Traffic Mitigation work is expected to be completed in Q4 2022 but is currently pushing into Q1 2023.

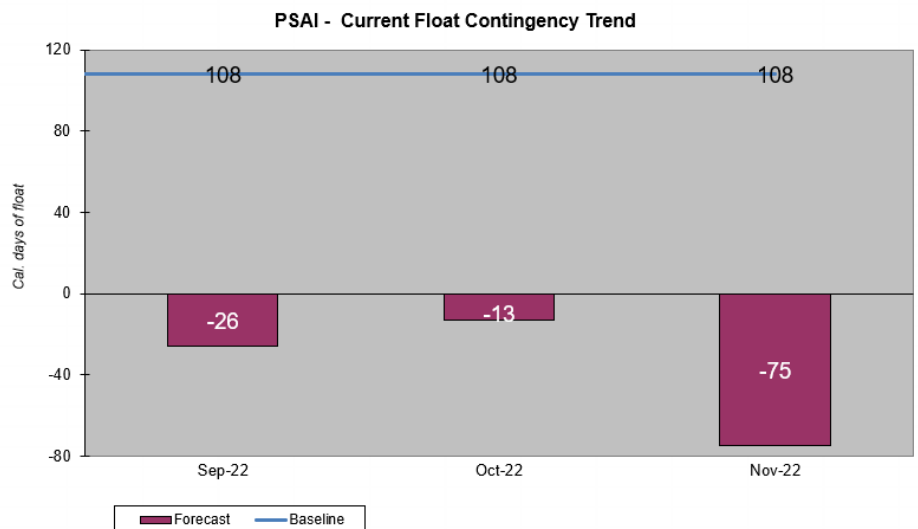


Project Float

The Puyallup Station Access Improvements was baselined with 108 days of project float. The project team has received ST Board approval to move the open for service milestone to December 2022 due the traffic mitigation delays.

Substantial completion was granted to the parking garage in May. The open for service is trending to mid-March 2023.

ST and the contractor are working diligently to reduce impacts to the project. A schedule submittal for November is currently under review.

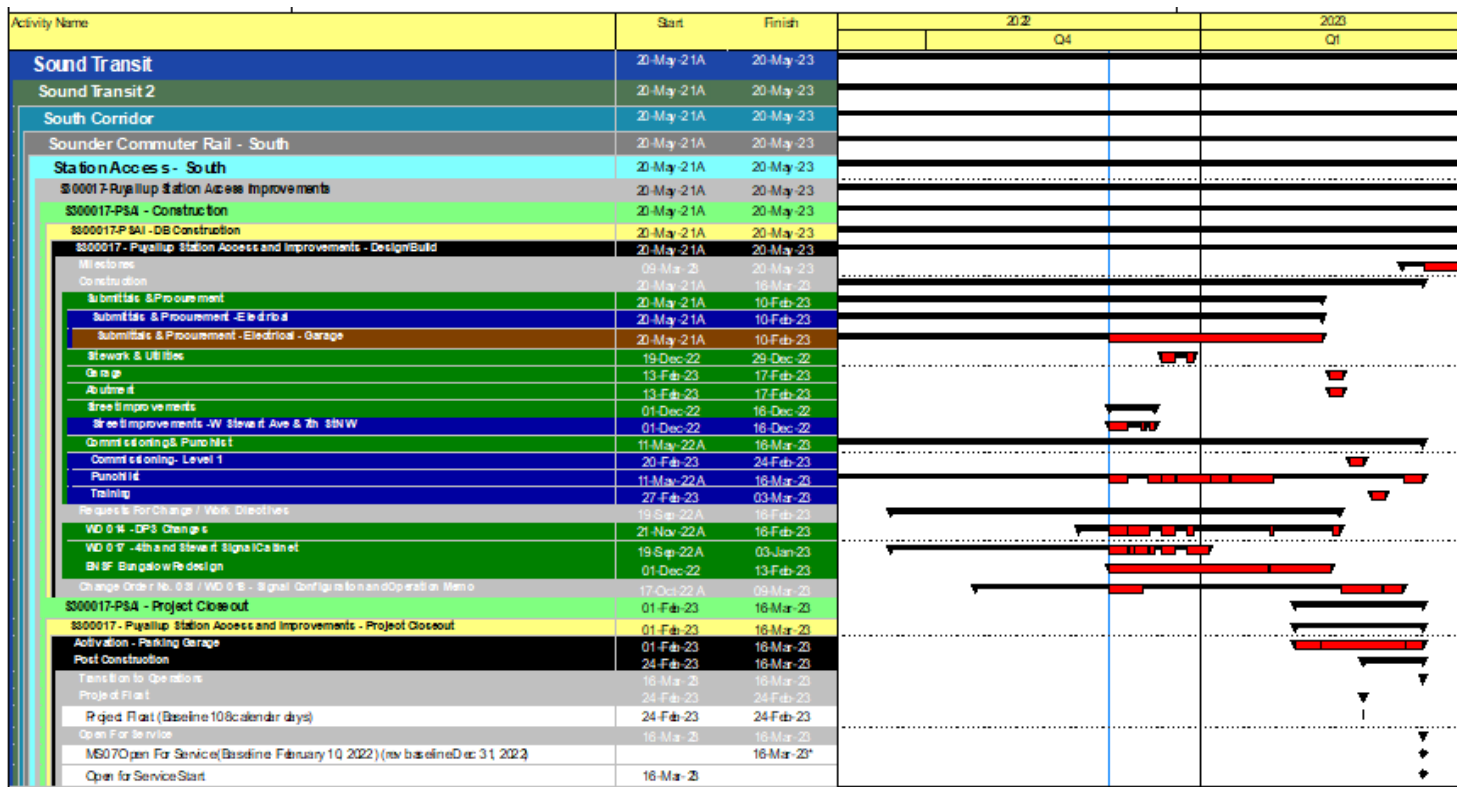


Sounder Commuter Rail Puyallup Station Access Improvements



Critical Path Analysis

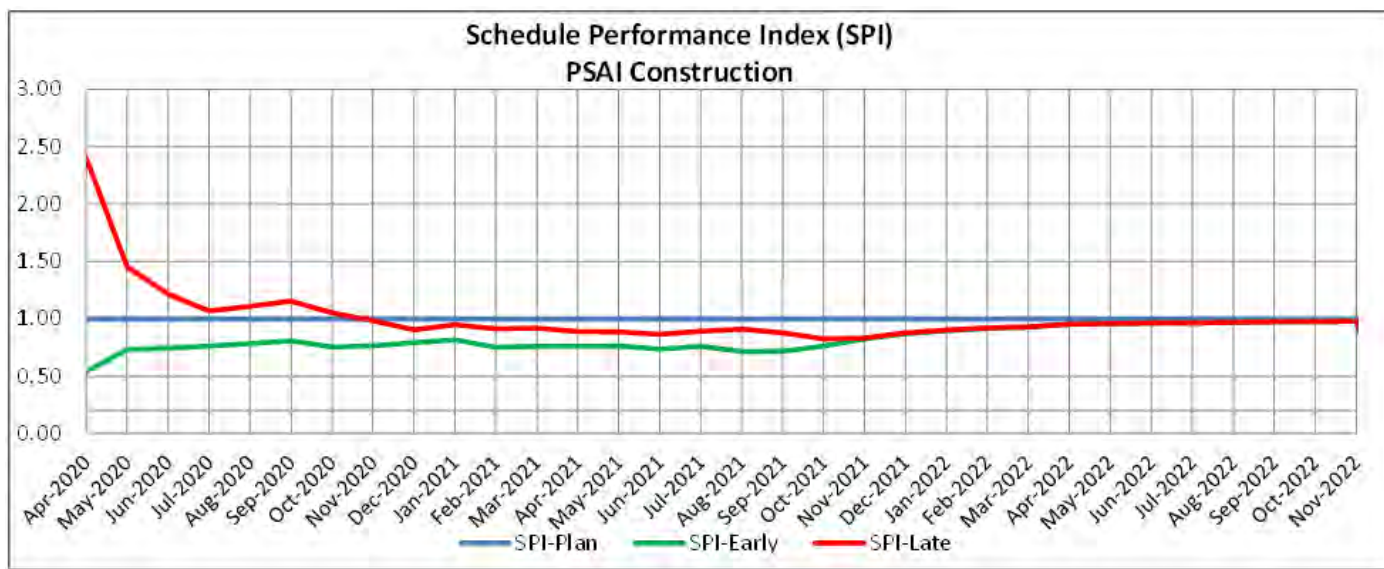
The critical path for the Puyallup Station Access Improvements is currently driven by the traffic mitigation activities. However, the work at the parking garage achieved substantial completion in May 2022. The traffic mitigation is expected to be complete in Q1 2023. We will continue to monitor the current critical path and the coordination with our Third Party partners (City of Puyallup and the BNSF) on traffic mitigation.



Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.98 for this period, and the late SPI is at 0.98. An index under 1.0 indicates that the Contractor is behind schedule.

The schedule continues to show some time impacts due off-site improvements. The Contractor is working diligently to reduce these impacts to the project.



Community Engagement

- We sent out three construction alerts.
- We are planning for opening communications.

Sounder Commuter Rail Puyallup Station Access Improvements



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.

Staff vacancies create more demand in consultant resources. Working to fill ST staff vacancies.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	8.0	4.4	3.6
Consultants	5.0	5.3	(0.3)
TOTAL	13.0	9.7	3.3

* 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
	None to report 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.

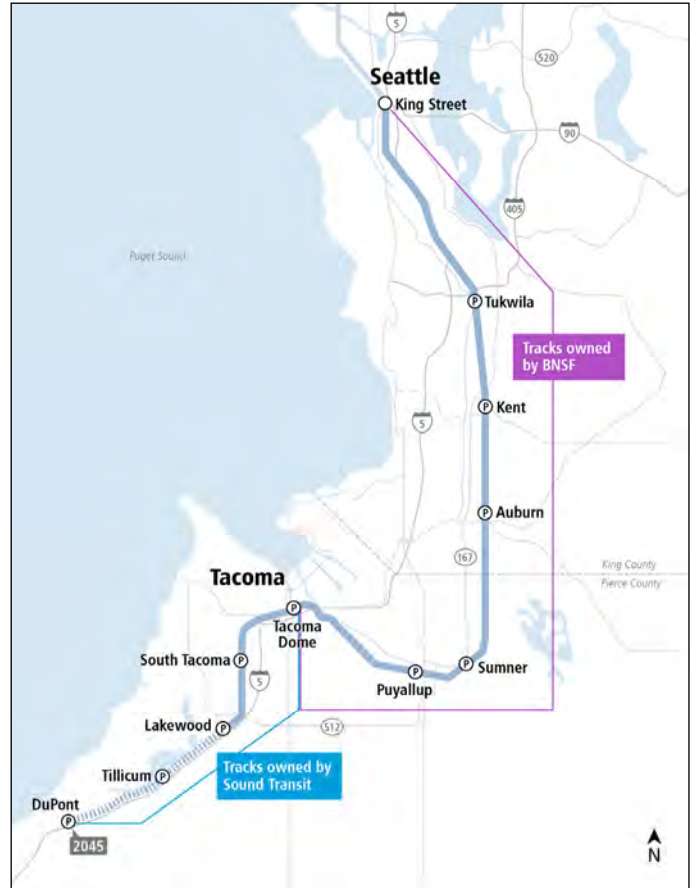
Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

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

Phase Planning

Budget \$21.1 Million

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



Sounder South Capacity map alignment

Program Key Activities

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

King Street Station Platform Area Project and the CRISI grant projects 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

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

Pierce County Rail Capacity and Reliability Improvement Project

This project adds second tracks to several single track segments between Tacoma and Dupont on the ST-owned Lakewood Subdivision. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along ST'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

- Staff presented an informational project briefing to the System Expansion Committee prior to the adoption of the 2023 Annual Budget.
- Sound Transit and Federal Railroad Administration held monthly coordination meeting.
- Sound Transit continued work on grant administration items towards grant obligation, which is expected in Q1 2023.

Community Engagement

- Community outreach activities will begin when Sound Transit initiates the next phase of the project.

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 \$172K with the majority of the amount coming from staff costs, outreach, alternative analysis, and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.8	\$2.6	\$2.6	\$4.8	\$0.0
Preliminary Engineering	\$13.6	\$5.6	\$2.3	\$13.6	\$0.0
Third Party Agreements	\$0.9	\$0.5	\$0.5	\$0.9	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$1.7	\$0.2	\$0.0	\$1.7	\$0.0
Total	\$21.0	\$8.9	\$5.4	\$21.0	\$0.0

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

Sounder Commuter Rail Sounder South Capacity Expansion



Project Schedule

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

The second Mainline Track Study and Report 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 early September 2022. King St. Station Alternative Analysis completed end of September 2022. Phase II started September 2022, and is expected to complete Q3 2024. Consultant team just started conceptual design and is working on Project Management and Public Involvement Draft Plans.

Activity Name	Start	Finish	2022	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				
Sounder South Capacity Expansion - Master Schedule	05-Feb-21 A	31-Dec-36	[Gantt bar spanning from Feb 2021 to Dec 2036]																							
Sounder South Platform Extensions	05-Feb-21 A	31-Dec-36	[Gantt bar spanning from Feb 2021 to Dec 2036]																							
Alternative Analysis - (Ph - I)	05-Feb-21 A	08-Jan-24	[Gantt bar spanning from Feb 2021 to Jan 2024]																							
Alternative Analysis	05-Feb-21 A	08-Jan-24	[Gantt bar spanning from Feb 2021 to Jan 2024]																							
Conceptual Engineering/Environmental - (Ph - II)	26-Sep-22 A	28-Aug-26	[Gantt bar spanning from Sep 2022 to Aug 2026]																							
Conceptual Engineering/Environmental	26-Sep-22 A	28-Aug-26	[Gantt bar spanning from Sep 2022 to Aug 2026]																							
King St. Station - Platform Improvements - Phase II	26-Sep-22 A	16-Sep-24	[Gantt bar spanning from Sep 2022 to Sep 2024]																							
Phase 2 - CE/NEPA/Environmental	14-Oct-22 A	06-Jan-26	[Gantt bar spanning from Oct 2022 to Jan 2026]																							
90 Day wait period for FTA Review of NEPA submittal	07-Jan-26	06-Apr-26	[Gantt bar spanning from Jan 2026 to Apr 2026]																							
BNSF Platform Easements Negotiations	07-Jan-26	28-Aug-26	[Gantt bar spanning from Jan 2026 to Aug 2026]																							
Phase 2 - Board Re-affirms LPA	22-Jan-26	22-Jan-26	[Gantt bar spanning from Jan 2026 to Jan 2026]																							
FTA Issues Approval of NEPA	07-Apr-26	07-Apr-26	[Gantt bar spanning from Apr 2026 to Apr 2026]																							
Right of Way	25-Jun-27	19-Feb-29	[Gantt bar spanning from Jun 2027 to Feb 2029]																							
Preliminary Engineering - (Ph - III)	29-Aug-26	22-Jul-27	[Gantt bar spanning from Aug 2026 to Jul 2027]																							
Final Design	06-Apr-27	18-Apr-30	[Gantt bar spanning from Apr 2027 to Apr 2030]																							
Construction	19-Apr-30	09-Oct-35	[Gantt bar spanning from Apr 2030 to Oct 2035]																							
Post Construction	10-Oct-35	31-Dec-36	[Gantt bar spanning from Oct 2035 to Dec 2036]																							

Risk Management

The following are the top project-wide risks:

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

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE 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	5.4	4.4	1.0
Consultants	8.2	1.0	7.2
TOTAL	13.6	5.4	8.2

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report 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 \$5.4 Million

Schedule Target Date: 2030



South Tacoma Station in Pierce County

Key Project Activities

- Continued to meet with jurisdictional partners to finalize design assumptions.
- Continued conducting survey work on the proposed improvements.
- Continued planning for Conceptual Engineering.
- Conducted an online open house and other community engagement activities.



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 \$109K with the majority of the amount coming from staff costs, outreach, and 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	\$1.8	\$0.6	\$0.6	\$1.8	\$0.0
Preliminary Engineering	\$3.3	\$3.0	\$1.2	\$3.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.3	\$0.2	\$0.0	\$0.3	\$0.0
Total	\$5.4	\$3.8	\$1.7	\$5.4	\$0.0

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

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal ST scope changes could lead to increased costs and delays to the schedule.
- 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, conceptual design, and methodology reports.

Selecting Delivery Method is expected during Q2 2023. Board selection of projects to be built is planned for end of Q1 2024.

The target Open for Service Date is planned for Q4 2030.

Activity Name	Start	Finish	2023				2024						
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
South Tacoma Station Access Improvements - Master Schedule	02-May-22 A	31-Dec-30											
Preliminary Engineering	02-May-22 A	23-Oct-25											
Phase II - Conceptual Engineering	02-May-22 A	28-Mar-24											
Board Selects Project to be Build	28-Mar-24	28-Mar-24											
Conceptual Engineering	02-May-22 A	22-Mar-24											
Phase 2 Draft SEPA and CE	02-May-22 A	29-Dec-23											
DEA Performs and Completes CE/ENV	02-May-22 A	22-Nov-23											
Finalize SEPA, Check List and Review	01-Jun-22 A	02-Nov-23											
External Engagement	13-Jun-22 A	27-Sep-23											
Prepare Cost Estimate	25-Aug-22 A	03-Apr-23											
Submit Cost Estimate	04-Apr-23	04-Apr-23											
Cost Estimates Submitted for review - Preferred Alt.	05-Apr-23	05-Apr-23											
Prepare for Gate 2: Select Delivery Method	05-Apr-23	16-May-23											
Consultant to prepare for QRA Session	05-Apr-23	19-Apr-23											
QRA Session	20-Apr-23	26-Apr-23											
Finalize Schedule and Cost Estimates Per QRA Session Output	27-Apr-23	10-May-23											
All Documents Due before Phasegate #2 Meeting	11-May-23	17-May-23											
Publish SEPA	07-Nov-23	07-Nov-23											
Phasegate #2 Meeting - Confirm Delivery Method	27-Nov-23	27-Nov-23											
Prepare for Board Meeting	28-Nov-23	22-Mar-24											
Phase III - Preliminary Engineering	29-Mar-24	23-Oct-25											
Right of Way	04-Mar-25	03-Mar-27											
Final Design	24-Oct-25	11-May-28											
Construction	12-May-28	26-Sep-30											
Post Construction	27-Sep-30	31-Dec-30											

Community Engagement

- We hosted an online open house from November 9 through December 5 to share information and gather feedback on proposed improvements.
- We held walk and bike tours of the station area to show improvement areas to the public.
- We presented to the South Tacoma Business District Alliance meeting on November 17.

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.

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	3.5	1.5	2.0
Consultants	3.0	2.1	0.9
TOTAL	6.5	3.5	3.0

** 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 to report at this time.	

Sounder Commuter Rail Sumner Station Access Improvements



Project Summary

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

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

Phase Complete Environmental/Enter Design & Construction

Budget \$17.8 Million

Schedule Target Date: 2025 (Realignment Schedule)



Improving access to Sumner Sounder Station

Key Project Activities

- In contract negotiations with highest ranked design-build proposer.
- Continued review of property appraisals for Temporary Construction Easements.
- Coordinating with the City of Sumner regarding replacement parking during construction.



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

Sounder Commuter Rail Sumner Station Access Improvements



Project Cost Summary

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

This period’s expenditures increased by \$137K. The incurred cost increased from \$14.8M to \$14.9M. The majority of this period’s costs are attributed to staff costs 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	\$2.9	\$2.6	\$2.6	\$2.9	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.6	\$2.7	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$7.6	\$7.6	\$5.5	\$7.6	\$0.0
Construction	\$0.2	\$0.1	\$0.1	\$0.2	\$0.0
ROW	\$4.4	\$4.1	\$4.0	\$4.4	\$0.0
Total	\$17.8	\$17.1	\$14.9	\$17.8	\$0.0

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

Risk Management

The following are the top project-wide risks:

- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Risk of project delay due to Area of Potential Effect requiring updating before the start of construction.
- Constrained staffing resources could impact project delivery.

Sounder Commuter Rail Sumner Station Access Improvements



Project Schedule

Recommendations from October 2022 Baseline QRA session are included in this schedule update.

Proposals were received mid-September 2022 and are in contract negotiations with highest ranked design-build proposer.

Upcoming milestones include Phase Gate 4 Establish Baseline and Notice to Proceed, both expected in Q1 2023. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area needed for the design-build contractor's construction activities.

Project is forecasting 2026 target date for Open for Service. Date will be confirmed as part of the Q1 2023 Board Baseline process.

Activity Name	Start	Finish	2023				2024				2025				2026			
			3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
S300018 - Sumner Station Parking and Access Improvements - DB MS Baseline	01-Oct-21 A	17-Mar-26	[Gantt bar spanning from Oct 2021 to Mar 2026]															
Preliminary Engineering (Phase III)	17-Oct-22 A	26-Jan-23	[Gantt bar from Oct 2022 to Jan 2023]															
Administration	17-Oct-22 A	26-Jan-23	[Gantt bar from Oct 2022 to Jan 2023]															
MS01 ST Board Approves Project (Baseline) - Phase Gate 4 - Sumner	26-Jan-23	26-Jan-23	[Single point at Jan 2023]															
Phase Gate 4 and Establish Project Baseline	17-Oct-22 A	16-Jan-23	[Gantt bar from Oct 2022 to Jan 2023]															
Project Baseline	17-Oct-22 A	16-Jan-23	[Gantt bar from Oct 2022 to Jan 2023]															
PC/Finance/Environmental Review of Staff Report - Sumner	17-Oct-22 A	12-Dec-22	[Gantt bar from Oct 2022 to Dec 2022]															
CCB Baseline/Phase Gate 4 Est Baseline Documents Due - Sumner	06-Dec-22	13-Dec-22	[Gantt bar from Dec 2022 to Dec 2022]															
CCB for Baseline/Phase Gate 4 - Sumner	13-Dec-22	13-Dec-22	[Single point at Dec 2022]															
System Expansion Committee Approval of Baseline and Entry to Construction (PG 4) - Sumner	12-Jan-23	12-Jan-23	[Single point at Jan 2023]															
Board Administration Review of Staff Report - Sumner	16-Jan-23	16-Jan-23	[Single point at Jan 2023]															
Permits and Agreements	01-Oct-21 A	29-Dec-22	[Gantt bar from Oct 2021 to Dec 2022]															
Right of Way	03-Nov-22 A	13-Oct-23	[Gantt bar from Nov 2022 to Oct 2023]															
Design-Build Project Management	16-Feb-22 A	17-Oct-25	[Gantt bar from Feb 2022 to Oct 2025]															
Design-Build Contract (DB)	15-Dec-22	17-Oct-25	[Gantt bar from Dec 2022 to Oct 2025]															
Design-Build Contract-Procurement	15-Dec-22	10-Feb-23	[Gantt bar from Dec 2022 to Feb 2023]															
ST Board Path	15-Dec-22	10-Feb-23	[Gantt bar from Dec 2022 to Feb 2023]															
CCB	15-Dec-22	26-Jan-23	[Gantt bar from Dec 2022 to Jan 2023]															
Contract Award and Execution	27-Jan-23	10-Feb-23	[Gantt bar from Jan 2023 to Feb 2023]															
Design-Build - Design and Construction	10-Feb-23	17-Oct-25	[Gantt bar from Feb 2023 to Oct 2025]															
Const - Misc / Other / Env Mitigation	15-Aug-23	22-Jul-25	[Gantt bar from Aug 2023 to Jul 2025]															
Post Construction	17-Oct-25	17-Mar-26	[Gantt bar from Oct 2025 to Mar 2026]															

Community Engagement

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

Staffing Summary

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

This month the project team was focused on contract negotiations. The level of staff effort for procurement has been less than planned and will remain at a similar level of effort until design-build NTP.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.9	3.9	2.0
Consultants	0.0	0.0	0.0
TOTAL	5.9	3.9	2.0

** 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 to report this period.	

Progress Report

Regional Express & STRIDE Programs

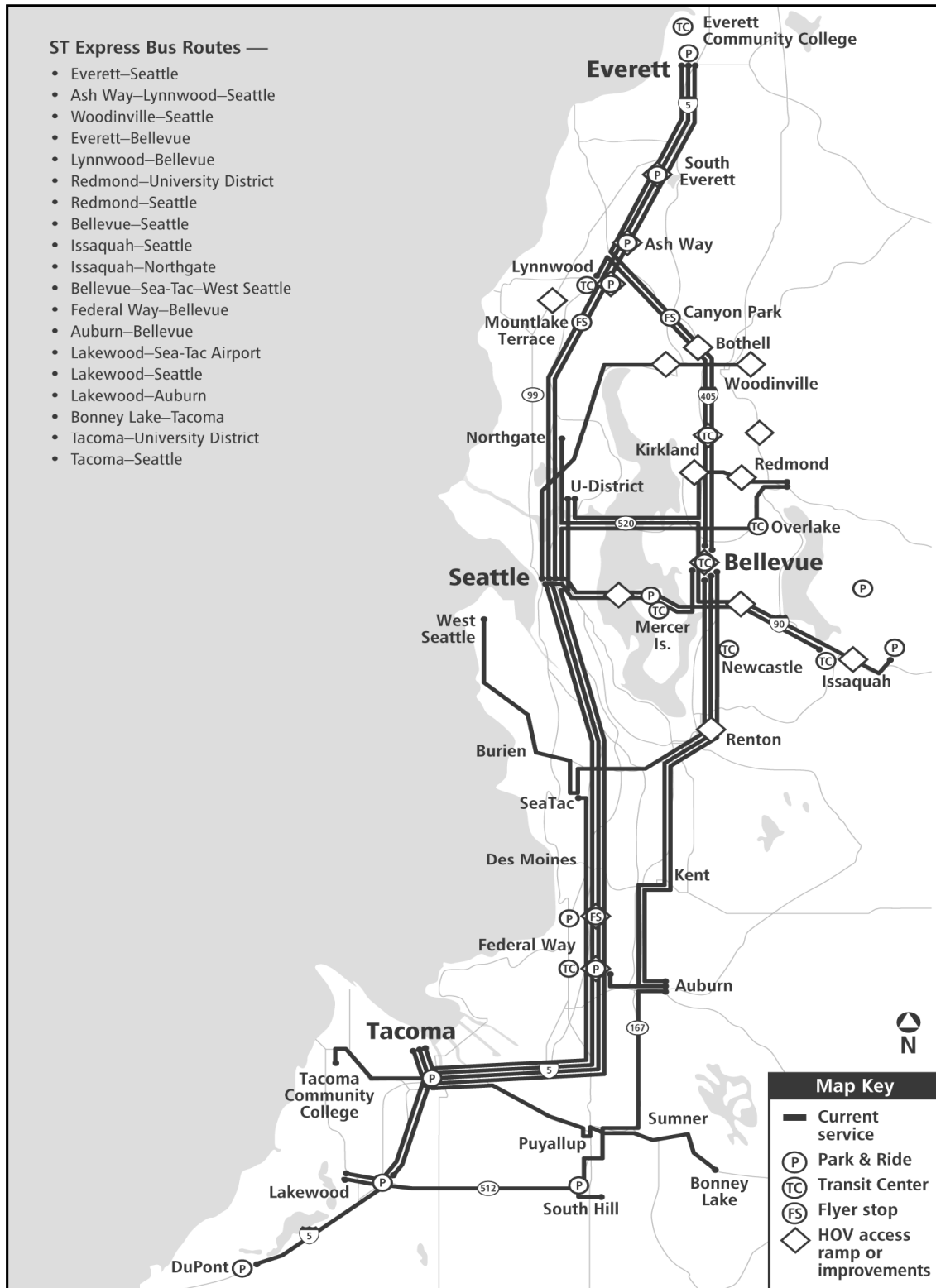


ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

November | 2022



Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

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	\$64.0	\$49.9	\$45.5	\$64.0	\$0.0
I-405 Bus Rapid Transit	\$703.9	\$650.4	\$125.5	\$703.9	\$0.0
SR 522/NE 145th St Bus Rapid Transit	\$209.1	\$84.8	\$64.5	\$209.1	\$0.0
Total	\$977.1	\$785.1	\$235.5	\$977.1	\$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 at this time. Please see the individual project reports for schedule information.

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

KEY:



Final Design (hatched indicates possible Design-Build; incl procurement)



Construction (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)

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



Map of Project Alignment

Key Project Activities

- Continued development of task order to progress to 60% design currently in negotiation. In the meantime, the design work is progressing forward towards 60% with remaining capacity in the existing task order.
- Collaborated effort with City of Bothell staff to discuss required thru-block connections and code-interpretation items.
- Continued coordination to advance the resolution of codes, covenants, and restrictions (CC&Rs) associated with the Canyon Park Business Park.
- Workshop held to discuss options for BEB charging infrastructure led by the GEC determined BEB charging would be supported by plug-in charging and that at least one inductive charger on site will be incorporated in the design.
- BT014 (BRT Station Shelters, Furnishings & Systems) project design progressing towards 60%. The project team is concurrently preparing to begin solicitation for a GCCM. RFQ/PA issuance for GCCM anticipated for Q1 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 2022 budget, the Authorized Project Allocation has been increased by \$15.3 million to support Program Management with the GEC and Final Design progress.

The project cost incurred increased by around \$0.96M this period due to progress with the GEC for \$0.7M, Program Management and ST Staff for \$0.2M. It is also due to other expenditures in 3rd Party phase and on ROW related 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	\$7.1	\$5.2	\$4.4	\$7.1	\$0.0
Preliminary Engineering	\$2.0	\$1.8	\$1.5	\$2.0	\$0.0
Final Design	\$12.3	\$6.9	\$4.1	\$12.3	\$0.0
Construction Services	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
3rd Party Agreements	\$0.2	\$0.1	\$0.1	\$0.2	\$0.0
Construction	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Right-of-Way (ROW)	\$42.3	\$35.9	\$35.3	\$42.3	\$0.0
Total	\$64.0	\$49.9	\$45.5	\$64.0	\$0.0

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

Risk Management

The following are the top risks for the project:

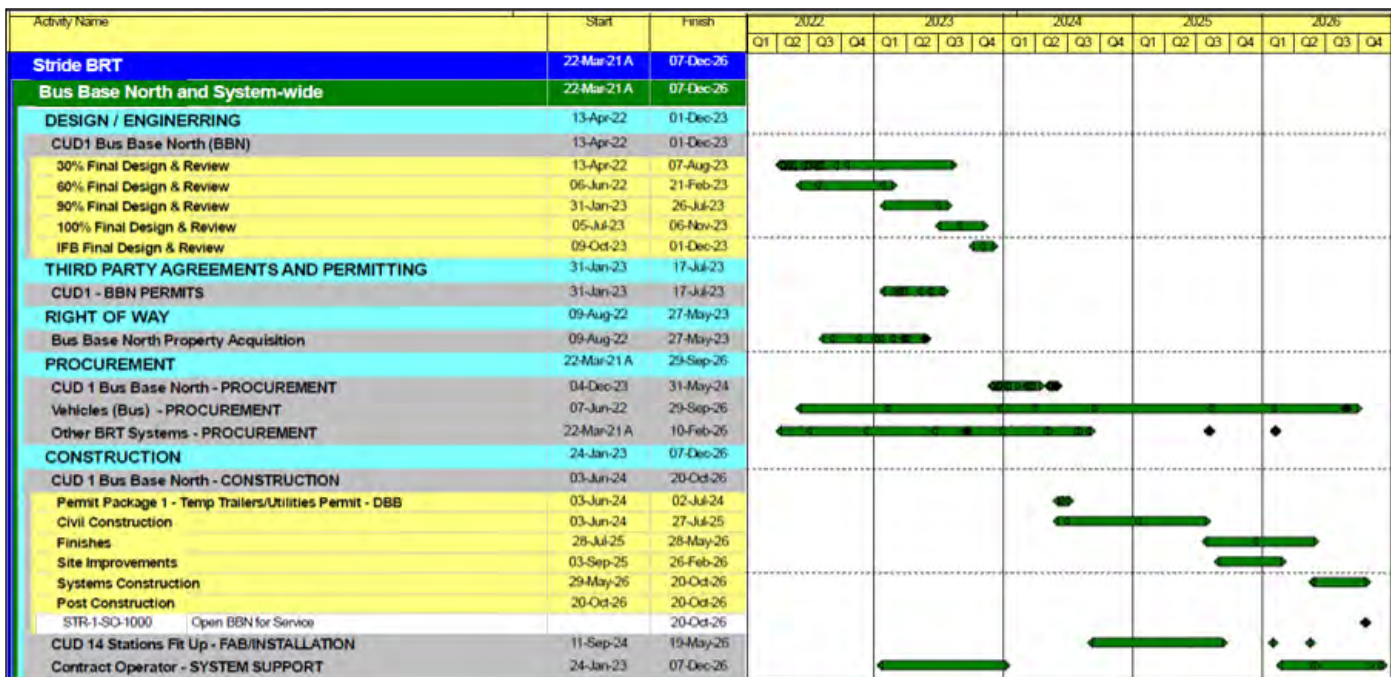
- Potential budget impact due to higher inflation and higher construction costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- Soil conditions could require additional special foundations or ground improvements. Risk Response: ST has changed the design concept of the parking structure to move the staff parking above grade. Also, ST will be conducting additional review of soil testing and geotechnical borings during the design phase.
- Addressing the Business Park Codes, Covenants, and Restrictions (CC&R). Risk Response: ST will be performing additional noise and vibration analysis and actively working with the Business Park to resolve CC&R issues during design. Also, ST has changed the project delivery method to better address risks related to permitting and CC&R.
- Schedule delays could affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.
- The team is preparing for a Quantitative Risk Assessment Workshop (QRA) in early December 2022.

Project Schedule

The Board of Directors announced their 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, or about 10 months past the ST 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 cost-effective. Staff is mitigating the 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.

- Finalized Bus Base North project factsheet

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
1	1	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 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 for ST Staff is lower than Planned, but slightly higher than planned for the Consultants. The staffing level is projected to hold steady through the end of 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.9	4.7	2.2
Consultants	18.0	19.0	(1.0)
TOTAL	24.9	23.7	1.2
<p><i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i></p>			

Sound Transit Board Actions

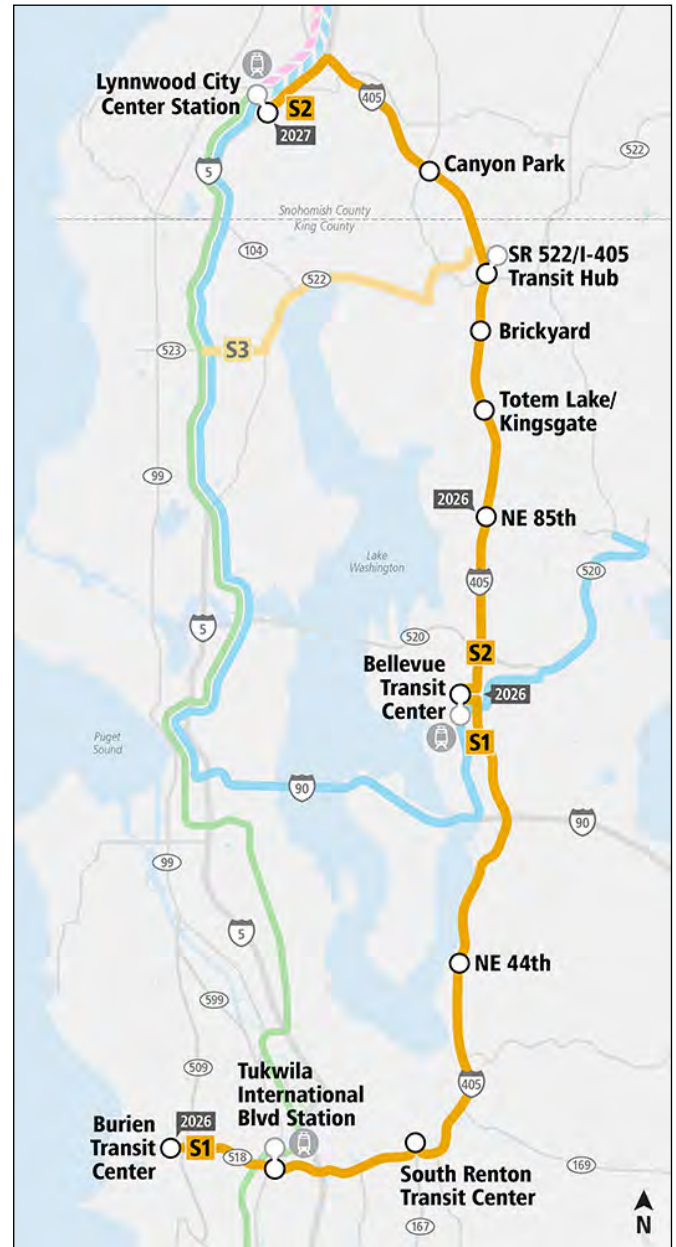
Board Action	Description	Date
	None this period.	

Regional Express & STRIDE I-405 Bus Rapid Transit



Project Summary

Scope	Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.
Limits	Approximately 37 miles between Lynnwood and Burien
Alignment	I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.
Stations	Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center
Phase	Final Design
Budget	\$703.9 Million for Preliminary Engineering, 60% 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



Map of Project Alignment

Key Project Activities

- Remediation work for BT105, South Renton Transit Center, in four of the five areas has completed by ERRG, with the remaining area planned for completion in January 2023.
- Ongoing coordination with the city of Bellevue is underway to discuss the 30% Bellevue Transit Center and layover bays design and next steps.
- Sound Transit has notified WSDOT to advance with design-build contract Graham Contracting Ltd. Which identified as Apparent Best Value proposer for the I-405/NE 85th Interchange and BRT Station Project.
- The funding agreement for NE 85th St. Arterial Improvements with City of Kirkland has been executed. The City has procured a designer for the Path and issued RFQ for the third lane design of NE 85th Street.

Project Cost Summary

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

This period expenditures increased by \$2.3M total. It is contributed by about \$0.9M from the design and construction of WSDOT-led projects, \$0.9M from the engineering and program management by the GEC, \$0.2 in ST Staff costs, and \$0.2M ROW 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	\$18.6	\$15.6	\$14.3	\$18.6	\$0.0
Preliminary Engineering	\$49.2	\$45.7	\$36.9	\$49.2	\$0.0
Final Design	\$17.4	\$10.6	\$3.5	\$17.4	\$0.0
Construction Services	\$1.7	\$1.7	\$0.2	\$1.7	\$0.0
Third Party Agreements	\$1.7	\$0.9	\$0.8	\$1.7	\$0.0
Construction	\$578.5	\$544.9	\$41.2	\$578.5	\$0.0
Right-of-Way (ROW)	\$36.8	\$31.0	\$28.6	\$36.8	\$0.0
Total	\$703.9	\$650.4	\$125.5	\$703.9	\$0.0

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

Risk Management

The following are top project risks and response plan:

- Potential budget impact due to higher inflation and higher real estate costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- ST is not in total control of 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 ST staff and consultant participating in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by ST 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
- The team is preparing for a Quantitative Risk Assessment Workshop (QRA) in early December 2022.

Regional Express & STRIDE I-405 Bus Rapid Transit



Project Schedule

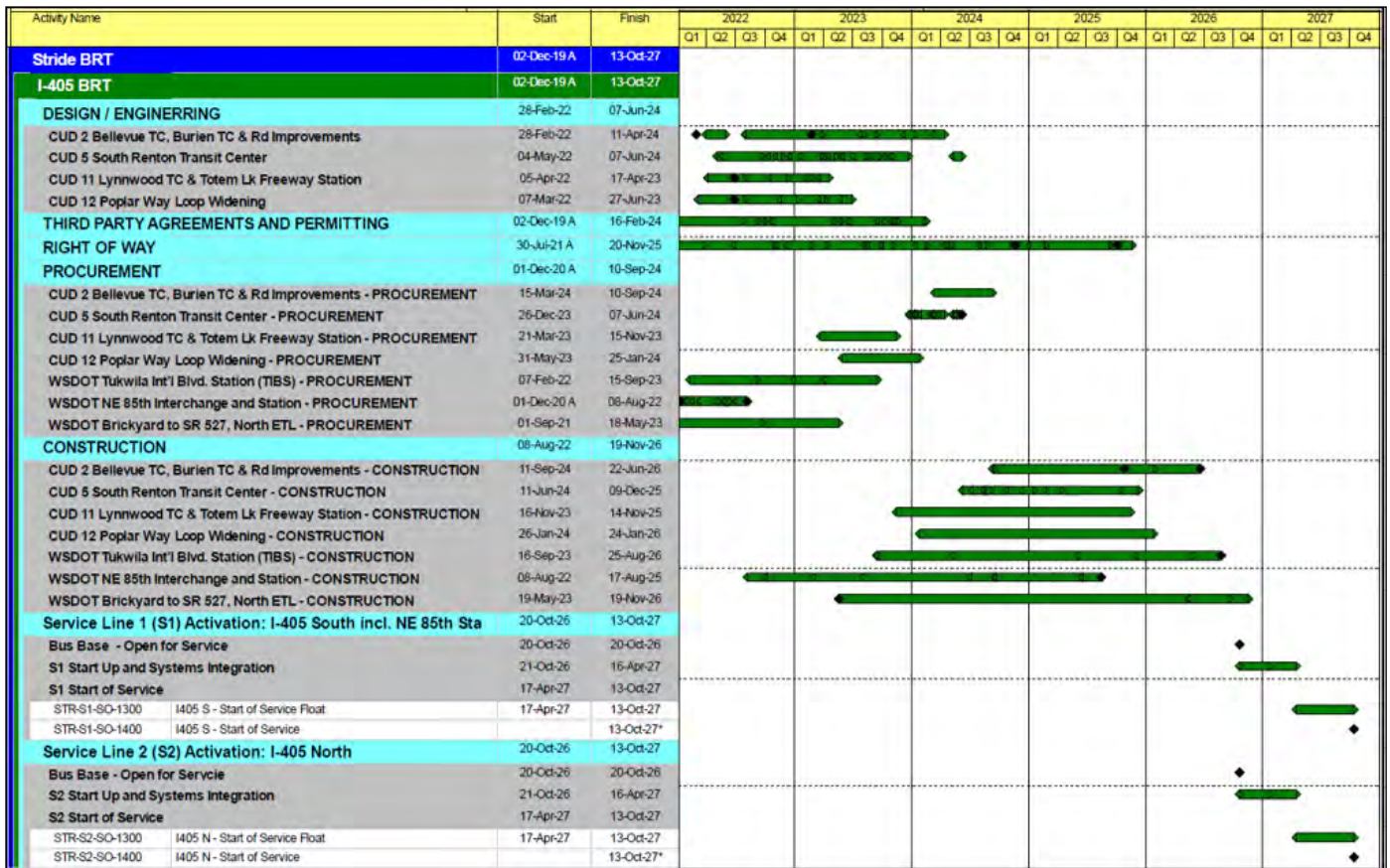
The Board of Directors announced their realignment decision in August 2021. The upcoming project milestone is Project Baseline, which is anticipated in mid-2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

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.

I-405 S, Service Line S1 opening is currently forecasted to be in Q4 2027, about 10 months beyond the proposed ST Board realignment dates due to the anticipated duration to enter into an agreement with WSDOT for the Tukwila International Blvd Station Improvements, and the duration to complete their design and construction. Additional scheduling studies suggested that meeting the realignment target date may not be possible without substantial added costs or changing the operation plan. The realignment schedule is aggressive and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule.

I-405 N, Service Line S2 opening is forecasted to be within the ST Board realignment date of Dec. 31, 2027. The Washington State Legislature had passed the budget with the funding needed for the I-405 North ETL project to move forward. Sound Transit also has entered into an agreement with WSDOT for the design and construction of the Stride BRT facilities as part of the North ETL project.

**There are construction projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.*



Community Engagement

We are committed to proactively seeking public input during all stages of the project. The I-405 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVID-19, outreach efforts have shifted to virtual platforms.

- Fieldwork communications for work along the corridor

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
43	23	5	5	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 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 for ST staff and consultants are lower than Planned. Sound Transit is augmenting ST staff vacancies with consultants. The Consultants staff level is expected to hold steady for the rest of 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.3	12.5	2.8
Consultants	26.5	24.8	1.7
TOTAL	41.8	37.3	4.5

** An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 160*

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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



Project Summary

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

Limits Approximately 8 miles between Shoreline and Bothell

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

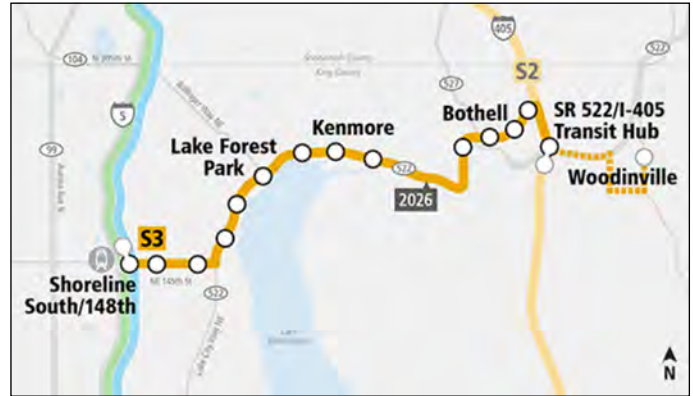
Stations 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Final Design

Budget \$209.1 Million for Preliminary Engineering, 60% Final Design, Bothell Stage 3, Third Party Agreements, and Property Acquisition.

Schedule Target Date: 2026, not including parking elements



Map of Project Alignment



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

Key Project Activities

- The 60% design for the Bothell segment of BRT (contract unit BT307) has been completed and submitted. Design deliverables are being reviewed and commented.
- Properties in Civil Certification Package (CCP) #1—#4 have been approved by the board; most are in the appraisal stage. CCP #5 to be considered by the board in January 2023.
- The Bothell Project Administration Agreement was approved by the board in September 2022 which will facilitate design review and permitting of S3. Advancing to 90% design for BT306 (NE145th to Kenmore) anticipated for Sound Transit’s review late April 2023.
- Continued development for BT07 scope of work to 90/IFB phase of work.
- Decision made to advance with inductive charging for the Battery Electric Buses at 148th / So. Shoreline Station, and I-405/SR522 Transit Hub.

Project Cost Summary

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

This period expenditures increased by \$1.1M due to progress in final design and program management with the GEC for \$0.6M, Sound Transit staff costs for \$0.2M, \$0.2M for ROW activities 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	\$13.9	\$11.6	\$10.6	\$13.9	\$0.0
Preliminary Engineering	\$15.5	\$15.4	\$15.3	\$15.5	\$0.0
Final Design	\$33.8	\$14.7	\$11.0	\$33.8	\$0.0
Construction Services	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
3rd Party Agreements	12.1	\$1.3	\$0.7	12.1	\$0.0
Construction	\$49.4	\$35.0	\$24.3	\$49.4	\$0.0
Right-of-Way (ROW)	\$83.8	\$6.8	\$2.6	\$83.8	\$0.0
Total	\$209.1	\$84.8	\$64.5	\$209.1	\$0.0

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

Risk Management

The following are the top project risks and response plan:

- Potential budget impact due to higher inflation and higher real estate costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- 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.
- Early concurrence on project components is a key effort of project development through ongoing coordination with the Project Interagency Coordination Group, City Managers Group, and Elected Leadership Group. Letters of Concurrence were secured prior to beginning 30% design. Additional efforts are underway to secure concurrence as the project advances into final design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline - complex jurisdictional situation and third partner expectation for ST capital investment. Partner agency staff are actively working towards a solution.
- Aggressive realignment schedule could lead to higher cost if directed to accelerate to meet the Board’s realignment milestone. The team is actively looking for cost efficient opportunities to meet the target date, such as working with the local jurisdictions to streamline their permitting process.
- The team is preparing for a Quantitative Risk Assessment Workshop (QRA) in early December 2022.

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



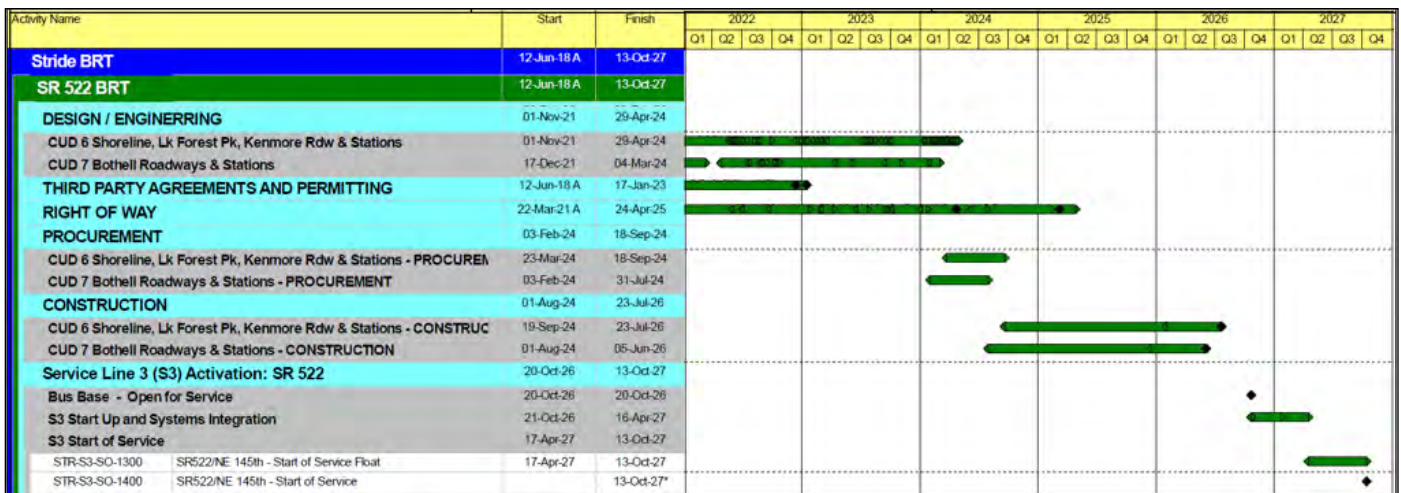
Project Schedule

The Board of Directors announced their 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 ST Board realignment milestone. The realignment schedule is aggressive, and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. ST is planning to complete the design necessary to seek civil certification from ST Board for all ROW acquisitions in the SR-522 corridor by Q4 2022 to prevent further delay. Staff is also 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)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g., City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.



Community Engagement

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

- November 15 property owners meeting
- November 18 City Managers Group meeting
- November 28 Kenmore City Council Briefing
- November 30 Sheridan Beach Community Club meeting

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
250	110	0	0	13	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.

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

The YTD Actual FTE Monthly Average for ST Staff is substantially lower than Planned due to the loss of key staff since the beginning of the year. ST Staff resource is being augmented by the GEC, which is showing much higher than planned. Overall, YTD Actual FTE Average is expected to hold steady for the rest of 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.8	11.1	6.7
Consultants	38.0	48.5	(10.5)
TOTAL	55.8	59.6	(3.8)

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

Sound Transit Board Actions

Board Action	Description	Date
R2022-33	To Acquire Real Property Interests Required for the SR 522 Bus Rapid Transit Project	11/17/2022

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
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	\$ 684,370,641	09/16/2015	\$ 615,951,591	Active	\$ 68,419,050
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	\$ 74,999,999	05/15/2018	\$ 74,379,165	Active	\$ 620,834
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	\$ 7,800,002	12/30/2019	\$ -	Active	\$ 7,800,002
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extensio	\$ 2,318,683	04/29/2020	\$ 1,472,920	Active	\$ 845,763
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	\$ 671,983,701	07/29/2022	\$ 577,531,945	Active	\$ 94,451,756
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	\$ 471,983,701	07/29/2022	\$ 268,300,483	Active	\$203,683,218
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	\$ 5,600,000	12/13/2019	\$ 1,876,117	Active	\$ 3,723,883
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-2020-086	HIFG Rail Prev Maint	\$ 38,937,648	09/18/2021	\$ 38,937,648	Active	\$ -
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	\$ 2,000,000	12/31/2020	\$ 241,050	Active	\$ 1,758,950
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 Improvments	\$ 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	\$ -	Active	\$ 1,421,500
REGIONAL FUND	WA-2021-141	ARP Act 2021-Operating Expense	\$ 275,258,761	10/28/2021	\$ 227,189,432	Active	\$ 48,069,329
REGIONAL EXPRESS	WA-2022-055	Bus Replacements	\$ 1,438,436	09/07/2022	\$ -	Active	\$ 1,438,436
LINK LIGHT RAIL	WA-2022-064	Downtown Redmond Link Extension	\$ 21,404,923	09/15/2022	\$ -	Active	\$ 21,404,923
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	\$ 3,668,478	09/15/2022	\$ -	Active	\$ 3,668,478
REGIONAL EXPRESS	WA-2022-072	HIMB Bus Prev Maint	\$ 11,083,189	09/22/2022	\$ -	Active	\$ 11,083,189
TOTAL FEDERAL TRANSIT AUTHORITY			\$ 2,293,225,127		\$1,805,880,351		\$487,344,776
OTHER FEDERAL							
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	\$ 1,315,813	09/01/2019	\$ 670,556	Active	\$ 645,257
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	\$ 642,738	08/10/2020	\$ 359,969	Active	\$ 282,769
REGIONAL FUND	EMW-2022-RA-00008	Crit Evnt OT, CEDO	\$ 2,963,635	09/01/2022	\$ -	Active	\$ 2,963,635
TOTAL OTHER FEDERAL			\$ 4,922,186		\$ 1,030,525		\$ 3,891,661
STATE							
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	\$ 197,000	06/03/2019	\$ -	Active	\$ 197,000
TOTAL STATE			\$ 197,000		\$ -		\$ 197,000
TOTAL ALL GRANTS			\$ 2,298,344,313		\$1,806,910,876		\$491,433,437

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

Above table as of Q3 2022. 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 2022, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

Sound Transit continues to implement our Sustainability Initiative through our internationally certified (ISO 14001) Environmental and Sustainability Management System (ESMS). The agency also continues to be a transit industry leader through our ongoing participation in APTA’s Sustainability Commitment at the platinum recognition level.

Key Accomplishments and Activities for Q3 2022

- Continued work on the Zero Emission Bus Transition Plan work.
- Presented to the Board of Directors on the Annual 2021 Sustainability Progress Report and Sustainability Cost Allocation.
- Approved two Efficiency and Sustainability Program projects.
- Re-launched the interagency working group on Zero Emissions Bus planning with participation from transit agencies around Washington State.
- Advertised contracts for On-Call Sustainability Services and ISO 14001 Registration Services.
- Received FTA grant of over \$9 million for battery electric buses and charging infrastructure in the Stride Program.
- Earned Envision Platinum for the Downtown Redmond Link Extension Project.
- Presented at the APTA Transform conference and the APTA Sustainability workshop.

Key Upcoming Activities for Q4 2022

- Present to the Board of Directors on the progress towards the Sustainability Plan.
- Prepare for participation in Washington State’s Clean Fuel Standard program.
- Complete ESMS external surveillance audit with registrar.
- Begin developing 2023 Environmental and Sustainability targets.
- Host three lunch and learns for agency staff.

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		
