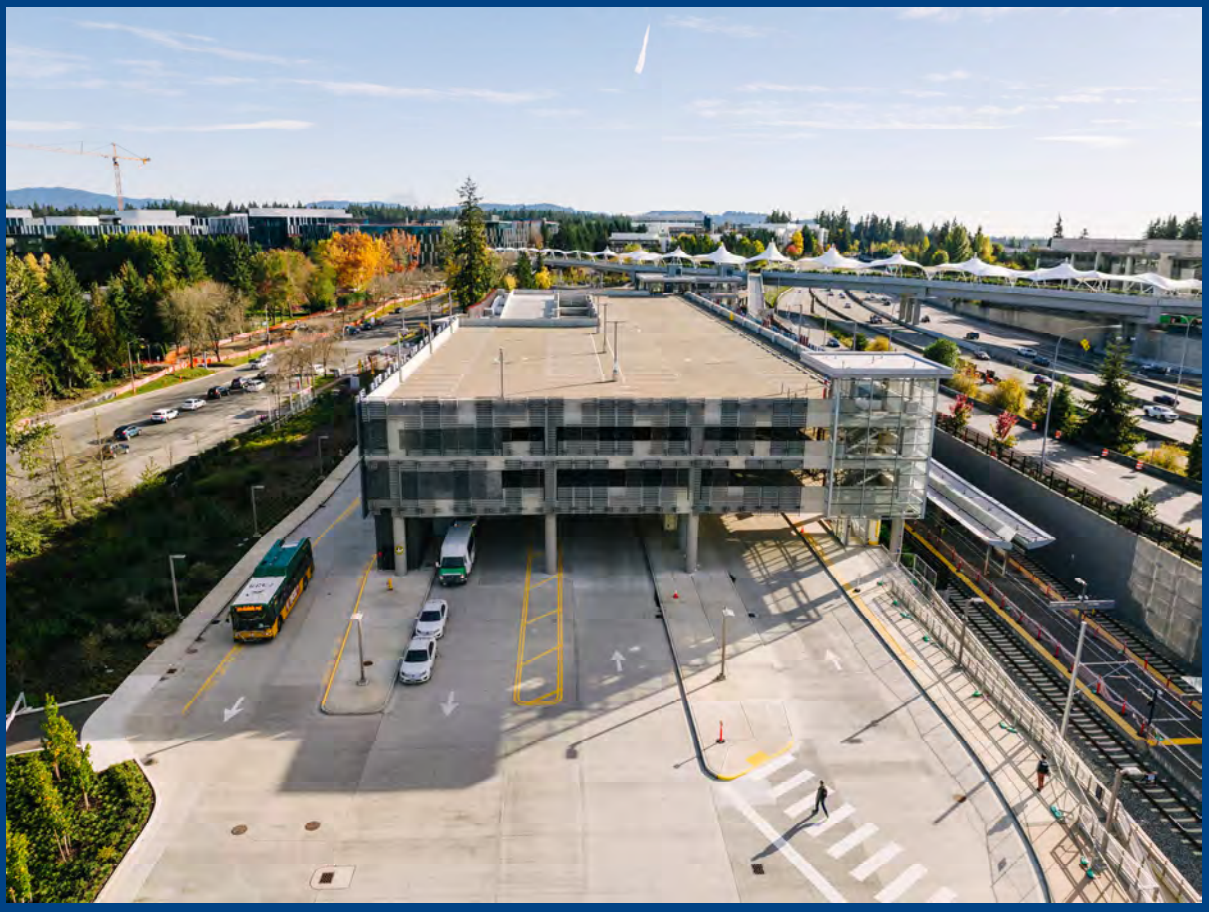
Agency Progress Report
Capital Programs



New Redmond Technology Station garage open for parking

Facility provides 300 spaces for cars and 44 spaces for bikes

October | 2023

SOUNDTRANSIT

Prepared by Project Controls | Portfolio Services Office

Editor's Note

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

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

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

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

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Agency Progress Report

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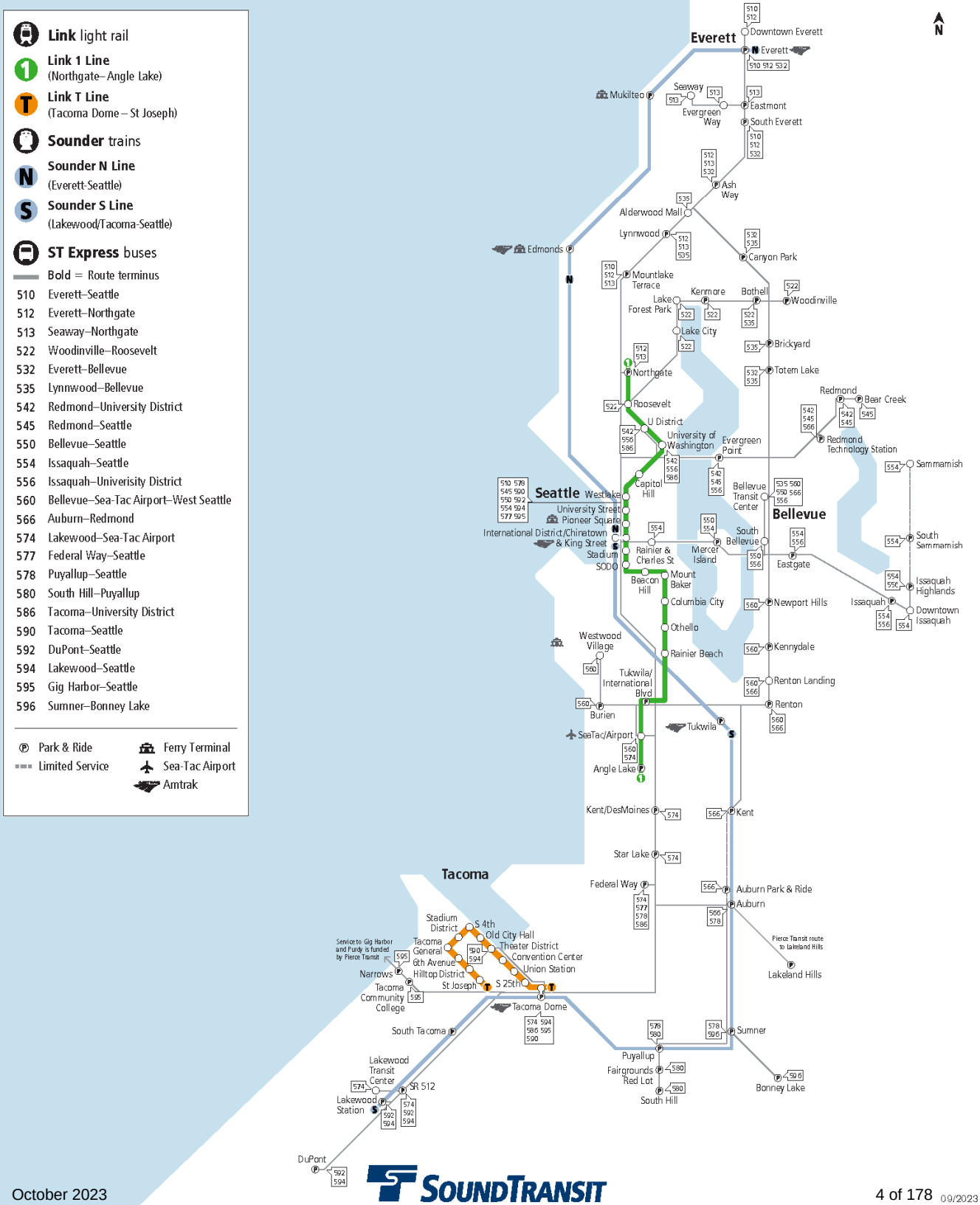
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SOUNDTRANSIT

Sound Transit current service



Sound Transit future service



New Redmond Technology Station garage open for parking

On October 30, Sound Transit opened a parking garage at the Redmond Technology Station to serve current transit riders, pedestrians, and bicyclists as well as future Link light rail passengers. The new garage contains 300 parking stalls and covered facilities for 44 bicycles.

King County Metro and Sound Transit buses along with Microsoft Connector shuttles started using the transit loop on the ground floor of the garage in August.

Kiewit-Hoffman built the garage, and Sound Transit partnered with the city of Redmond on all the permitting. Local Artist Kate Sweeney created the artwork displayed on the garage ceiling above the transit loop, depicting an algorithm known as the Apollonian Gasket. This work is a nod to the technology community surrounding the station.

The parking garage and light rail station will be accessible by a pedestrian bridge connecting to the Microsoft campus, scheduled to open in the first part of next year. Microsoft funded and constructed this bridge in partnership with Sound Transit to ensure easy, multi-modal access to the station.

Sound Transit performance space opens

The Roadhouse, a community performance space sponsored by the Sound Transit Art Program (ST*art*) at the Angle Lake Station garage, opened to the public on Sunday, October 29. The venue's debut featured live performances by South King County's Polynesian dance troupe Huraiti Mana and musicians Seiha and Adobee.

The Roadhouse will feature a music and audio program focused on South King County and the communities surrounding the Federal Way Link Extension (FWLE). The program highlights and celebrates the many cultures and musical styles in the area as well as artists and musicians living and working in South King County.

The venue is being managed by Show Brazil!, led by Eduardo Mendonça. Brazilian born, Kent-based Mendonça is a musician, educator, and event producer who has produced BrasilFest at Seattle Center for 25 years, performed for the Dalai Lama, and worked extensively with young people through music.

The Roadhouse will host four marquee events a year for up to 145 attendees, and up to 12 smaller events between fall 2023 and the end of 2024. These will be ticketed no-cost events for all ages. An advisory committee of South King County community leaders and performance professionals is helping guide the programming for Sound Transit sponsored events.

In addition to ST*art* programmed events, the space will be available for rent by community organizations or groups.

The venue name, "The Roadhouse," is a nod to the musical history in this area. In the 1930s through the 1960s a number of dance halls were located in South King County, midway between the urban centers of Seattle and Tacoma. The most well-known was the Spanish Castle, which featured local musicians and national acts, as well as the first on-stage appearance of a young Jimi Hendrix. Hendrix's song "Spanish Castle Magic" was inspired by the Spanish Castle.

ST*art* utilizes 1 percent of construction budgets, as identified in each voter-approved capital initiative, to bring a human scale and thoughtful detail to the large transportation infrastructure projects that Sound Transit builds. The Roadhouse's funding is associated with the FWLE and is meant to feature artists, celebrate culture in the FWLE service area in South King County, and connect with and inform community members about the transit system in development.

Contract for Kent Station garage and access project design and construction awarded

At its October meeting, the Sound Transit Board awarded a design-build contract for the Kent Station parking garage to Absher Construction of Puyallup. When complete in 2027, the $62.5 million project will include a new structured parking facility, additional surface parking and other associated access improvements which will serve Sounder S Line, Sound Transit Express, and King County Metro passengers. The project will provide more than 400 new parking spaces at the station as well as pedestrian, bicycle, and wayfinding upgrades.

The Sound Transit Board also approved a $9 million agreement with King County Metro for a new bus layover facility, zero emissions bus charging infrastructure and other support facilities for transit operations and bus operators. Delivery of this bus layover facility will make it possible for King County Metro to provide additional transit service in the city of Kent and South King County, increasing local transit connections to high-capacity transit and supporting increased mobility, access, and ridership between Sounder, Sound Transit Express, and Metro bus.

Sound Transit seeks feedback on passenger experience

On October 16, Sound Transit launched its online Passenger Experience Survey, which seeks to evaluate how passengers view all of Sound Transit's services. The findings will be used to identify key areas of improvement and prioritize efforts to provide a better passenger experience.

Specifically, the survey collects passenger perspectives on the following:

- accessibility
- availability
- cleanliness
- safety
- passenger care
- maintenance
- passenger information.

Additionally, the survey collects ridership behavior and demographic information to help understand how perceptions of Sound Transit's performance vary across different groups.

The survey, takes about 15 minutes to complete. Participants are eligible to be entered in a raffle for one of four $250 gift cards or one of 15 gift cards valued at $100.

Sound Transit builds and operates regional transit service throughout the urban areas of King, Pierce, and Snohomish counties. Transit services include light rail, commuter trains, express bus and their associated stations and facilities.

Build America Bureau grant for joint development

In October, the US Department of Transportation announced that Sound Transit was awarded a Regional Infrastructure Accelerator grant from the Build America Bureau to support Joint Development planning for West Seattle and Ballard Link extensions.

The $1.75 million grant will assist the agency in planning potential projects that integrate our future stations with Transit-Oriented Development, similar to what is currently happening at our U District Station.

The grant will support at five stations.

TOD opening on Capitol Hill

On October 25, as part of our TOD program, our development partners opened Pride Place, located in the heart of Capitol Hill, Pride Place provides 118 units of LGBTQIA+ affirming affordable housing to seniors above an LGBTQIA-focused community and health services center run by GenPride.

This project was made possible because in 2021, the Board approved an agreement that allowed Sound Transit to exchange surplus property at Capitol Hill Station with Seattle Central College, ultimately making it possible for Community Roots Housing to build Pride Place and set up property next to the station for the college’s future expansion.

The Washington State Housing Finance Commission, Washington State Department of Commerce, King County Department of Community and Human Services, Seattle Office of Housing and private fundraising by Community Roots Housing all provided funding support for the project.

Progress Report
Link Light Rail Program



Link Light Rail leaving Mount Baker Station

October | 2023

SOUNDTRANSIT

Prepared by Project Controls I Portfolio Services Office

Sound Transit Link light rail

Current service and future extensions



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Program Budget

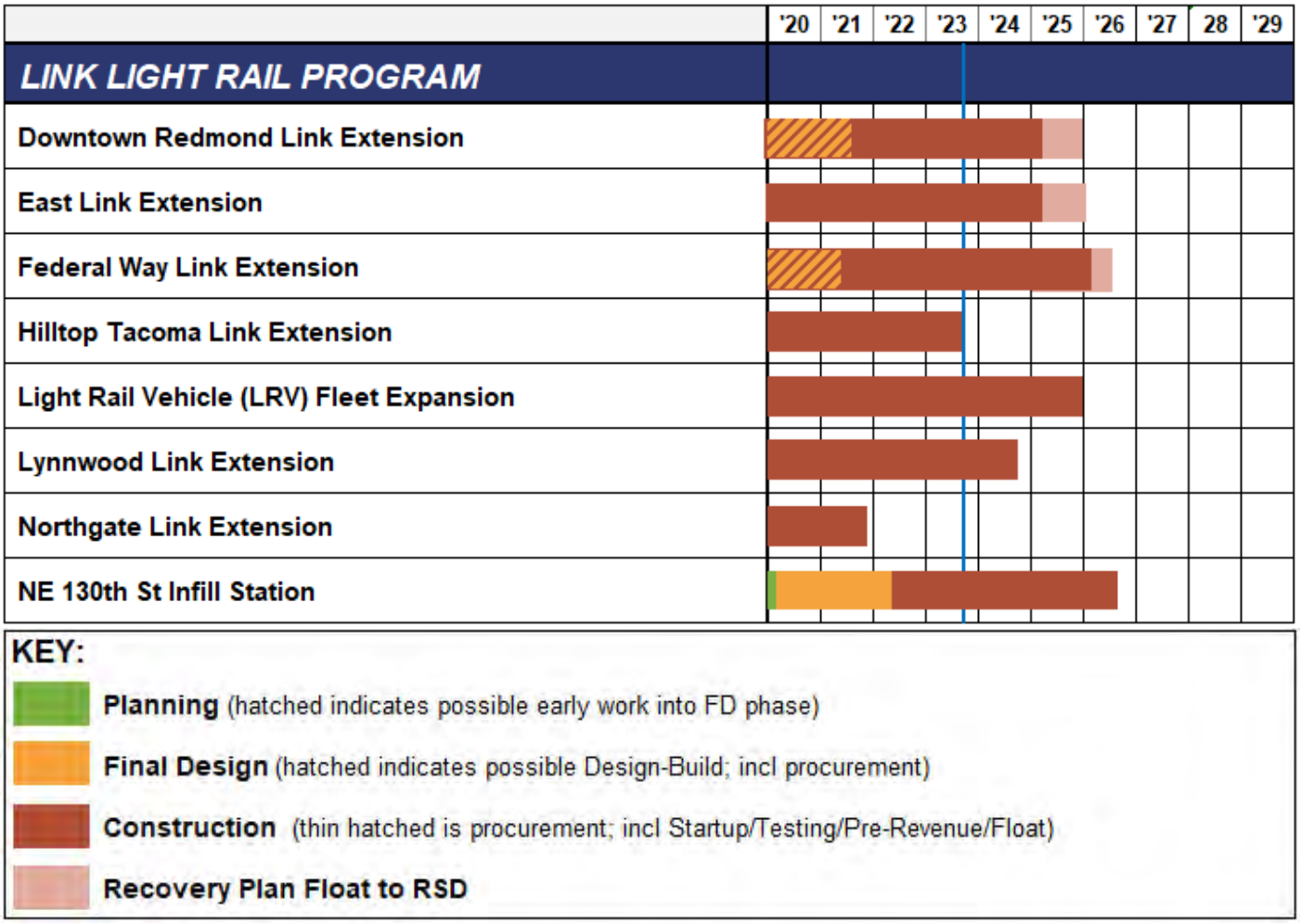
Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	$663.4	$271.1	$136.8	$663.4	$0.0
Boeing Access Rd Infill Station	$8.6	$0.2	$0.2	$8.6	$0.0
Downtown Redmond Link Extension	$1,530.0	$1,028.4	$889.26	$1,530.0	$0.0
East Link Extension	$3,677.2	$3,435.5	$3,346.4	$3,677.2	$0.0
Everett Link Extension	$196.9	$98.6	$32.4	$196.9	$0.0
Federal Way Link Extension	$2,451.5	$2,028.7	$1,725.7	$2,383.5	$68.0
Graham St Infill Station	$2.9	$0.1	$0.1	$2.9	$0.0
Hilltop Tacoma Link Extension	$282.7	$276.3	$272.0	$282.7	$0.0
Light Rail Vehicle (LRV) Fleet Expansion	$740.7	$691.9	$554.1	$740.7	$0.0
Lynnwood Link Extension	$2,771.6	$2,587.7	$2,416.7	$2,742.0	$29.6
NE 130th Street Infill Station	$240.2	$174.4	$53.1	$240.2	$0.0
North Corridor Maintenance of Way	$32.0	$3.4	$3.1	$32.0	$0.0
Series 3 LRV	$33.0	$7.4	$0.3	$33.0	$0.0
Tacoma Dome Link Extension	$299.1	$142.3	$86.1	$299.1	$0.0
West Seattle Link Extensions	$225.0	$89.7	$41.7	$225.0	$0.0
Total	**$13,155.0**	**$10,835.9**	**$9,557.8**	**$13,057.4**	**$97.6**

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

Program Schedule of Baseline Projects

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



Revenue Service Years

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

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

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

*** Represents Conditional Acceptance.*

Project Summary

Scope

The Ballard Link Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area and 9 new stations.

Alignment and station alternatives in Downtown, Interbay, and Ballard; various station locations in Chinatown-International District and Downtown; and tunnel and bridge alternatives across Salmon Bay are under environmental

Phase

Planning

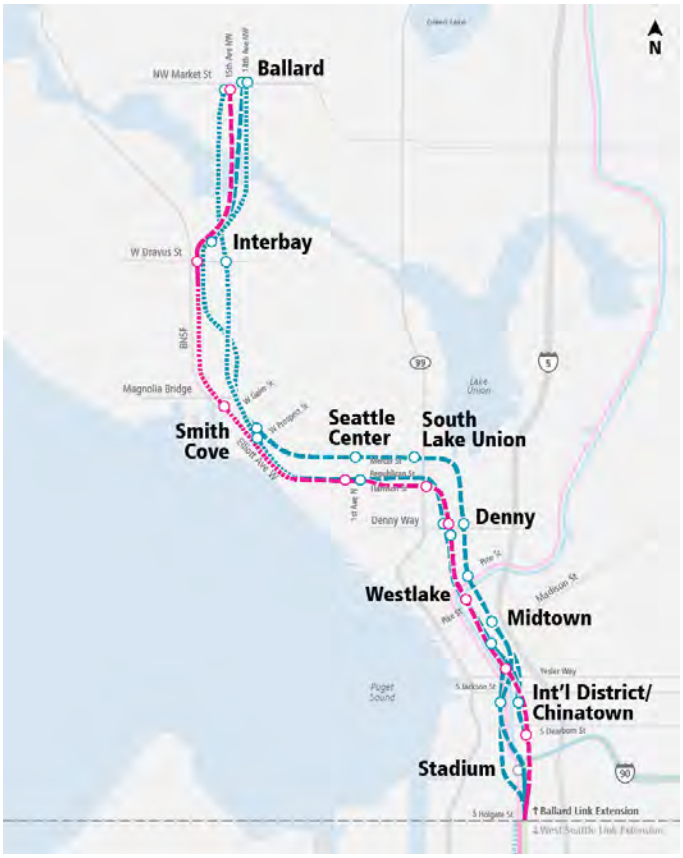
Budget

$630.6 M through completion of Preliminary Engineering

Schedule

Target date: 2039

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



Map of Project Alignment

Key Project Activities

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

Project Cost Summary

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

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

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

Cost Summary by Phase

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

Cost Summary by SCC

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

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

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

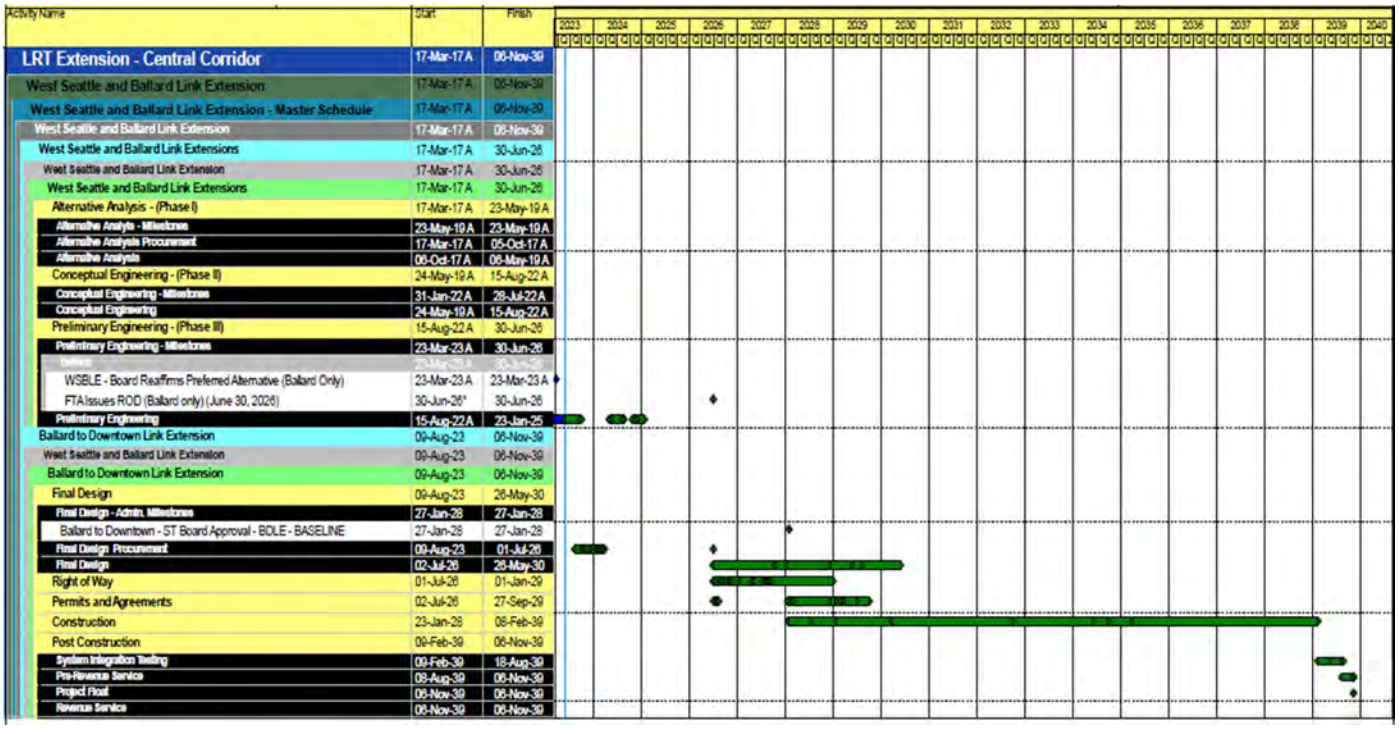
Risk Management

The following are the top project-wide risks:

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

Project Schedule

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



Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
R2023-25	Budget Amendment for the Adopted 2023 Budget for the Ballard Link Extension project by increasing the total authorized project allocation by $32,771,172 from $630,636,160 to $663,407,332 to accommodate additional scope and activities required to complete environmental review and Preliminary Engineering.	08/24/2023
M2023-69	Contract Modification with HNTB Corporation for West Seattle and Ballard Link Extensions. Authorizes contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions projects in the amount of $136,999,751, with a 7% contingency of $9,589,983 totaling $146,589,734, for a new total authorized contract amount not to exceed $318,842,705.	08/24/2023

Project Summary

Scope

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

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

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

Phase

Planning

Budget

$8.6M through completion of Preliminary Engineering

Schedule

Target date: 2031

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



Map of Project Alignment

Key Project Activities

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

Project Cost Summary

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

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

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

Cost Summary by Phase

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

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

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

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 — Baseline Revenue Service: December 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Track complete and survey in review. On-and-Off ramps continues.
- Structural steel at Downtown Station (DTS) and Garage continues, platform level of DTS is ongoing. Interior steel stud wall and MEP and Systems related preparation continues construction continues.
- DTS art mounting infrastructure – rebar cages on site and drilling to commenced.
- Installation of Overhead Catenary System (OCS) poles, cantilever installation and Wire pulling ongoing.
- Paving Hwy 202/Redmond way completed.
- Working with WSDOT towards agreement on outstanding drainage O&M items.

Closely Monitored Issues

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

Project Cost Summary

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

In this period, most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date increased from $864.6M to $889.2M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$77.0	$77.0	$29.1	$28.6	$77.0	$0.0
Preliminary Engineering	$23.0	$23.0	$19.5	$19.4	$23.0	$0.0
Final Design	$4.5	$4.5	$1.6	$1.5	$4.5	$0.0
Construction Services	$58.0	$63.6	$49.6	$38.9	$63.6	$0.0
Third Party Agreements	$17.0	$17.0	$10.7	$9.0	$17.0	$0.0
Construction	$1,151.5	$1,145.9	$807.2	$681.4	$1,145.9	$0.0
ROW	$199.0	$199.0	$110.6	$110.5	$199.0	$0.0
Total	**$1,530.0**	**$1,530.0**	**$1,028.4**	**$889.2**	**$1,530.0**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$332.4	$332.4	$248.5	$224.5	$462.9	$130.5
20 Stations	$261.9	$261.9	$197.3	$158.4	$196.9	($65.0)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.00	$0.0
40 Sitework & Special Conditions	$287.0	$288.1	$208.5	$162.5	$239.8	($48.3)
50 Systems	$108.6	$103.2	$73.4	$59.2	$82.2	($21.0)
Construction Subtotal (10 - 50)	**$989.9**	**$985.6**	**$727.7**	**$604.6**	**$981.8**	**($3.8)**
60 Row, Land	$168.5	$168.5	$110.6	$110.5	$168.5	$0.0
70 Vehicles (Non-Revenue)	$4.1	$4.1	$2.8	$0.3	$4.1	$0.0
80 Professional Services	$289.3	$293.6	$187.4	$173.8	$297.40	$3.80
90 Unallocated Contingency	$78.2	$78.2	$0.0	$0.0	$78.2	$0.0
Total (10 - 90)	**$1,530.0**	**$1,530.0**	**$1,028.4**	**$889.2**	**$1,530.0**	**$0.0**

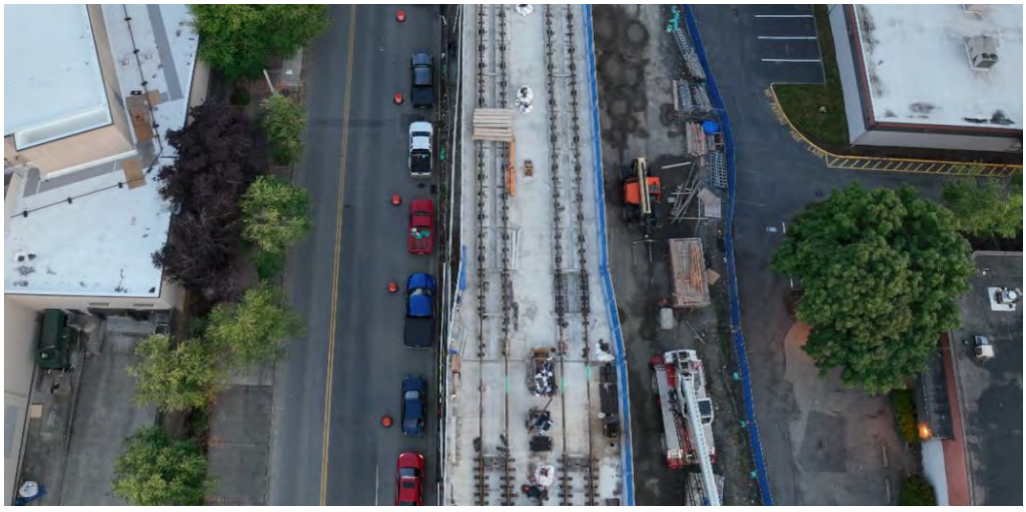
Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

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

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





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

Contingency Management

The project baseline included a total contingency of $435.8M. The total project contingency balance changed to $229.6 M, which decreased by around $0.5M compared to previous period. The current contingency utilization is performing positively against the project's planned contingency drawdown.

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

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. AC balance decreased from $149.1M to $148.6M this period due executed construction change orders.

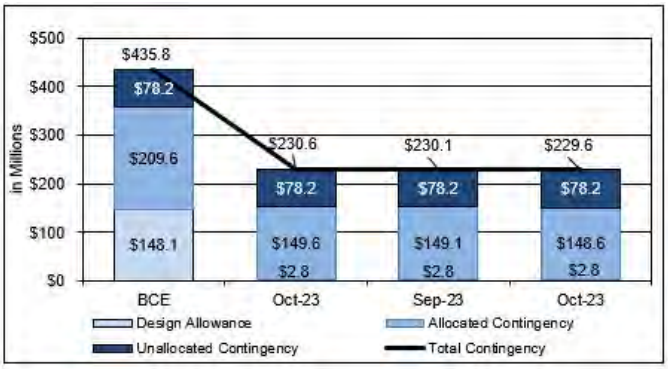
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and remains at $78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$148.1	9.7%	$2.8	0.4%
Allocated Contingency	$209.6	13.7%	$148.6	23.2%
Unallocated Contingency	$78.2	5.1%	$78.2	12.2%
Total	**$435.8**	**28.5%**	**$229.6**	**35.8%**

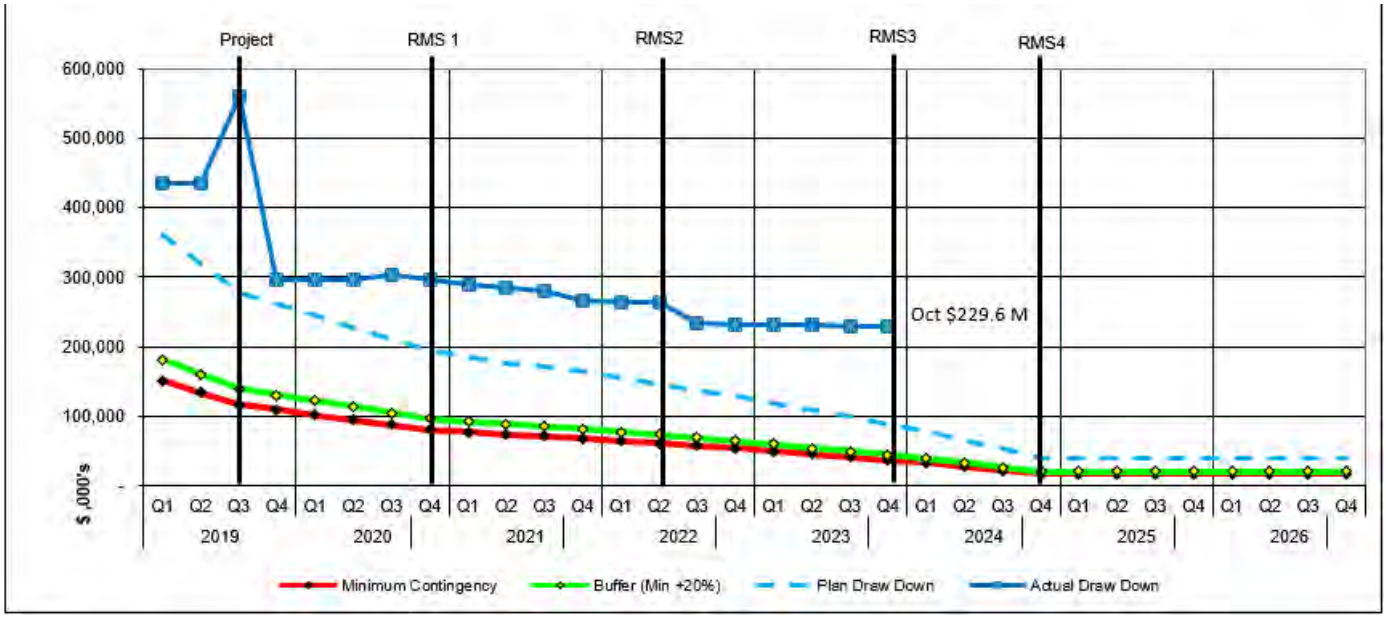
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

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

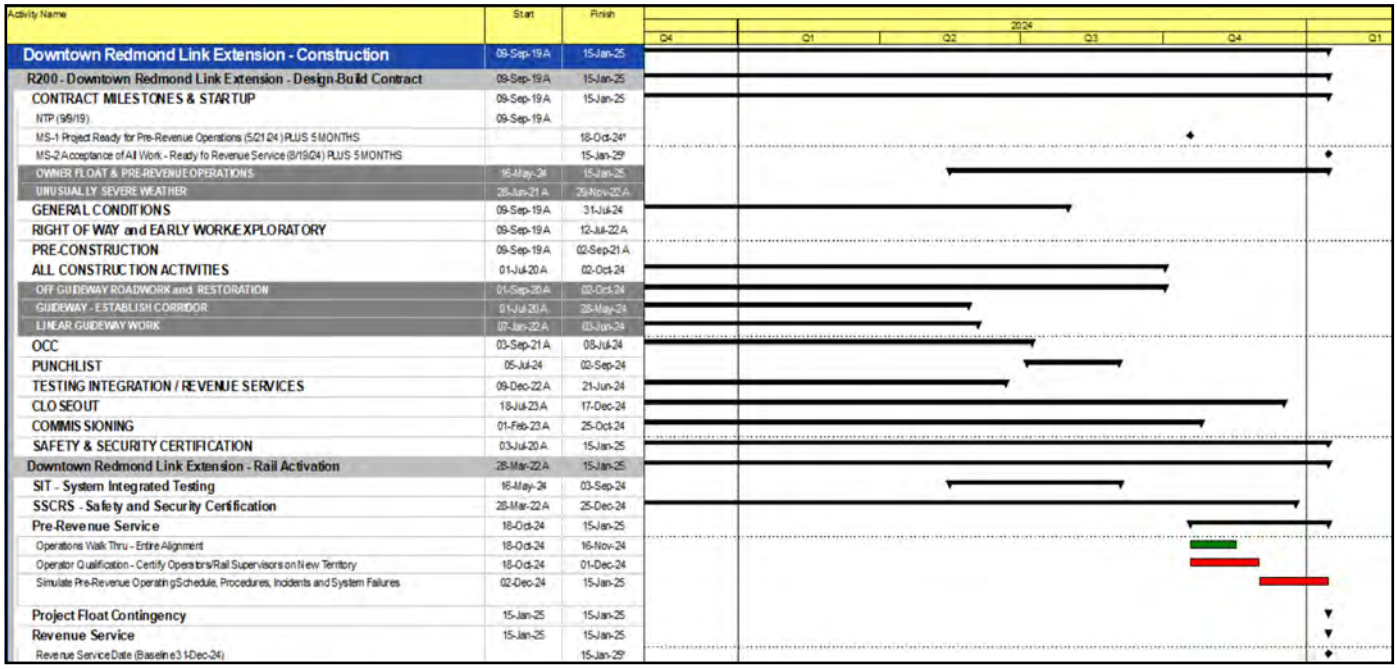


Contingency Drawdown as of October 31, 2023

Project Schedule

Weighted percent complete of the R200 contract is estimated at 80.3%.

The October schedule update is presented below. The contractor continued roadway and ramp restoration work at the NE 51st cut & cover and OCS wire runs throughout Segment 1; continued ballasted track installation along at-grade guideway and DF track on the downtown guideway; continued communications and electrical rooms buildout at Marymoor Village Garage and Downtown Redmond Station; and structure work at Downtown Redmond Station.

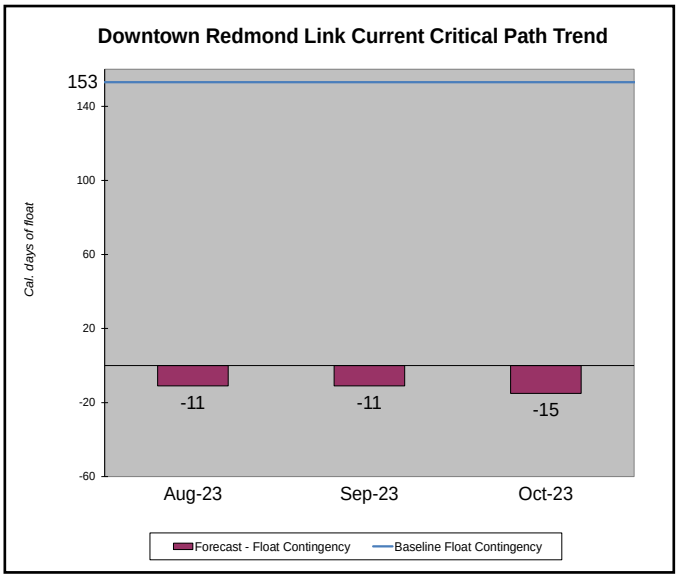


Activity Name	Start	Finish
Downtown Redmond Link Extension - Construction	09-Sep-19 A	15-Jan-25
R200 - Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	15-Jan-25
CONTRACT MILESTONES & STARTUP	09-Sep-19 A	15-Jan-25
NTP (9/9/19)	09-Sep-19 A	
MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS		18-Oct-24*
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS		15-Jan-25*
OWNER FLOAT & PRE-REVENUE OPERATIONS	16-May-24	15-Jan-25
UNUSUALLY SEVERE WEATHER	28-Jun-21 A	29-Nov-22 A
GENERAL CONDITIONS	09-Sep-19 A	31-Jul-24
RIGHT OF WAY and EARLY WORK EXPLORATORY	09-Sep-19 A	12-Jul-22 A
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A
ALL CONSTRUCTION ACTIVITIES	01-Jul-20 A	02-Oct-24
OFF GUIDEWAY ROADWORK and RESTORATION	01-Sep-20 A	02-Oct-24
GUIDEWAY - ESTABLISH CORRIDOR	01-Jul-20 A	28-May-24
LINEAR GUIDEWAY WORK	07-Jan-22 A	03-Jun-24
OCC	03-Sep-21 A	08-Jul-24
PUNCHLIST	05-Jul-24	02-Sep-24
TESTING INTEGRATION / REVENUE SERVICES	09-Dec-22 A	21-Jun-24
CLOSEOUT	18-Jul-23 A	17-Dec-24
COMMISSIONING	01-Feb-23 A	25-Oct-24
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	15-Jan-25
Downtown Redmond Link Extension - Rail Activation	28-Mar-22 A	15-Jan-25
SIT - System Integrated Testing	16-May-24	03-Sep-24
SSCRS - Safety and Security Certification	28-Mar-22 A	25-Dec-24
Pre-Revenue Service	18-Oct-24	15-Jan-25
Operations Walk Thru - Entire Alignment	18-Oct-24	16-Nov-24
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	18-Oct-24	01-Dec-24
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	02-Dec-24	15-Jan-25
Project Float Contingency	15-Jan-25	15-Jan-25
Revenue Service	15-Jan-25	15-Jan-25
Revenue Service Date (Baseline 31-Dec-24)		15-Jan-25*

Project Float

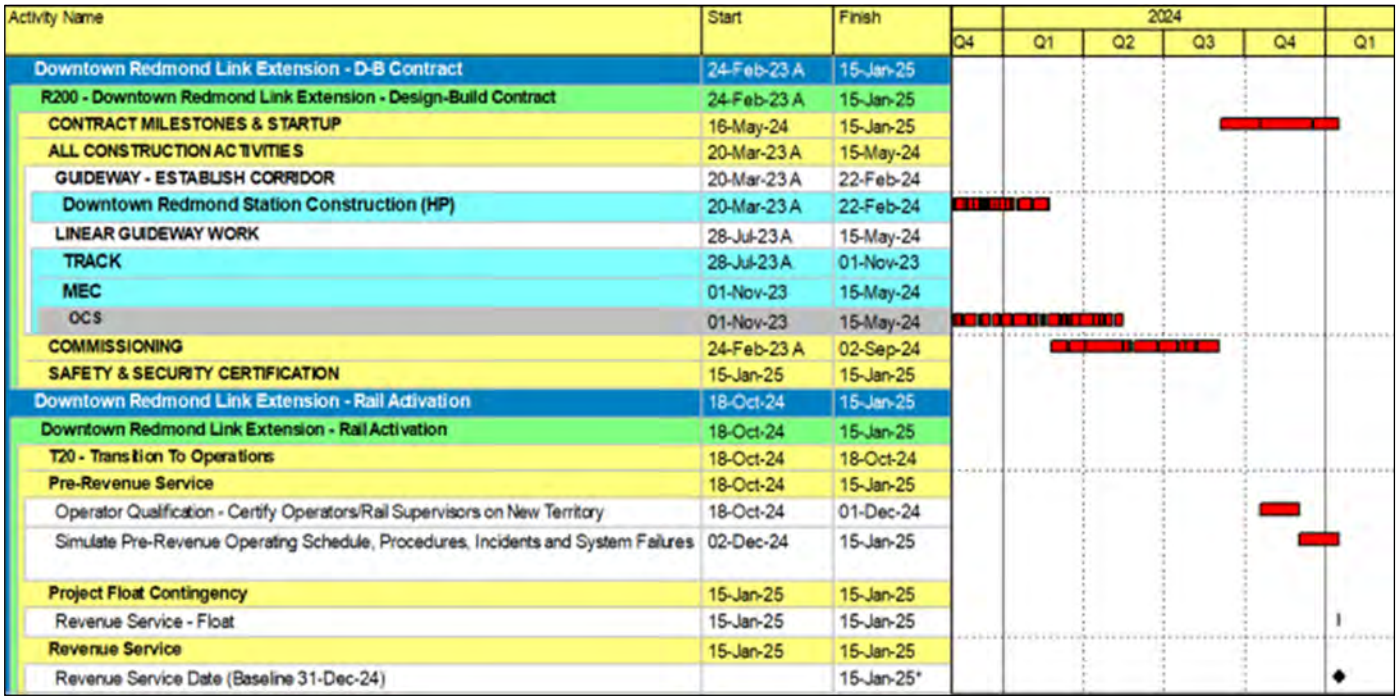
DRLE was baselined with 153 days of project float. Current float projection is –15 days, based on the contractor's October update. Float loss is due to multiple near-critical paths on the project competing for resources. ST and the contractor are currently negotiating a change to accelerate some portions of work to gain schedule confidence. Sufficient float remains within the R200 contract to absorb any additional days granted to the contractor for unavoidable delay.

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



Critical Path Analysis

The critical path for R200 currently runs through the Communications Room at Downtown Redmond Station and OCS wire runs, followed by commissioning/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	66	83	1579	1579

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

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

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

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

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

Community Engagement

- Ongoing coordination with homeowners in Segment 1B regarding backyard restorations. As of early September, all landscaping has been completed. Continued work with contractors to respond to issues/complaints before final restoration work.
- Responded to multiple complaints about roadway striping on Redmond Way.
- Responded to complaints about nighttime work on NE 70th Street.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	29.7	25.0	4.7
Consultants	26.7	24.9	1.8
TOTAL	56.4	49.9	6.5

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Construction Safety

Data/ Measure	October 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	7	27
Days Away From Work Cases	0	1	3
Total Days Away From Work	0	12	89
First Aid Cases	1	34	113
Reported Near Mishaps	0	14	38
Average Number of Employees on Worksite	536	-	-
Total # of Hours (GC & Subs)	48,895	594,436	1,718,004
OSHA Incident Rates	***Month***	***Year to Date***	***Project to Date***
Recordable Injury Rate	0.00	2.36	3.14
LTI Rate	0.00	0.34	0.35
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

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

Contract R200 - DRLE Design Build

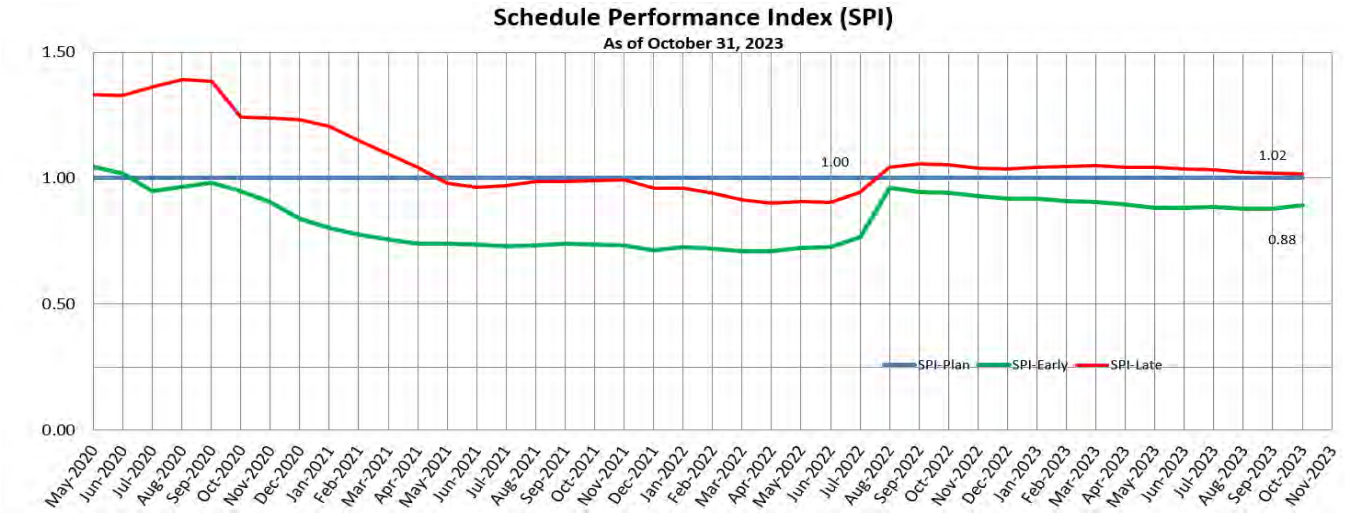
Current Progress

Construction:

- Cut and Cover Construction: Continue to grade undercrossing and plaza, preparation for forming seat walls, guardrail installation along on-ramp to SR 520 and coring fence post sleeves is ongoing at 40th to 51st Street. 51st offramp ADA ramp work, landscaping and pulling wire to OCS poles is ongoing at 51st to 60th Street. Soil amendments along SR 520 and assembly of cantilevers is ongoing at 60th C&C and UTB area.
- Sammamish River to Marymoor Station: Duct bank vault buildout work is ongoing.
- Marymoor Village Station and Garage: Metal panel installation at canopy soffit and installation of platform metal edge angle is ongoing. MEPF work in progress on garage levels 1-6. Decorative concrete work on garage level 1. Communications work on garage levels 2 and 5. Painting ongoing on garage levels 1 and 5. Roofing work on top of Beacon on garage level 6. Steel erection on stair #5. Garage cable barriers work is ongoing.
- SR-520/SR-202 Interchange: Paving of SR202 from Bear Creek Crossing to Whole Foods east entrance is complete. Block wall adjacent to 520 off-ramp pond is complete. Installation of pond 5-3 is ongoing.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B work ongoing.
- Downtown Redmond Station: Cold metal wall framing and MEP installation is ongoing at West Tail Track Buildings. Top-down drywall and MEPF overhead hanging support installation is ongoing at East Station Entry. Overhead MEPF and roof drainage installation is ongoing at West Station Entry. Erection of canopy structural steel work and overhead MEPF rough-in work at canopies is ongoing at Station Platform Level.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.88 and the late SPI is at 1.02 for this period. The early SPI for October 2023 is lower than projected. The contractor's performance is lagging the baseline due to delays to garage build-out of Communications/electrical/UPS/mechanical rooms, and overhead mechanical electrical and piping rough-in. The early SPI is also impacted by delays to the Downtown Redmond Station structural steel erection and exterior enclosure as well as delay to roadway restoration throughout the project and labor resource availability. The delivery of traction power and train signal equipment to the site negatively impacted the early SPI. Overall, the late SPI supports an on-time completion.



Next Period's Activities

- RTS to Marymoor: Continue to grade undercrossing and plaza, guardrail installation, guideway fence installation, pulling wire to OCS poles, soil amendments along SR 520, assembly of cantilevers, restoration of area underneath Structure A and placement of walkway ballast.
- Marymoor Garage: Continue structural steel work, tension mesh installation, MEPF rough in, decorative concrete work, Comm room work, roofing work and painting.
- Bear Creek to Downtown Redmond: Continue to dry finish superstructure and pig seal concrete throughout and installation of track drain.
- Downtown Redmond Station: Continue structural steel, drywall, door frame and MEPF installation work.

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount	
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture		
Original Contract Value	$	719,936,000
*Change Order Value	$	57,916,242
Current Contract Value	$	777,852,242
Total Actual Cost (Incurred to Date)	$	663,148,177
Percent Complete		80.3%
Alternative Concept Allowance	$	29,810,592
Authorized Contingency	$	93,116,008
*Contingency Drawdown	$	57,916,242
**Contingency Index		1.55

**Excludes Betterments **Excludes Betterments & ACA*



Downtown Redmond Station Brick Installation

Project Summary

Scope

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

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

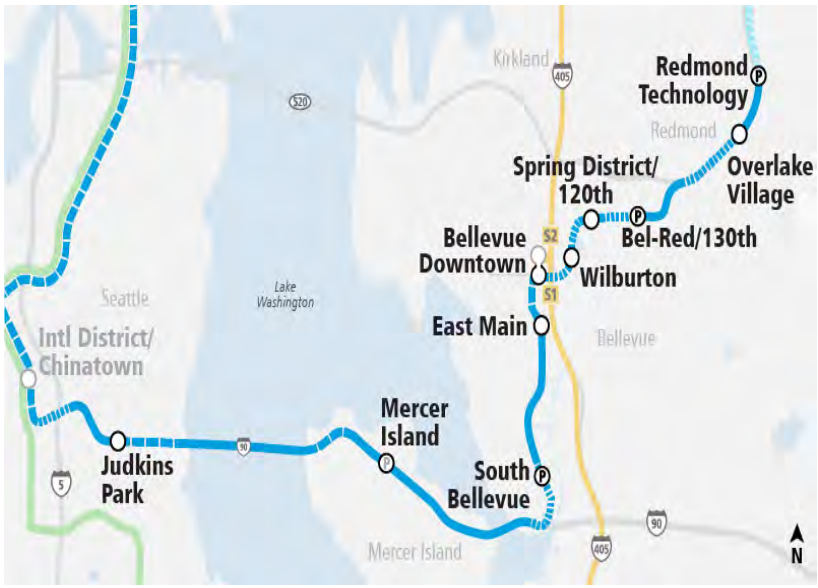
Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

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

Phase Construction

Budget $3.68 Billion (Baseline April 2015)

Schedule Baseline Revenue Service: June 2023
Revised Revenue Service: ELSL: RTS to South Bellevue Spring 2024 (Pending approval)
ELE: South Bellevue to International District Station Fall 2025 (Pending approval)



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Advanced non-conforming track plinth build-back and placement from IDS to East Channel Bridge including initiating track reinstallation at west approach; completed final ballasting for 2023 on floating bridge; ongoing commissioning activities and track slab repair/replacement at Mercer Island Station and Tunnel; continued punch list and commissioning activities at Judkins Park Station.
- **Mercer Island Transit Integration (E135):** Ongoing punch list and landscape maintenance activities; continued close-out activities.
- **South Bellevue (E320):** Ongoing landscape maintenance and landscape preparations for winter; completion of NCR trackwork geometry remediation; Independent follow-on contractor continues to progress tile rework.
- **Downtown Bellevue to Spring District (E335)**: Project acceptance and substantial completion issued effective August 23, 2023. Continued L&I elevator and escalator final inspection punch list at Bellevue Downtown Station; continued site wide landscaping and site cleaning. Minor outstanding commercial items continue to be closed out.
- **Bel-Red (E340)**: The project has reached Acceptance of all work (Milestone 4), and the settlement agreement has been executed and paid for. The project is officially in closeout and we are working on getting it to Final Acceptance.
- **SR520 to Redmond Technology Station (E360)**: Substantial completion of this contract was achieved effective August 30, 2023. Certificate of Occupancy for RT Garage granted September 7th, 2023, for RT Station on September 28th, 2023, and for Overlake Village Station on October 23rd, 2023. RT Garage opened to public parking on October 30, 2023. ST management continues to work on closing out commercial items.
- **Systems (E750):** Performed level 2 testing on communication and signaling equipment. Live Wire testing was performed and passed in entirety on Starter Line. System Integrated test reports are being submitted by the Contractor and being reviewed by the Construction Management Consultant (CMC) for final acceptance of the Starter Line portion of the project.

Closely Monitored Issues

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

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. The Estimated Final Cost (EFC) remains the same at approximately $3.68B. This period's estimated expenditure came in at about $12.9M, bringing the total expenditure to date to about $3.35B. Project commitment is now at approximately $3.43B with all major construction contracts in place or near completion.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$186.2	$186.2	$143.4	$141.9	$186.2	$0.0
Preliminary Engineering	$55.9	$54.8	$54.8	$54.8	$54.8	$1.1
Final Design	$283.0	$268.9	$256.3	$253.2	$268.9	$14.1
Construction Services	$257.5	$277.2	$264.3	$248.3	$277.2	($19.7)
3rd Party Agreements	$52.2	$49.7	$40.3	$38.5	$49.6	$2.5
Construction	$2,544.3	$2,551.9	$2,396.0	$2,329.6	$2,551.9	($7.6)
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$298.2	$288.5	$280.5	$280.1	$288.5	$9.6
Total	**$3,677.2**	**$3,677.2**	**$3,435.5**	**$3,346.4**	**$3,677.2**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$744.6	$941.5	$950.7	$943.6	$970.7	($29.2)
20 Stations	$397.7	$467.1	$479.1	$469.0	$483.9	($16.8)
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$808.5	$626.8	$539.0	$523.0	$573.5	$53.3
50 Systems	$353.8	$421.0	$374.9	$345.0	$427.6	($6.6)
Construction Subtotal (10 - 50)	**$2,304.6**	**$2,456.4**	**$2,343.7**	**$2,280.5**	**$2,455.7**	**$0.7**
60 ROW, Land	$288.5	$278.5	$280.5	$280.1	$278.5	$0.0
70 Vehicles (non-revenue)	$2.8	$2.8	$1.0	$1.0	$2.8	$0.0
80 Professional Services	$898.4	$889.5	$810.4	$784.8	$890.2	($0.7)
90 Unallocated Contingency	$182.9	$50.0	$0.0	$0.0	$50.0	($0.0)
Total (10 - 90)	**$3,677.2**	**$3,677.2**	**$3,435.5**	**$3,346.4**	**$3,677.2**	**$0.0**

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

Risk Management

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

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



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

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of $795.9M. All major construction contracts have been procured and the total contingency balance stands at $184.9M (previously $189.7). The current contingency balance is consistent with the project's planned contingency drawdown.

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

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency show a net increase of $8.1M largely attributed transfer from UAC.

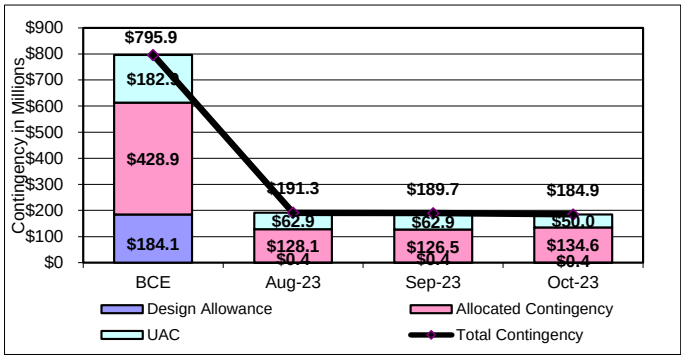
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased by $12.9M - allocating to follow on scope in preparation for unanticipated phase opening needs.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	$184.1	5.0%	$0.4	0.1%
Allocated Contingency	$428.9	11.7%	$134.6	40.7%
Unallocated Contingency	$182.9	5.0%	$50.0	15.1%
Total	**$795.9**	**21.6%**	**$184.9**	**55.9%**

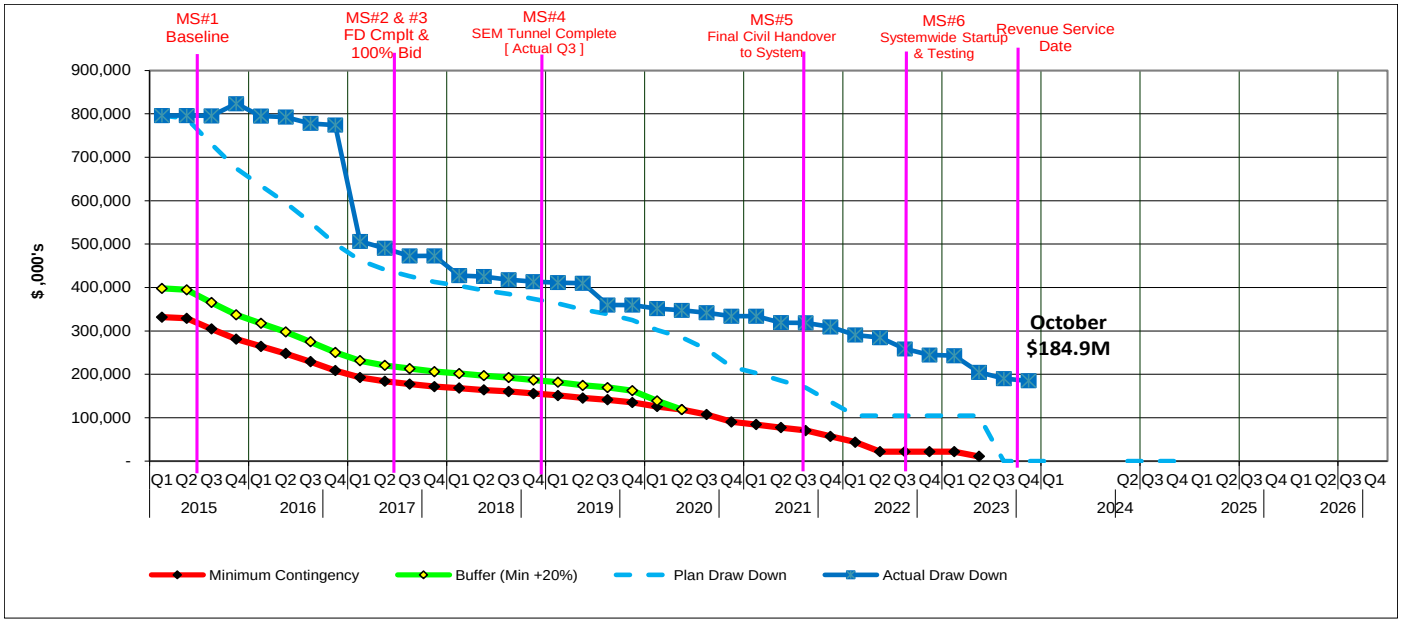
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at $184.9M (previously $189.7M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of October recorded a net decrease of $4.8M.



Contingency Drawdown as of October31, 2023

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.25%.

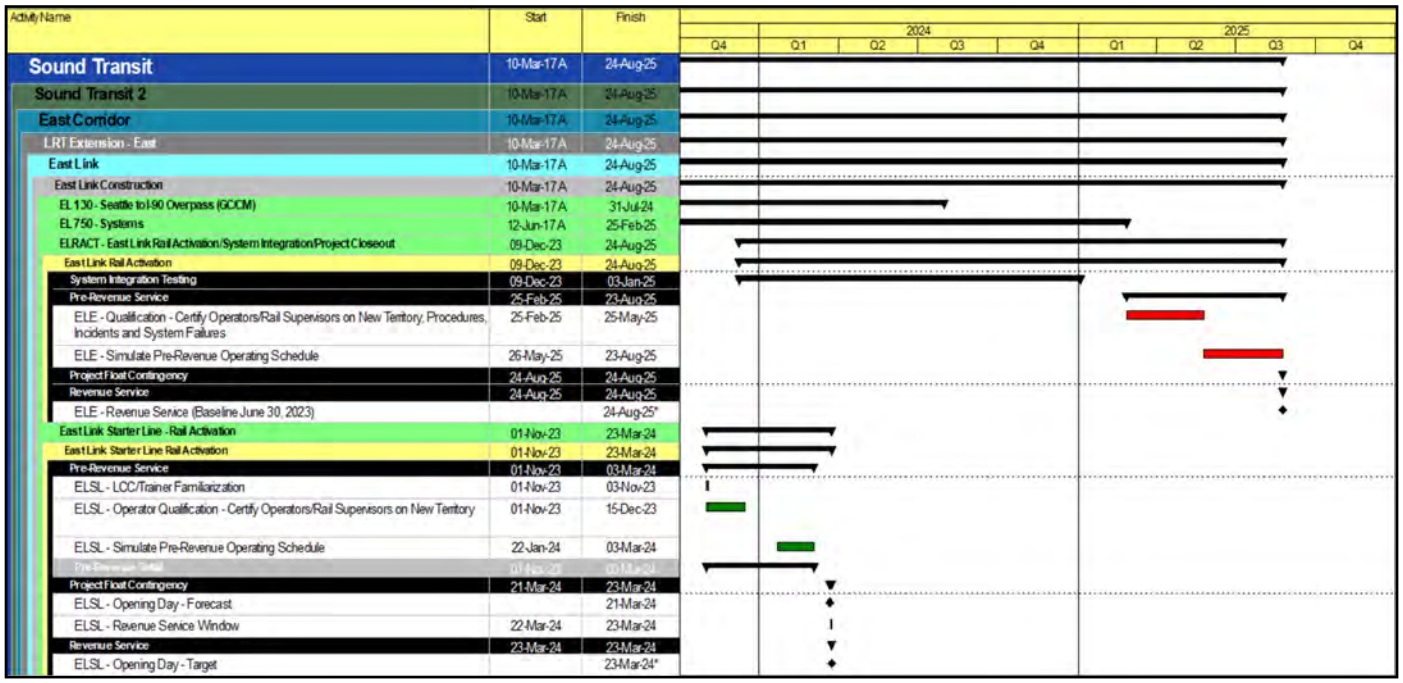
E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

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

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

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

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

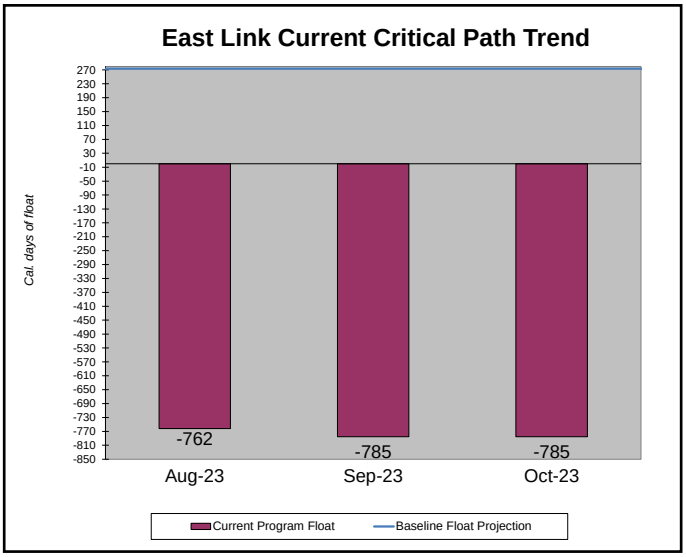


Activity Name	Start	Finish
Sound Transit	10-Mar-17 A	24-Aug-25
Sound Transit 2	10-Mar-17 A	24-Aug-25
East Corridor	10-Mar-17 A	24-Aug-25
LRT Extension - East	10-Mar-17 A	24-Aug-25
East Link	10-Mar-17 A	24-Aug-25
East Link Construction	10-Mar-17 A	24-Aug-25
EL130 - Seattle to I-90 Overpass (GCCM)	10-Mar-17 A	31-Jul-24
EL750 - Systems	12-Jun-17 A	25-Feb-25
ELRACT - East Link Rail Activation/System Integration/Project Closeout	09-Dec-23	24-Aug-25
East Link Rail Activation	09-Dec-23	24-Aug-25
System Integration Testing	09-Dec-23	03-Jan-25
Pre-Revenue Service	25-Feb-25	23-Aug-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	25-Feb-25	25-May-25
ELE - Simulate Pre-Revenue Operating Schedule	26-May-25	23-Aug-25
Project Float Contingency	24-Aug-25	24-Aug-25
Revenue Service	24-Aug-25	24-Aug-25
ELE - Revenue Service (Baseline June 30, 2023)		24-Aug-25*
East Link Starter Line - Rail Activation	01-Nov-23	23-Mar-24
East Link Starter Line Rail Activation	01-Nov-23	23-Mar-24
Pre-Revenue Service	01-Nov-23	03-Mar-24
ELSL - LOC/Trainer Familiarization	01-Nov-23	03-Nov-23
ELSL - Operator Qualification - Certify Operators/Rail Supervisors on New Territory	01-Nov-23	15-Dec-23
ELSL - Simulate Pre-Revenue Operating Schedule	22-Jan-24	03-Mar-24
Project Float Contingency	21-Mar-24	23-Mar-24
ELSL - Opening Day - Forecast		21-Mar-24
ELSL - Revenue Service Window	22-Mar-24	23-Mar-24
Revenue Service	23-Mar-24	23-Mar-24
ELSL - Opening Day - Target		23-Mar-24*

Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 785 days behind the target Revenue Service Date of June 30, 2023. As the E130 contractor is starting to meet its anticipated production rates for plinth reconstruction. Although the forecast completion date may continue to slide to some extent, it is still within the expected range for completion based on internal estimates.

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



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130; the gap in trackwork activity is reflective of the winter work restriction along the HMH Floating Bridge, which drives completion of the final sections of plinth repair, and subsequently E750 access to complete OCS and signal installation and systems integration testing. An October update for the E130 contract has not yet been submitted; however, the critical path is unlikely to shift at this time.

Activity Name	Start	Finish
EL 130 - Seattle to I-90 Overpass (GC/CM)	21-Sep-23 A	02-Jul-24
E130 Construction	21-Sep-23 A	02-Jul-24
Milestones	02-Jul-24	02-Jul-24
Construction	21-Sep-23 A	01-Jul-24
Trackwork	21-Sep-23 A	01-Jul-24
EL 750 - Systems	02-Jul-24	24-Feb-25
E750 Construction	02-Jul-24	24-Feb-25
E750 Project	02-Jul-24	24-Feb-25
E750 Engineering	29-Oct-24	28-Dec-24
E750 Construction	02-Jul-24	24-Feb-25
E750 Milestones	24-Feb-25	24-Feb-25
E750 OCS	02-Jul-24	30-Aug-24
E750 Signals	03-Jul-24	28-Aug-24
E750 Testing and Commissioning	09-Aug-24	27-Dec-24
ELRACT - East Link Rail Activation/System Integration/Project Closeout	25-Feb-25	24-Aug-25
East Link Rail Activation	25-Feb-25	24-Aug-25
Pre-Revenue Service	25-Feb-25	23-Aug-25
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incidents and System Failures	25-Feb-25	25-May-25
ELE - Simulate Pre-Revenue Operating Schedule	26-May-25	23-Aug-25
Revenue Service	24-Aug-25	24-Aug-25
ELE - Revenue Service (Baseline June 30, 2023)		24-Aug-25*



E335 Bellevue Downtown Station

Right-of-Way

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

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

East Link Extension Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
239	246	239	239	229	229

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

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

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

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

Relocations: Based on number of affected individuals

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	51.2	53.6	(2.4)
Consultants	101.1	123.4	(22.3)
TOTAL	152.3	177.0	(24.7)

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

Sound Transit Board Actions

Board Action	Description	Date
M2023-91	**Agreement with Washington State Department of Transportation for Operation and Maintenance of Drainage at the Redmond Technology Station** A motion authorizing the execution of an operations and maintenance agreement with the Washington State Department of Transportation for their drainage system components at the Redmond Technology Station	10/26/2023
M2023-84	**Approving the East Link Starter Line (2 Line from Redmond Technology Station to South Bellevue Station) Service and Fare Equity Report** Approves the East Link Starter Line Service and Fare Equity report.	10/26/2023
M2023-86	**Changing the names of the Bel-Red/130th and Spring District/120th Stations within the East Link Extension** Changes the name of the Bel-Red/130th Station to BelRed Station and the Spring District/120th Station to Spring District Station within the East Link Extension.	10/26/2023

Construction Safety

Data/Measure	October 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	2	94
Days Away From Work Cases	0	1	16
Total Days Away From Work	0	11	1348
First Aid Cases	7	60	431
Reported Near Mishaps	0	11	311
Average Number of Employees on Worksite	361	-	-
Total # of Hours (GC & Subs)	66,544	531,498	8,485,242
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	3.01	0.75	2.22
LTI Rate	0.00	0.38	0.38
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

Community Engagement

October's focus included, but not limited to:

- Notified surrounding businesses in the Bel-Red Area about the start of pre-revenue testing and the importance of using designated crossings.
- Supported the opening of the Redmond Technology Center Garage.
- Continued to respond to community inquiries about East Link and 2 Line activation.
- Worked to address ongoing parking issues on 36th Ave S with nearby neighbors.
- Ongoing response to loud PIMS system testing within the community. Working with the testing team, as well E750 to address issues quickly and allay resident concerns.

Major Construction Contract Packages

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

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

Status: Completed and Closed.

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

Status: See following pages under Contract E130.

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

Status: Substantial completion achieved. Punch list work remains.

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

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

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

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

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

Status: Has achieved Acceptance. 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: Has achieved Acceptance. See following pages under Contract E340.

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

Status: Has achieved Substantial Completion and is working toward Acceptance. *See following pages under Contract E360.*

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

Status: See following pages under Contract E750.



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

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

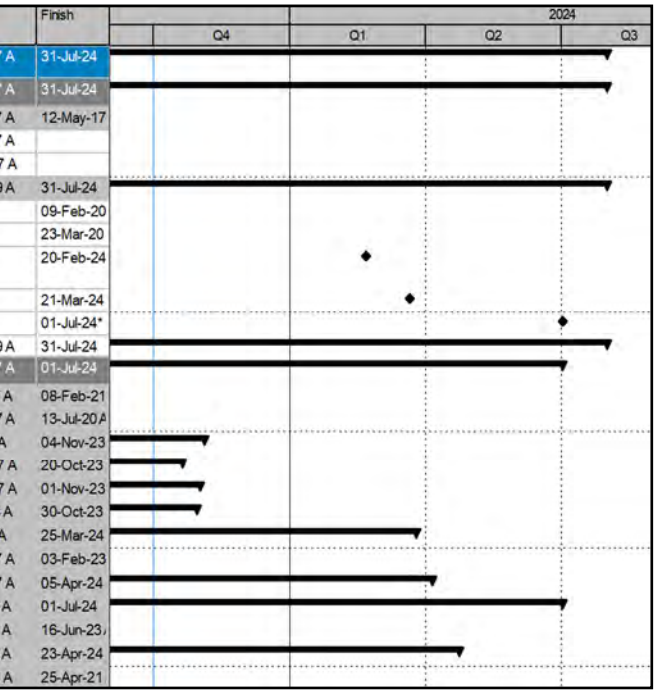
Current Progress

- **West Segment:** Continued punch list/commissioning at Judkins Park Station (JPS), plinth reconstruction at JPS and D2 steel section, post-tension (PT) and rebar damage assessment at Rainier Ave bridge and D2 concrete section.
- **Center Segment:** Plinth reconstruction at west approach, PT and rebar assessment at west and east approaches (fixed spans).
- **East Segment:** Ongoing plinth build back & NCR remediation; MIS track slab reconstruction; fire alarm inspection at MIS.

Schedule Summary

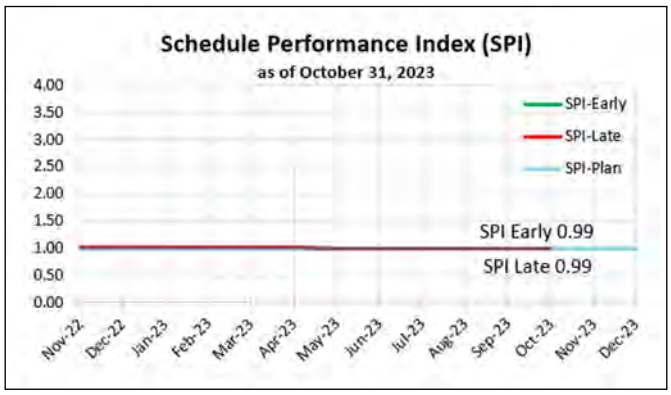
The contractor's September update is presented below. As of the time of reporting, an October update has not yet been submitted. Schedule forecasts a July 01, 2024, Substantial Completion date, 124 calendar days later than the contractual milestone date of February 28, 2024. The critical path currently runs through plinth repair on the floating bridge. Production on the plinth rebuild is increasing and it is anticipated the forecast completion date will stabilize over the next few months.

Activity Name	Start	Finish
E130 Construction	10-Mar-17 A	31-Jul-24
Milestones	10-Mar-17 A	31-Jul-24
Access Milestones	10-Mar-17 A	12-May-17
16. Notice to Proceed - Package 1	10-Mar-17 A	
16. Notice To Proceed - Remaining Scope	12-May-17 A	
Major Project Complete Milestones	21-Aug-19 A	31-Jul-24
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22)		20-Feb-24
16. MS#01 - Acceptance		21-Mar-24
16. MS#04 - Substantial Completion All Work (28-Feb-24)		01-Jul-24*
Milestone 1 Interim Dates	21-Aug-19 A	31-Jul-24
Construction	20-Mar-17 A	01-Jul-24
Preliminary Activities	03-Apr-17 A	08-Feb-21
Sitework	23-Aug-17 A	13-Jul-20 A
Demolition	20-Jul-17 A	04-Nov-23
Tunnel Modifications	18-Sep-17 A	20-Oct-23
Stations	31-May-17 A	01-Nov-23
OCS Bases/Frames	02-Apr-18 A	30-Oct-23
Civil/Utilities	05-Jul-17 A	25-Mar-24
Electrical	20-Mar-17 A	03-Feb-23
Structures Retrofit	20-Mar-17 A	05-Apr-24
Trackwork	02-Jan-18 A	01-Jul-24
Systems	26-Jun-17 A	16-Jun-23 A
IDS Modification	16-Jan-19 A	23-Apr-24
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21



Schedule Performance Index

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



Next Period's Activities

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

Closely Monitored Issues

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

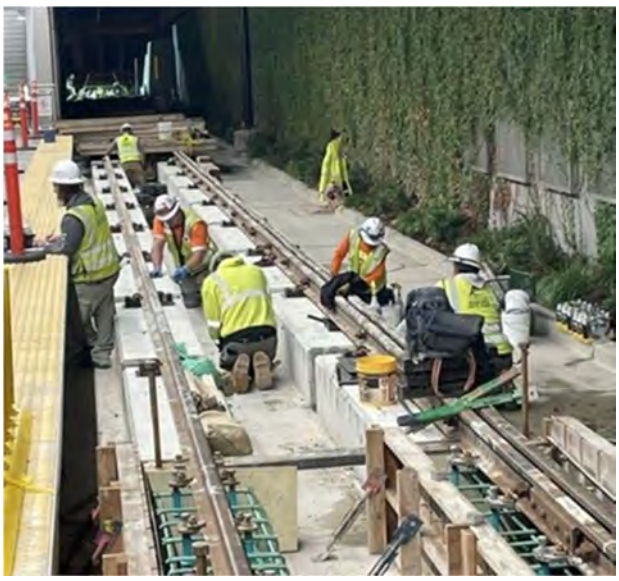
E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (*incl. Phase 2 MACC*)	$665,000,000
Change Order Value	$56,545,216
Current Contract Value*	$719,630,857
Total Actual Cost (Incurred to Date)	$711,975,565
Percent Complete	96.7%
Authorized Contingency	$70,660,541
Contingency Drawdown	$56,545,216
Contingency Index	1.2

** Contract Value excludes Betterments*



Dry finishing eastbound concrete plinths at Mercer Island Station

Contract E320 – South Bellevue – Substantially Complete

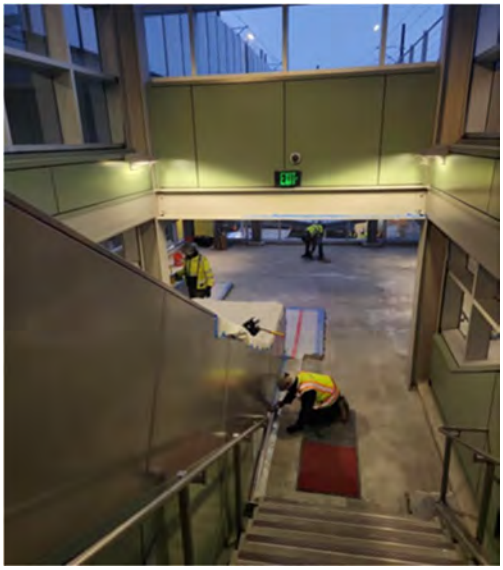
- E320 Contractor achieved Substantial Completion on August 29, 2022.
- Sound Transit to issue Acceptance upon acceptable completion of remaining punch list landscaping activities and track NCR work; anticipated by December 2023.
- Defective South Bellevue Station platform and mezzanine tile assemblies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



Cost Summary

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

**Amount excludes Betterments & START.*



Follow-on contract crews perform final cleaning prior to installation of new tile at South Bellevue Station mid-landing

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

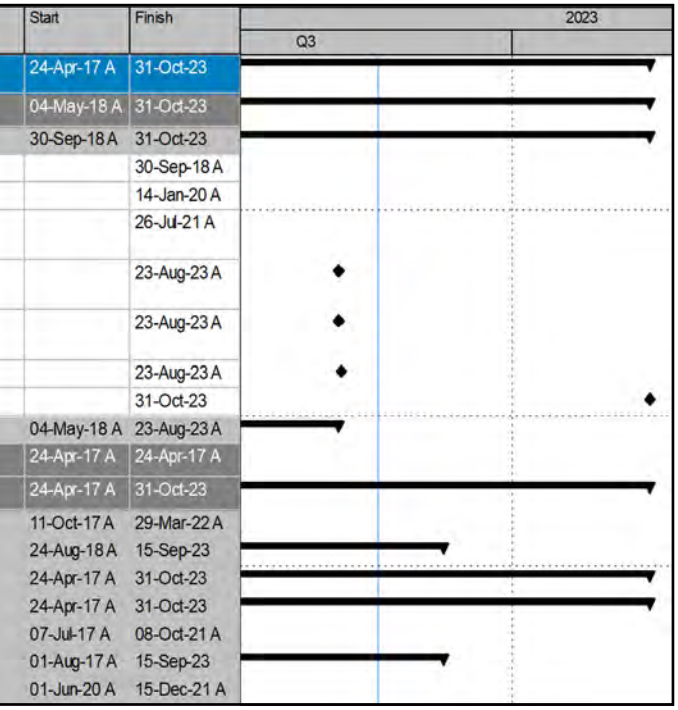
Current Progress

- Bellevue Downtown Station (BDS): Working on completing L&I elevator and escalator inspection punch list.
- Sitewide continued change notice work, landscape maintenance, and site cleaning.
- Investigating the platform tile installation at the 120th (Spring District) Station.

Schedule Summary

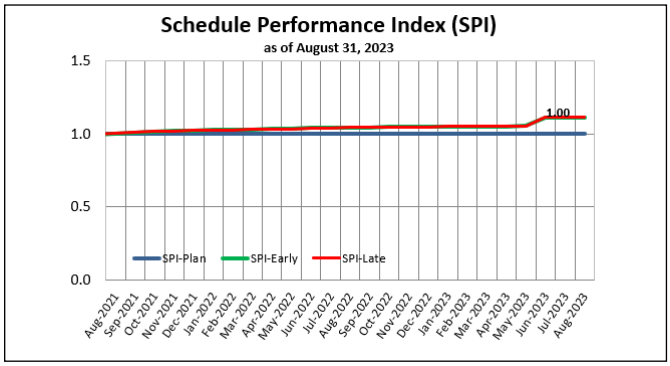
The contractor has achieved Substantial Completion and Acceptance. The schedule will no longer be updated.

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



Schedule Performance Index

E335 contract substantial completion date was planned for May 2021 and project acceptance and substantial completion was issued effective August 23, 2023. By definition, at substantial completion the schedule performance index is 1.0. All planned work is completed.



Next Period's Activities

- Sitewide continued change notice work, landscape maintenance, and site cleaning.
- Completion of escalator and elevator punch list for L&I inspection.

Closely Monitored Issues

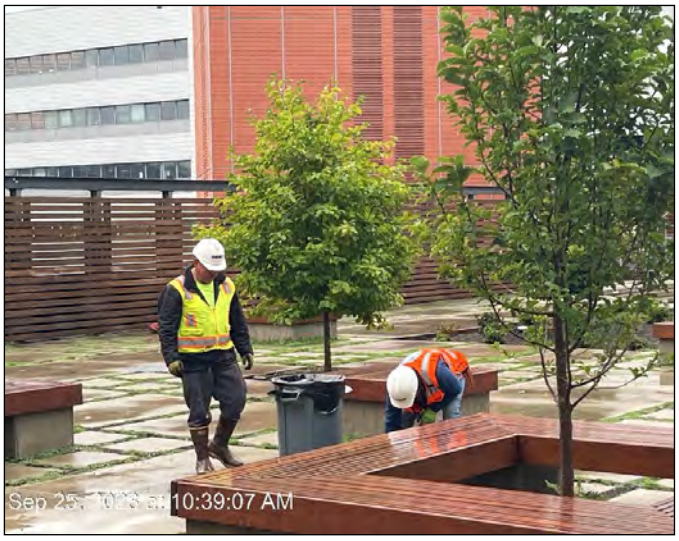
- Elevator punch list for L&I inspection.
- Completion of the safety certifiable paperwork.
- City of Bellevue permit correction issues are being tracked by the team and are being addressed as expeditiously as possible.



E335 Aerial Guideway Looking West to Downtown Bellevue

Cost Summary

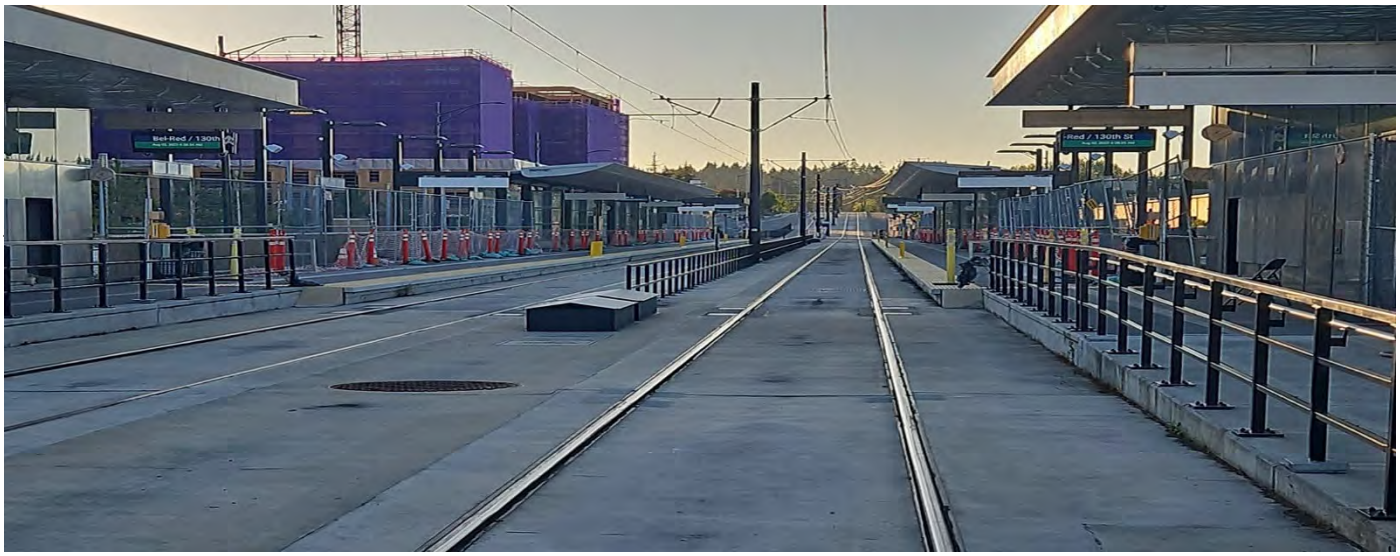
Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck / Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	$393,798,210
Change Order Value	$53,109,600
Current Contract Value	$446,907,810
Total Actual Cost (Incurred to Date)	$446,758,469
Percent Complete	99.9%
Authorized Contingency	$55,559,911
Contingency Drawdown	$53,109,600
Contingency Index	1.0



Landscape Maintenance at Bellevue Downtown Station

Contract E340 – Bel-Red – Substantially Complete

- E340 Contractor achieved Substantial Completion on September 30, 2022 and Acceptance of 130th station on March 9, 2023.
- Issued warranty notifications for 130th (Bel-Red) station truncated dome tiles and the station electrical handhole covers.



130th Bel-Red Station Looking East

Cost Summary

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

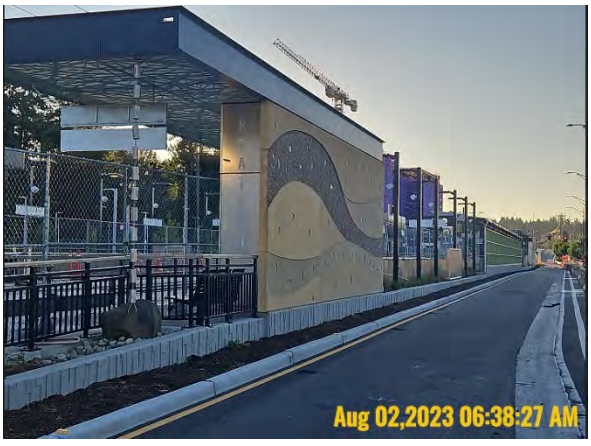


Photo of 130th St. Station from NE Spring Blvd after Milestone 4 Acceptance

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

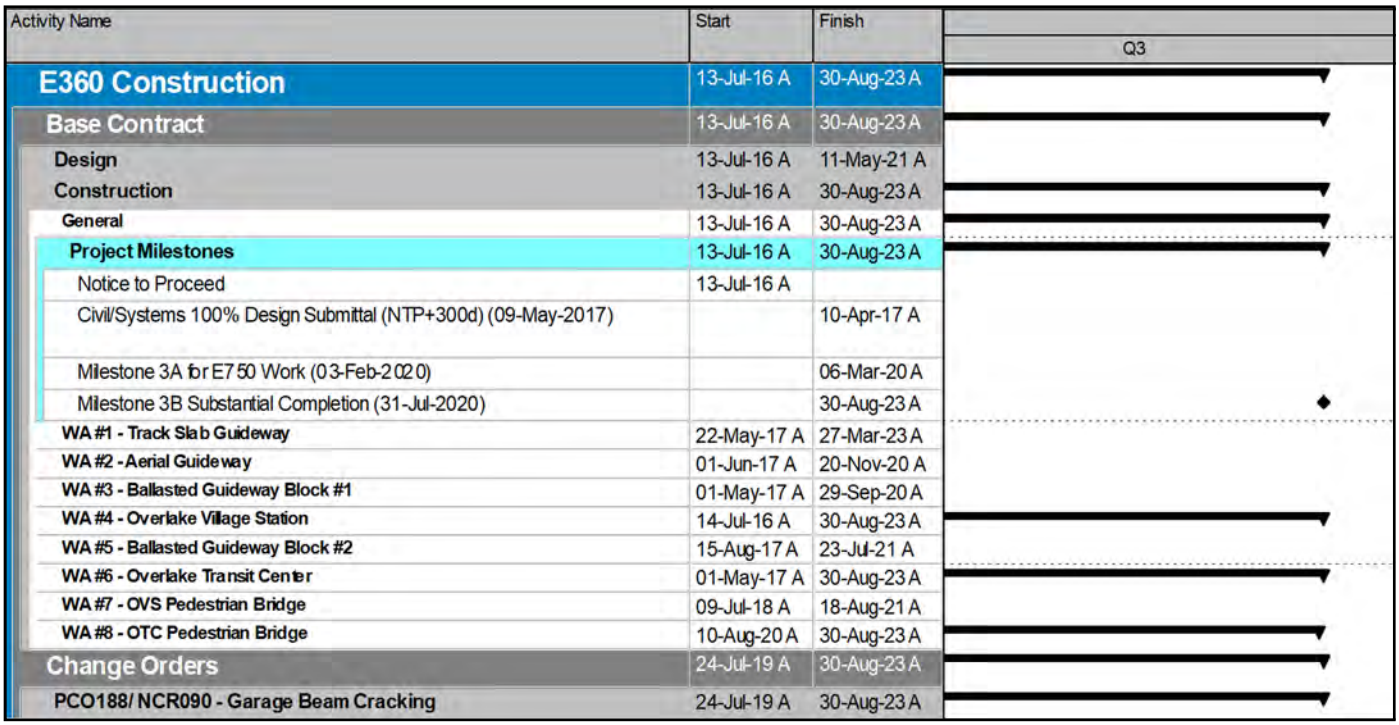
Current Progress

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

Schedule Summary

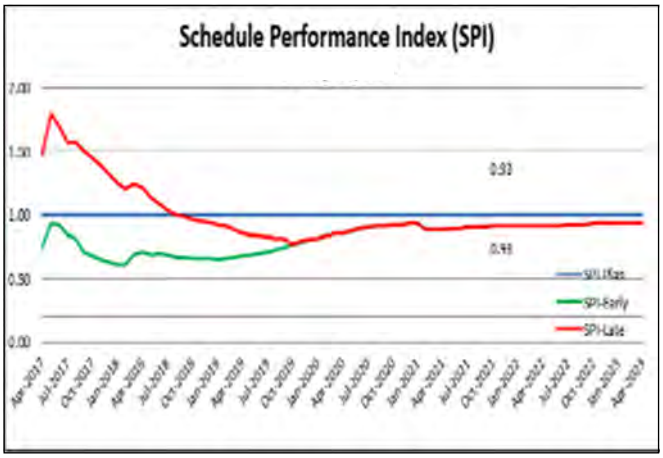
The contractor has achieved Substantial Completion. The schedule will no longer be updated.

Activity Name	Start	Finish
E360 Construction	13-Jul-16 A	30-Aug-23 A
Base Contract	13-Jul-16 A	30-Aug-23 A
Design	13-Jul-16 A	11-May-21 A
Construction	13-Jul-16 A	30-Aug-23 A
General	13-Jul-16 A	30-Aug-23 A
Project Milestones	13-Jul-16 A	30-Aug-23 A
Notice to Proceed	13-Jul-16 A	
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A
Milestone 3B Substantial Completion (31-Jul-2020)		30-Aug-23 A
WA #1 - Track Slab Guideway	22-May-17 A	27-Mar-23 A
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A
WA #4 - Overlake Village Station	14-Jul-16 A	30-Aug-23 A
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A
WA #6 - Overlake Transit Center	01-May-17 A	30-Aug-23 A
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	30-Aug-23 A
Change Orders	24-Jul-19 A	30-Aug-23 A
PCO188/ NCR090 - Garage Beam Cracking	24-Jul-19 A	30-Aug-23 A



Schedule Performance Index

E360 contract substantial completion date was planned for July 2020 and was achieved effective August 30, 2023. By definition, at substantial completion the schedule performance index is 1.0, which denotes all planned work is completed.



Next Period's Activities

- Continue processing closeout paperwork.

Closely Monitored Issues

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



Redmond Technology Station and Garage

Cost Summary

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

Table Excludes Betterment



Redmond Technology Station Transit Loop

Contract E750 – Systems Heavy Civil GC/CM

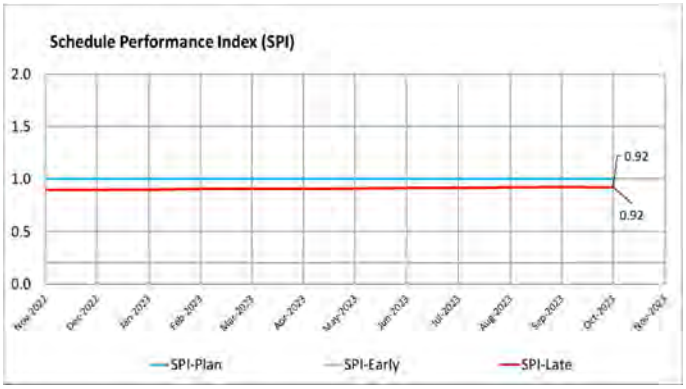
Current Progress

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

Schedule Summary

The October update projects a February 24, 2025, Substantial Completion Date, 1,001 calendar days later than the contractual milestone date of May 30, 2022. The critical path for this contract is driven by track handover from the E130 civil contractor, which is significantly delayed. Installation and testing for the East Link Starter Line is mostly complete, though some punch list activity will continue through the pre-revenue period.

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



Schedule Performance Index

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

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

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

Next Period's Activities.

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

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	$255,768,128
Change Order Value	$15,265,810
Current Contract Value	$271,033,938
Total Actual Cost (Incurred to Date)	$244,323,027
Percent Complete	94.7%
Authorized Contingency	$65,788,406
Contingency Drawdown	$15,265,810
Contingency Index	4.4

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



Systems Integration Testing at the 130th Station

Project Summary

Scope

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

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

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

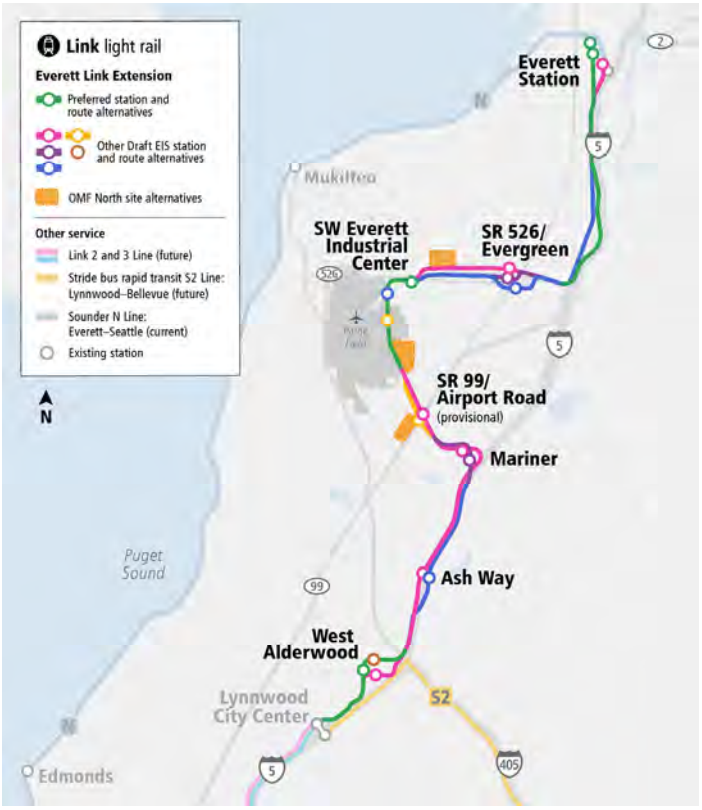
Systems Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase Planning

Budget $197 Million through completion of Preliminary Engineering.

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

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



Map of Everett Link Extension

Key Project Activities

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

Project Cost Summary

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

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

Cost Summary by Phase

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

Cost Summary by SCC

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

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

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

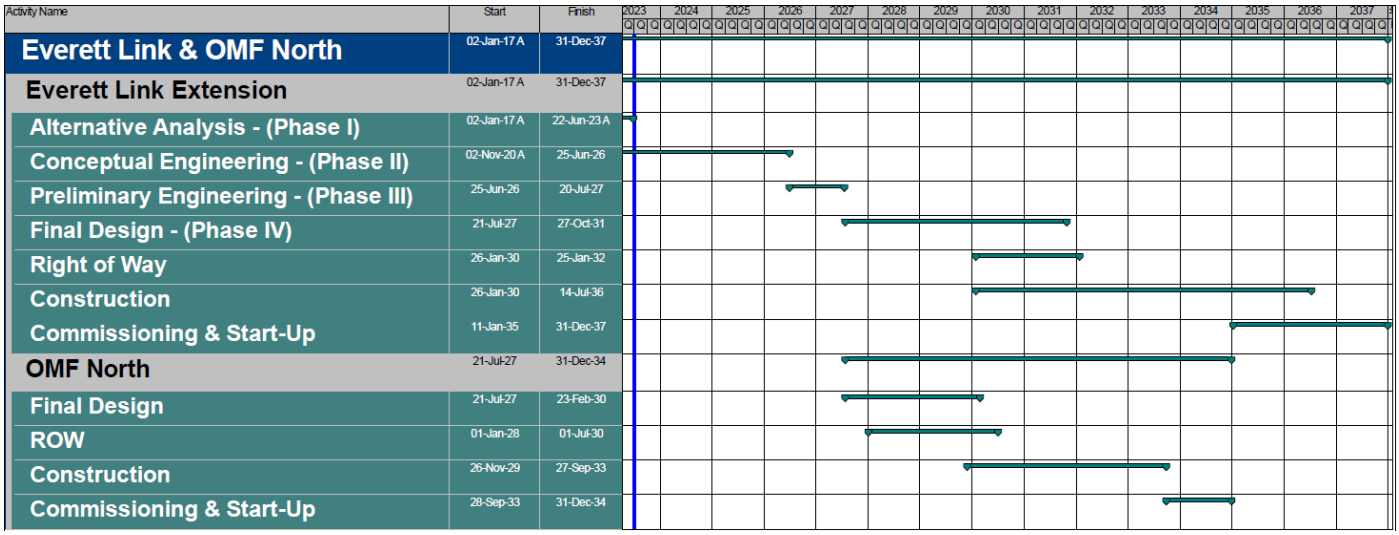
Risk Management

The following are the top cost and schedule project risks:

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

Project Schedule

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



Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Project Summary

Scope

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

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

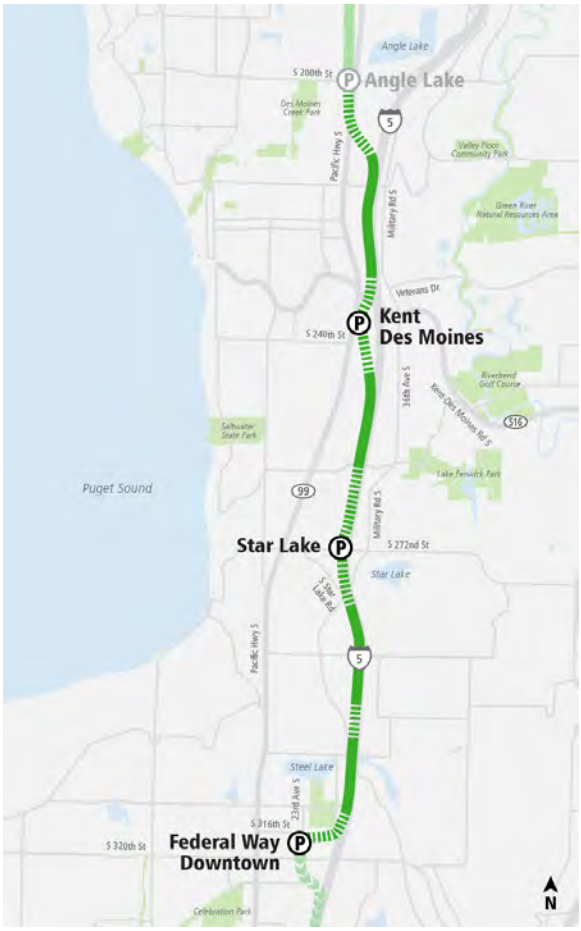
Stations Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget $2.45 Billion (ST Baseline September 2018)

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



Map of Federal Way Link Extension

Key Project Activities

- Contractor continued work at Structure C including drilled shaft installation, but all other project shafts have been placed.
- Project team continues minor utility relocations needed at station areas.
- The final TPSS, S07 was delivered on October 18th, Kiewit began working on internal installations and connected temp power.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.
- WSDOT Letter of Understanding Np.6 & No.7 were executed on October 31,2023, extending a portion of TCAL identified as Turnback Area 3 until December 31,2023.
- FWLE team reached agreement with WSDOT for the amendment of the construction funding and coordination Task Order B-14 agreement. Amendment language is being finalized.
- City of Federal Way is reviewing minor edits to amendment to extend City Services Agreement. Amendment to Kent City Services Agreements was executed on September 2023.
- FWLE team reached agreement with City of Federal Way for S. 288th Restoration and stormwater infrastructure damage. A minor revision was sent to Federal Way and is pending their signature.
- City of Federal Way issued a stop work order for environmental noncompliance for the Federal Way Downtown Station Area. FWLE staff working through resolution with DB Contractor and the City.

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 $31.9M was incurred. $27.3M was incurred in the Construction phase; mainly for the F200 contract at $27.3M. ROW incurred $1.1M, $1.9M for Construction Services and $0.8M was incurred in Admin phases. Remaining expenditures range from Preliminary Engineering, Final Design, and Third Party phases. This period the project is forecasting an Estimated Final Cost of $2.38B with a budget underrun of $68.0M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$96.5	$96.5	$54.4	$53.9	$96.5	$0.0
Preliminary Engineering	$46.5	$46.1	$45.6	$45.4	$46.1	$0.0
Final Design	$3.1	$6.1	$4.5	$4.2	$6.1	$0.0
Construction Services	$107.0	$156.2	$104.8	$98.5	$156.2	$0.0
3rd Party Agreements	$27.7	$37.7	$25.4	$22.1	$37.7	$0.0
Construction	$1,831.9	$1,770.0	$1,561.9	$1,270.0	$1,770.0	$0.0
ROW	$338.8	$338.8	$232.1	$231.7	$270.8	$68.0
Total	**$2,451.5**	**$2,451.5**	**$2,028.7**	**$1,725.7**	**$2,383.5**	**$68.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$523.0	$155.2	$500.0	$398.6	$512.7	-$357.5
20 Stations	$318.9	$105.2	$303.0	$227.6	$334.5	-$229.3
30 Support Facilities	$5.3	$4.6	$11.7	$9.6	$4.9	-$0.4
40 Sitework & Special Conditions	$558.4	$1,169.0	$490.0	$408.3	$684.0	$485.0
50 Systems	$153.8	$49.6	$126.7	$104.3	$152.2	-$102.6
Construction Subtotal (10 - 50)	**$1,559.4**	**$1,483.5**	**$1,431.4**	**$1,148.4**	**$1,688.3**	**-$204.9**
60 Row, Land	$341.6	$338.8	$232.1	$231.7	$270.8	$68.0
70 Vehicles	$1.8	$1.8	$0.0	$0.0	$1.8	$0.0
80 Professional Services	$370.7	$398.0	$365.2	$345.7	$342.3	$55.7
90 Unallocated Contingency	$178.1	$229.5	$0.0	$0.0	$80.4	$149.1
Total (10 - 90)	**$2,451.5**	**$2,451.5**	**$2,028.7**	**$1,725.7**	**$2,383.5**	**$68.0**

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

Contingency Management

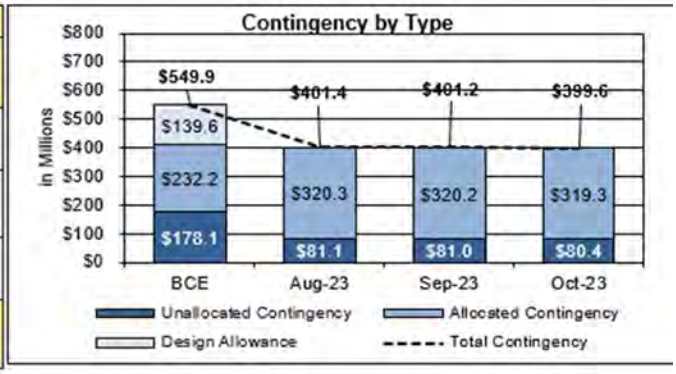
The FWLE project budget was baselined in September 2018 with a total contingency of $549.9M. Additional contingency of $460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is $399.6M.

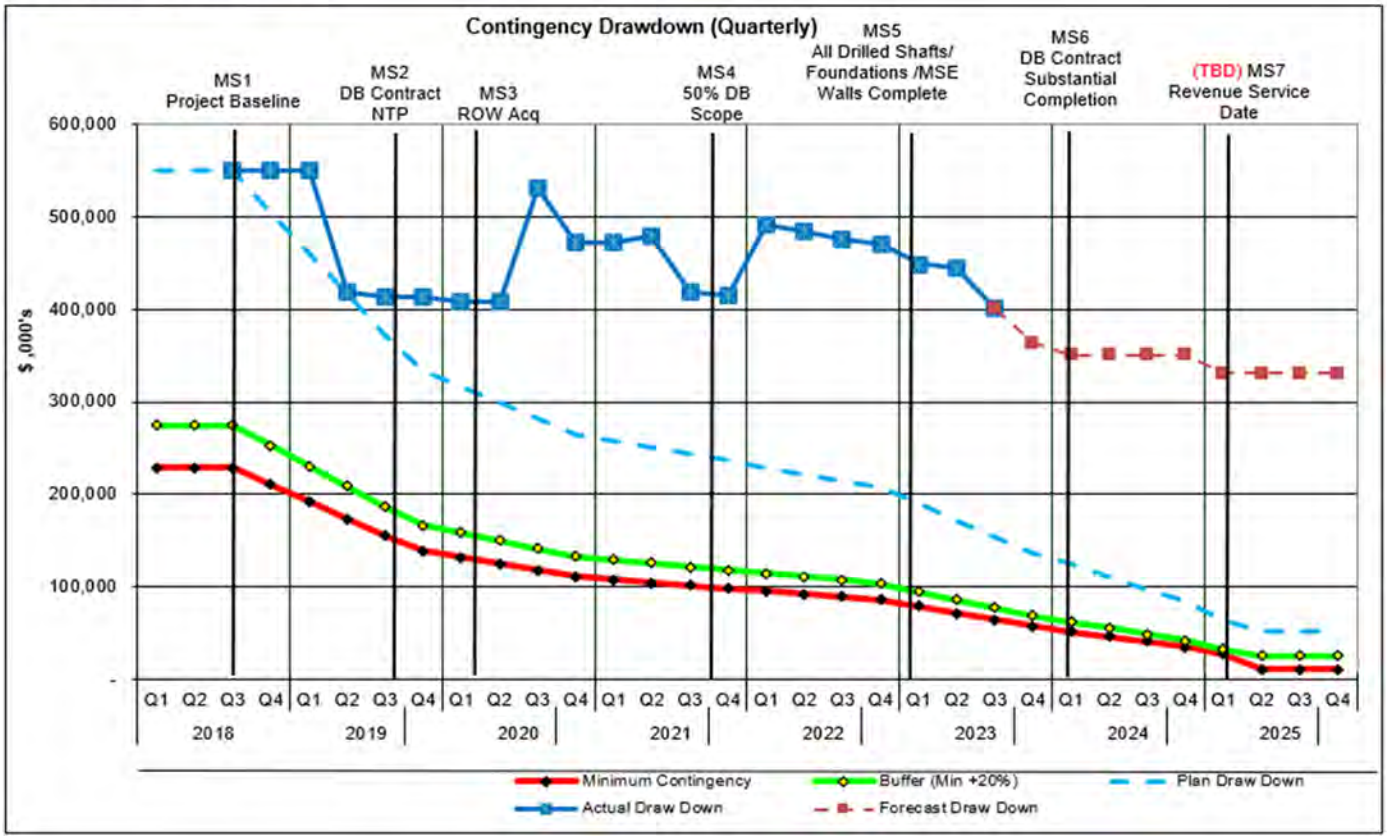
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. In July 2023 the AC increased by $68M to account for savings from ROW. During this period the AC had a net decrease of around $0.9M due mostly construction change order.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the Third Party phase UAC was reduced by $0.6M to execute Fee In Lieu Agreement with city of Federal Way.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$139.6	5.7%	$0.0	0.0%
Allocated Contingency	$232.2	9.5%	$319.3	44.0%
Unallocated Contingency	$178.1	7.3%	$80.4	11.1%
Total:	**$549.9**	**22.4%**	**$399.6**	**55.1%**

Table figures are shown in millions.





Risk Management

Changes to the projects top risks are reflected below:

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



Structure C Pier Table Rebar in Kent

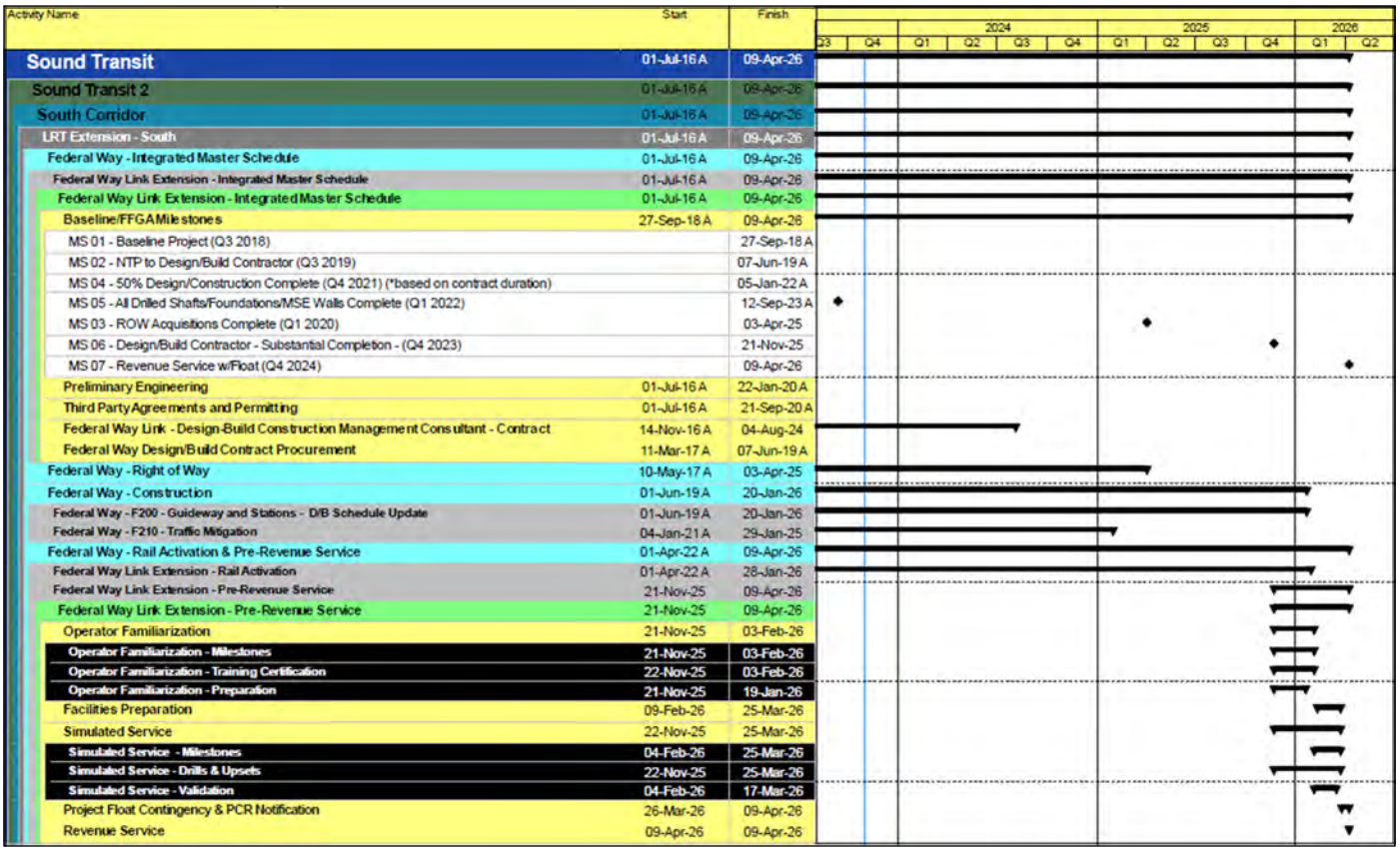


SLS Waterline Installation in Kent

Project Schedule

The calculated weighted percent complete of the major construction contracts is 80.1%. The weighted percent complete accounts for the time and cost impact of the F200 Structure C Long Span. The FWLE integrated schedule includes the revised F200 contract milestones, resulting from Structure C Long Span and Global Settlement negotiations. For instance, FFGA Milestone #6 reflects the substantial completion of all work for the F200 Design-Build contract.

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

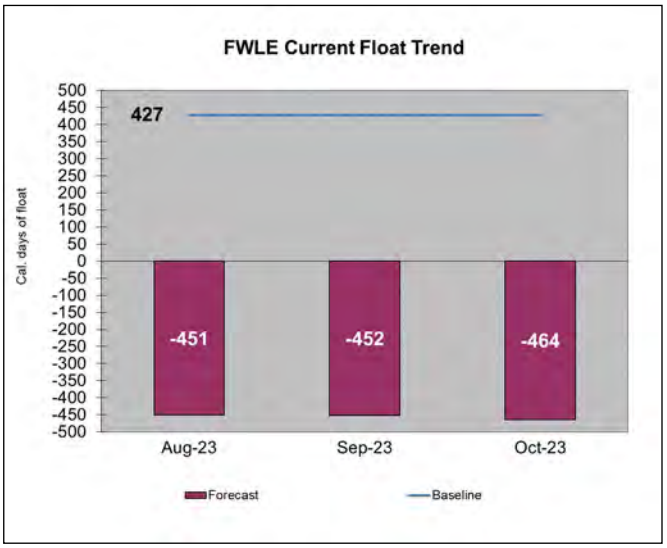


Activity Name	Start	Finish
Sound Transit	01-Jul-16 A	09-Apr-26
Sound Transit 2	01-Jul-16 A	09-Apr-26
South Corridor	01-Jul-16 A	09-Apr-26
LRT Extension - South	01-Jul-16 A	09-Apr-26
Federal Way - Integrated Master Schedule	01-Jul-16 A	09-Apr-26
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	09-Apr-26
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	09-Apr-26
Baseline/FFGA Milestones	27-Sep-18 A	09-Apr-26
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-22 A
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		12-Sep-23 A
MS 03 - ROW Acquisitions Complete (Q1 2020)		03-Apr-25
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		21-Nov-25
MS 07 - Revenue Service w/Float (Q4 2024)		09-Apr-26
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	04-Aug-24
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A
Federal Way - Right of Way	10-May-17 A	03-Apr-25
Federal Way - Construction	01-Jun-19 A	20-Jan-26
Federal Way - F200 - Guideway and Stations - D/B Schedule Update	01-Jun-19 A	20-Jan-26
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	29-Jan-25
Federal Way - Rail Activation & Pre-Revenue Service	01-Apr-22 A	09-Apr-26
Federal Way Link Extension - Rail Activation	01-Apr-22 A	28-Jan-26
Federal Way Link Extension - Pre-Revenue Service	21-Nov-25	09-Apr-26
Federal Way Link Extension - Pre-Revenue Service	21-Nov-25	09-Apr-26
Operator Familiarization	21-Nov-25	03-Feb-26
Operator Familiarization - Milestones	21-Nov-25	03-Feb-26
Operator Familiarization - Training Certification	22-Nov-25	03-Feb-26
Operator Familiarization - Preparation	21-Nov-25	19-Jan-26
Facilities Preparation	09-Feb-26	25-Mar-26
Simulated Service	22-Nov-25	25-Mar-26
Simulated Service - Milestones	04-Feb-26	25-Mar-26
Simulated Service - Drills & Upsets	22-Nov-25	25-Mar-26
Simulated Service - Validation	04-Feb-26	17-Mar-26
Project Float Contingency & PCR Notification	26-Mar-26	09-Apr-26
Revenue Service	09-Apr-26	09-Apr-26

Project Float

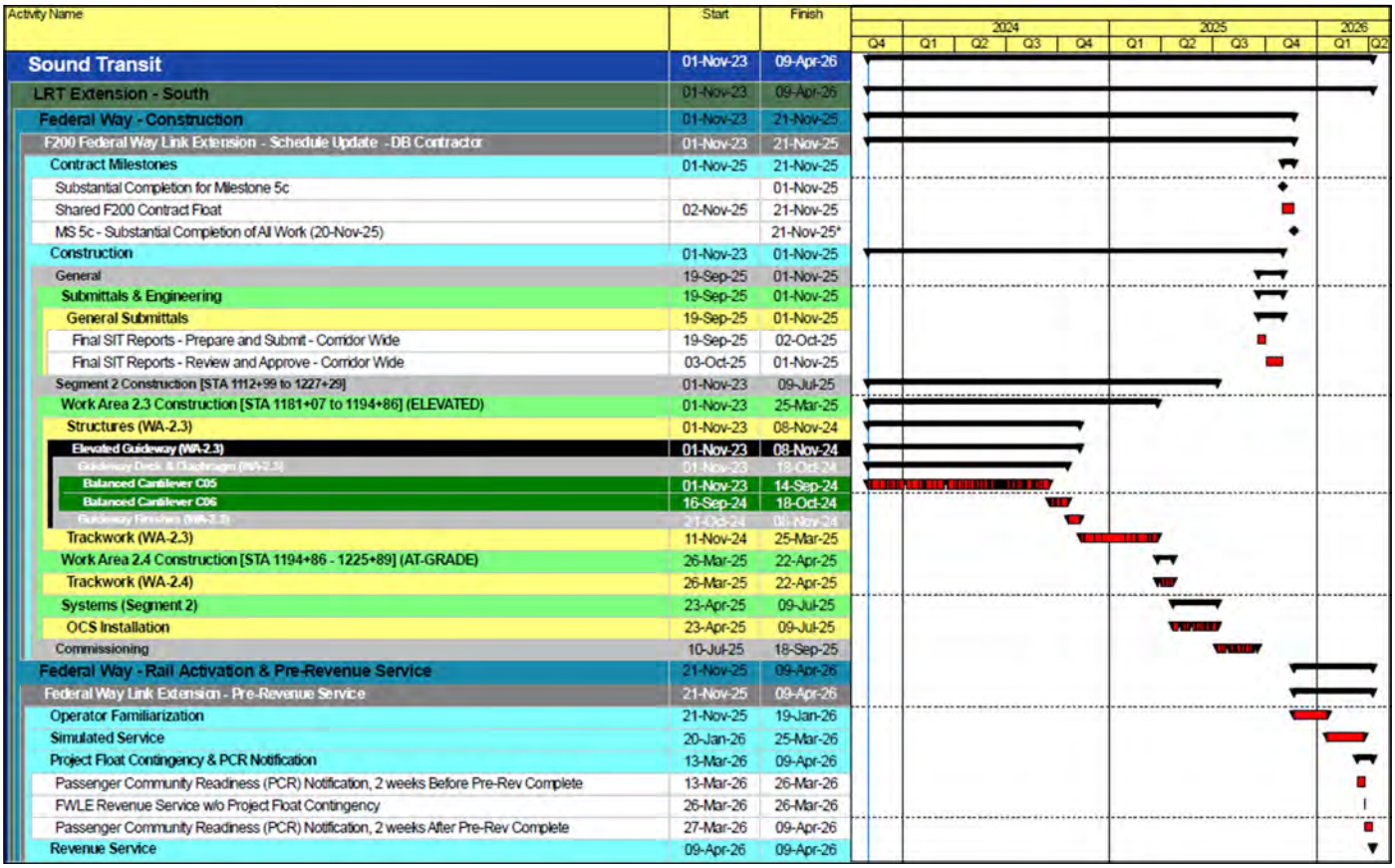
The project was baselined with 427 days of project float and a Revenue Service Date of 12/31/2024. Currently, the project is reporting negative 464 days of project float. The majority of the negative project float was caused by the impact of poor soil conditions at Structure C. Sound Transit and the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

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



Critical Path Analysis

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



Activity Name	Start	Finish
Sound Transit	01-Nov-23	09-Apr-26
LRT Extension - South	01-Nov-23	09-Apr-26
Federal Way - Construction	01-Nov-23	21-Nov-25
F200 Federal Way Link Extension - Schedule Update - DB Contractor	01-Nov-23	21-Nov-25
Contract Milestones	01-Nov-25	21-Nov-25
Substantial Completion for Milestone 5c		01-Nov-25
Shared F200 Contract Float	02-Nov-25	21-Nov-25
MS 5c - Substantial Completion of All Work (20-Nov-25)		21-Nov-25*
Construction	01-Nov-23	01-Nov-25
General	19-Sep-25	01-Nov-25
Submittals & Engineering	19-Sep-25	01-Nov-25
General Submittals	19-Sep-25	01-Nov-25
Final SIT Reports - Prepare and Submit - Corridor Wide	19-Sep-25	02-Oct-25
Final SIT Reports - Review and Approve - Corridor Wide	03-Oct-25	01-Nov-25
Segment 2 Construction [STA 1112+99 to 1227+29]	01-Nov-23	09-Jul-25
Work Area 2.3 Construction [STA 1181+07 to 1194+86] (ELEVATED)	01-Nov-23	25-Mar-25
Structures (WA-2.3)	01-Nov-23	08-Nov-24
Elevated Guideway (WA-2.3)	01-Nov-23	08-Nov-24
Guideway Deck & Diaphragm (WA-2.3)	01-Nov-23	18-Oct-24
Balanced Cantilever C05	01-Nov-23	14-Sep-24
Balanced Cantilever C06	16-Sep-24	18-Oct-24
Guideway Finishes Drift (WA-2.3)	21-Oct-24	08-Nov-24
Trackwork (WA-2.3)	11-Nov-24	25-Mar-25
Work Area 2.4 Construction [STA 1194+86 - 1225+89] (AT-GRADE)	26-Mar-25	22-Apr-25
Trackwork (WA-2.4)	26-Mar-25	22-Apr-25
Systems (Segment 2)	23-Apr-25	09-Jul-25
OCS Installation	23-Apr-25	09-Jul-25
Commissioning	10-Jul-25	18-Sep-25
Federal Way - Rail Activation & Pre-Revenue Service	21-Nov-25	09-Apr-26
Federal Way Link Extension - Pre-Revenue Service	21-Nov-25	09-Apr-26
Operator Familiarization	21-Nov-25	19-Jan-26
Simulated Service	20-Jan-26	25-Mar-26
Project Float Contingency & PCR Notification	13-Mar-26	09-Apr-26
Passenger Community Readiness (PCR) Notification, 2 weeks Before Pre-Rev Complete	13-Mar-26	26-Mar-26
FWLE Revenue Service w/o Project Float Contingency	26-Mar-26	26-Mar-26
Passenger Community Readiness (PCR) Notification, 2 weeks After Pre-Rev Complete	27-Mar-26	09-Apr-26
Revenue Service	09-Apr-26	09-Apr-26

Key Traffic Mitigation Activities

IFB Package submitted to procurement for advertisement.

- Project authorized for advertisement.
- Project advertised October 24th. Bid opening December 1st.

Closely Monitored Activities

F210 ROW acquisition:

- FL 204 – In negotiations. Counter appraisal received.
- FL 300.1 – Administrative Settlement reached.
- FL 902 – Administrative Settlement reached.
- FL 903 – Appraisal restarted due to plan change. Scheduled mitigation measures being applied.
- FL 910 – Offer presented on 8/18; currently in negotiations. Dual track for condemnation started.

Right-of-Way

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

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

Federal Way Link Extension Property Acquisition Status

ACQUISITION				RELOCATION	
Total Acquisitions*	**Board Approved***	**Offers Made to date**	**Closings to date**	**Relocations Required**	**Relocations Completed to date**
272	371	442	414	445	440

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

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

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

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

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

Community Engagement

- Tabled at the City of Kent's Street of Treats event providing project information.
- Tabled at the Angle Lake Station's Road House grand opening providing project information.
- Continued Temporary Construction closeout/activation coordination with property owners.
- Continued engagement regarding final restoration and fencing plans with adjacent property owners.



Angle Lake Station Road House Grand Opening



City of Kent's Street of Treat Event

Staffing Summary

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

The project team has updated the Planned FTE Monthly Average estimate for the year. Overall the project is 17.9 FTE under the staffing plan for this period. DBPM Services is currently under the plan as they address Design-Build contractor activities for change management, major construction oversight pertaining to drill shafts, stations, garages and various civil site work throughout the alignment. ST staffing is trending approximately 10 FTE under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.8	36.8	10.0
Consultants	81.0	73.1	7.9
TOTAL	127.8	109.9	17.9
** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*			

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Construction Safety

Data/ Measure	October 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	5	19
Days Away From Work Cases	0	2	9
Total Days Away From Work	0	137	241
First Aid Cases	5	51	98
Reported Near Mishaps	0	4	17
Average Number of Employees on Worksite	428	-	-
Total # of Hours (GC & Subs)	76,178	899,538	2,668,207
OSHA Incident Rates	**Monthly Average**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	1.11	1.42
Lost Time Injury (LTI) Rate	0.00	0.44	0.67
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

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

F200 Design Build Contract

Current Progress

Status at the close of October 2023, the baseline schedule confirmed completion: Contract total = 80.1%, Construction = 79.3%, and Design = 100%. Significant construction progress occurred on all segments in relation to Guideway (track construction, systems, superstructure, substructure and Commissioning). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and FWD garage, station, and End of Line Facility (EOL).

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

Construction:

- Track-Corridor Wide: Direct fixed track – plinths = 90%, Sub Ballast = 92%, Ballast = 81%, Ties = 75%, Rails = 65%.
- Ballasted Track: WA 2.2, 2.4, 3.5 and 3.7.
- DF Track: WA 1.3, 2.5, 3.2,3.4 and 3.8.
- TPSS S02: Cable pulls and installation of OCS regulation, jumpers, feeder tap and surge arrestors.
- Signal House S02-SIG-01: Conduit installations and cable pulls.
- KDM Station (66.9% complete): Platform and plaza levels, exterior and interior elements. Testing and Commissioning.
- KDM Garage (82.1% complete): Interior and exterior elements. Finish work installations on all levels. Testing and Commissioning.
- TPSS S03: Work on the enclosure.
- Structure C:Work on columns, capitals and pier tables.
- TPSS S05: Site acceptance testing ongoing. Work on TPSS house and enclosure.
- Star Lake Station (49.3% complete): Extensive work on both East and West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Garage (72.0% complete): Extensive work on both interior and exterior elements. Testing and Commissioning.
- Star Lake Ancillary Building: Work on both interior and exterior elements.
- TPSS S06: Site acceptance testing ongoing. Work on TPSS house and enclosure.
- Signal House S06-SIG-01: Construct slab and grounding.
- FWD Station (61.5% complete): Extensive work on both North and South surface and platform levels. Testing and Commissioning.
- FWD Garage modification (45.1% complete): Extensive work on both interior and exterior elements. Testing and Commissioning.
- TPSS S07: Ductbank work and temp power, grounding and site inspections.
- End of Line Facility: Work on both interior and exterior elements. Testing and Commissioning.
- Milestone 3: DF trackwork, SIT rail grounding testing, SAT energization tests, SIT for OCS and LRV early storage.



Station finishes underway at Star Lake Station and Garage

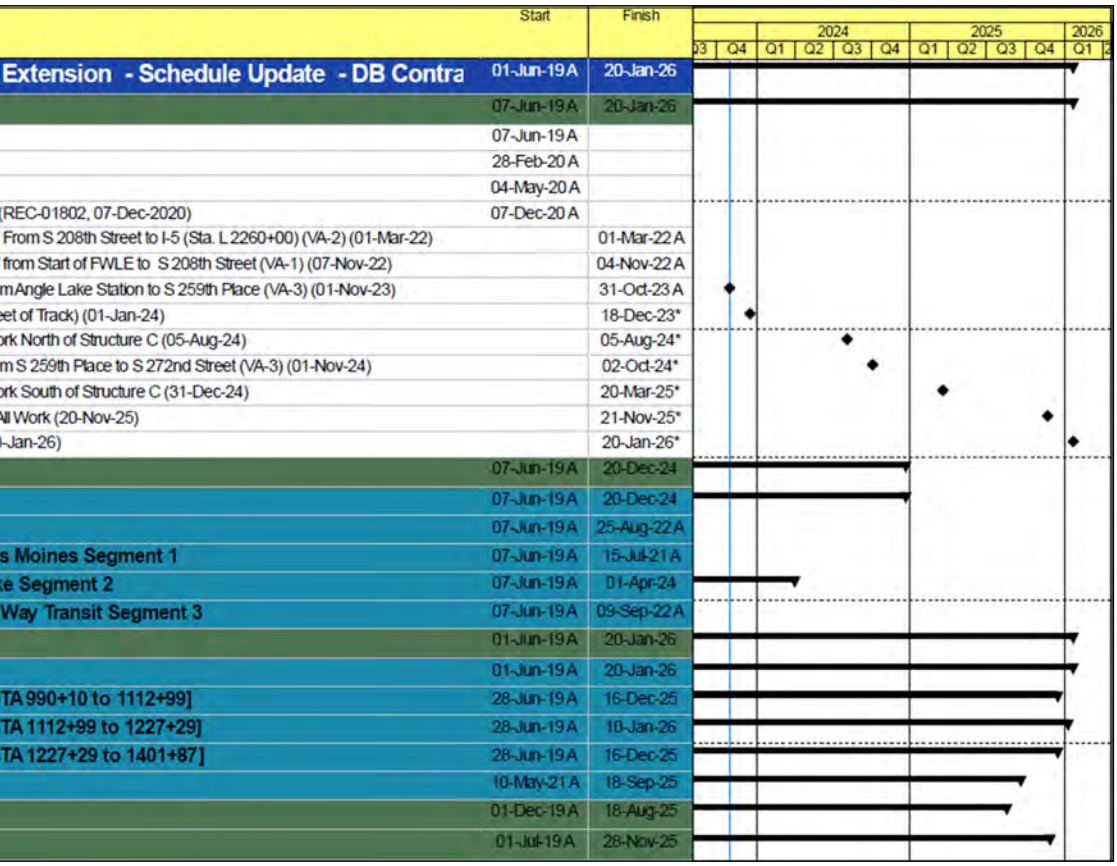


Structural steel and concrete complete at FWD Station

Schedule Summary

The October 2023 F200 Design-Builder's schedule is under review. The Structure C Long Span impact and adjusted contract milestones have been incorporated into the F200 schedule. All of the IFC design packages have been completed. As-built documentation and other design support work will continue until the end of the project. The Design-Builder continues to progress construction of pier tables at span C05 and C06, both of which are scheduled to be completed by December 2023. Next, the Design-Builder continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS systems, traction power, and other systems.

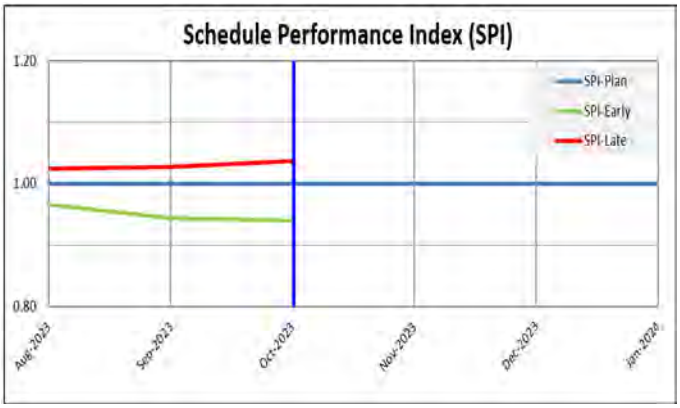
Activity Name	Start	Finish
F200 Federal Way Link Extension - Schedule Update - DB Contra	01-Jun-19 A	20-Jan-26
Contract Milestones	07-Jun-19 A	20-Jan-26
Limited Notice to Proceed	07-Jun-19 A	
Contractual Notice to Proceed	28-Feb-20 A	
Notice to Proceed	04-May-20 A	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-23 A
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		18-Dec-23*
MS 5a - Substantial Completion Work North of Structure C (05-Aug-24)		05-Aug-24*
MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24)		02-Oct-24*
MS 5b - Substantial Completion Work South of Structure C (31-Dec-24)		20-Mar-25*
MS 5c - Substantial Completion of All Work (20-Nov-25)		21-Nov-25*
MS 5d - Acceptance of All Work (20-Jan-26)		20-Jan-26*
Design	07-Jun-19 A	20-Dec-24
Design Milestones	07-Jun-19 A	20-Dec-24
Corridor Wide	07-Jun-19 A	25-Aug-22 A
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A
Design Packages - Star Lake Segment 2	07-Jun-19 A	01-Apr-24
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A
Construction	01-Jun-19 A	20-Jan-26
General	01-Jun-19 A	20-Jan-26
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	16-Dec-25
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	10-Jan-26
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	16-Dec-25
Commissioning	10-May-21 A	18-Sep-25
Provisional Sums	01-Dec-19 A	18-Aug-25
Change Orders	01-Jul-19 A	28-Nov-25



Schedule Performance Index

The Early SPI is 0.94 and Late SPI is 1.04. Current report calculated based on the August EV report.

The October SPI shows the inclusion of Structure C long span work which was part of the Global Settlement change order.



Next Period's Activities

Design:

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

Construction:

- Guideway superstructure construction is wrapping up and drainage, curb and finish work remains.
- Ballasted Trackwork: WA 1.2, 2.2, 2.4, and 3.3.
- DF trackwork: WA 1.1 Structure A, 1.3- 2.1 structure B, WA 2.5 Structure Z, WA 3.2 Structure D, WA 3.4 Structure E, WA 3.6 Structure F and WA 3.8 Structure G.
- TPSS S02: Cable pulls, installations and site acceptance testing of various elements.
- Signal House S02-SIG-01: Cable pulls.
- TPSS S03: OCS frame/cantilever pole installations. Work on the enclosure.
- KDM Garage: Extensive work on garage exterior and interior. Electrical installations and testing and Commissioning efforts.
- KDM Station: Extensive work on station north and south plaza and platform levels. Testing and Commissioning efforts.
- Structure C: Continued work on shafts, columns & pier tables.
- TPSS S05: Testing and punchlist item.
- Signal House S05 S05-SIG-01: CMU and grout work for enclosure.

Construction (*continued*):

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

Closely Monitored Issues (F200)

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

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	$1,285,200,000
Change Order Value	$287,093,706
Current Contract Value	$1,572,293.706
Total Actual Cost (Incurred to Date)	$1,243,157,550
Percent Complete	80.1%
Authorized Contingency + Add'l Ctg	$358,297,519
Contingency Drawdown	$287,093,706
*Contingency Index *Excludes ATC/NTD	1.13



Ballasted track and traction power pole installation started

Project Summary

Scope

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

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

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



Map of Project Alignment

Phase

Planning

Budget

$2.9M through completion of Preliminary Engineering

Schedule

Target date: 2031

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

Key Project Activities

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

Project Cost Summary

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

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

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

Cost Summary by Phase

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

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

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

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).

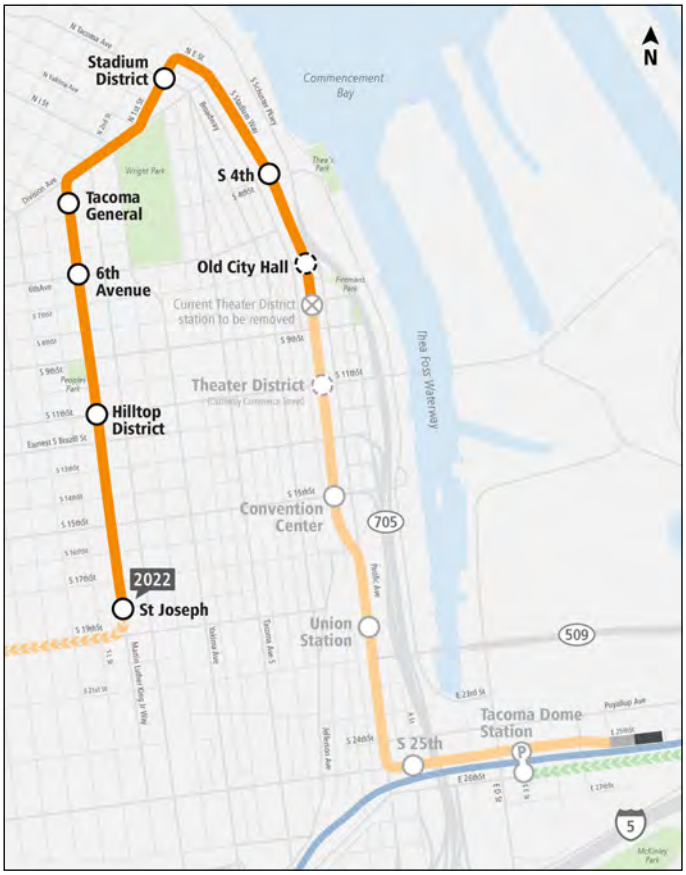
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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 Entered Revenue Service on September 16, 2023



Map of Hilltop Tacoma Link Extension

Key Project Activities

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

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

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

Closely Monitored Issues

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

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 $1.2M was incurred.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$28.9	$27.3	$27.2	$29.3	-$0.4
Preliminary Engineering	$5.6	$5.6	$5.6	$5.6	$0.0
Final Design	$16.2	$16.1	$16.1	$16.2	$0.0
Construction Services	$16.7	$16.5	$16.2	$16.7	$0.0
Third Party Agreements	$1.4	$1.3	$1.0	$1.4	$0.0
Construction	$172.0	$167.9	$165.9	$171.6	$0.4
Vehicles	$40.1	$39.9	$38.2	$40.1	$0.0
ROW	$1.9	$1.9	$1.9	$1.9	$0.0
Contingency	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$282.7**	**$276.3**	**$272.0**	**$282.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	$32.9	$32.1	$31.7	$32.8	$0.4
20 Stations	$3.7	$3.6	$3.5	$3.7	$0.0
30 Support Facilities	$43.7	$42.7	$42.1	$43.6	-$0.1
40 Sitework & Special Conditions	$54.9	$53.7	$53.0	$54.9	$0.0
50 Systems	$36.7	$35.8	$35.4	$36.6	-$0.1
Construction Subtotal (10 - 50)	**$171.9**	**$167.9**	**$165.9**	**$171.6**	**$0.3**
60 ROW, Land	$1.8	$1.9	$1.9	$1.9	$0.2
60 Vehicles	$39.8	$39.9	$38.2	$40.1	$0.3
80 Professional Services	$67.4	$66.7	$66.0	$69.2	$1.8
90 Unallocated Contingency	$2.0	$0.0	$0.0	$0.0	-$2.0
Total (10 - 90)	**$282.7**	**$276.3**	**$272.0**	**$282.7**	**$0.0**

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

Contingency Management

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

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

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

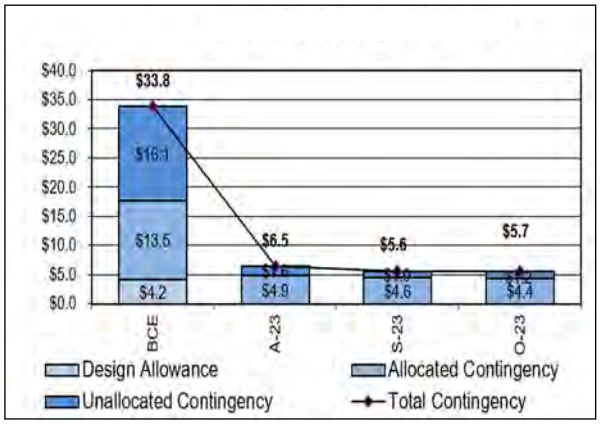
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance increased by $0.2M this period due to a cost coding correction.

Contingency Status (Monthly)

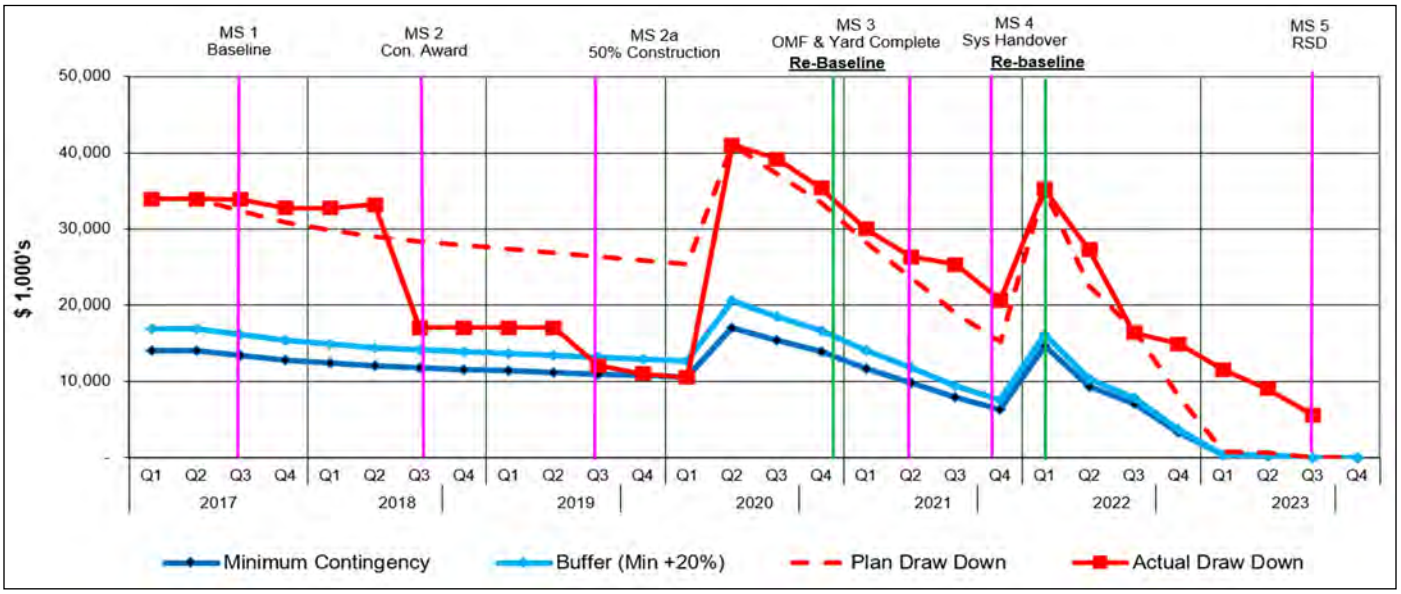
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	$4.2	2.2%	$0.0	0.0%
Allocated Contingency	$13.5	6.8%	$4.4	41.1%
Unallocated Contingency	$16.1	8.2%	$1.2	11.6%
Total	**$33.8**	**17.2%**	**$5.7**	**53.1%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Contingency Drawdown as of September 2023

Staffing Summary

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

Consultant FTE is higher than planned as the yearly plan forecasts reductions in future months and delayed revenue service required additional months of contractor work.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.0	10.2	0.8
Consultants	9.7	13.2	(3.5)
TOTAL	20.7	23.4	(2.7)

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

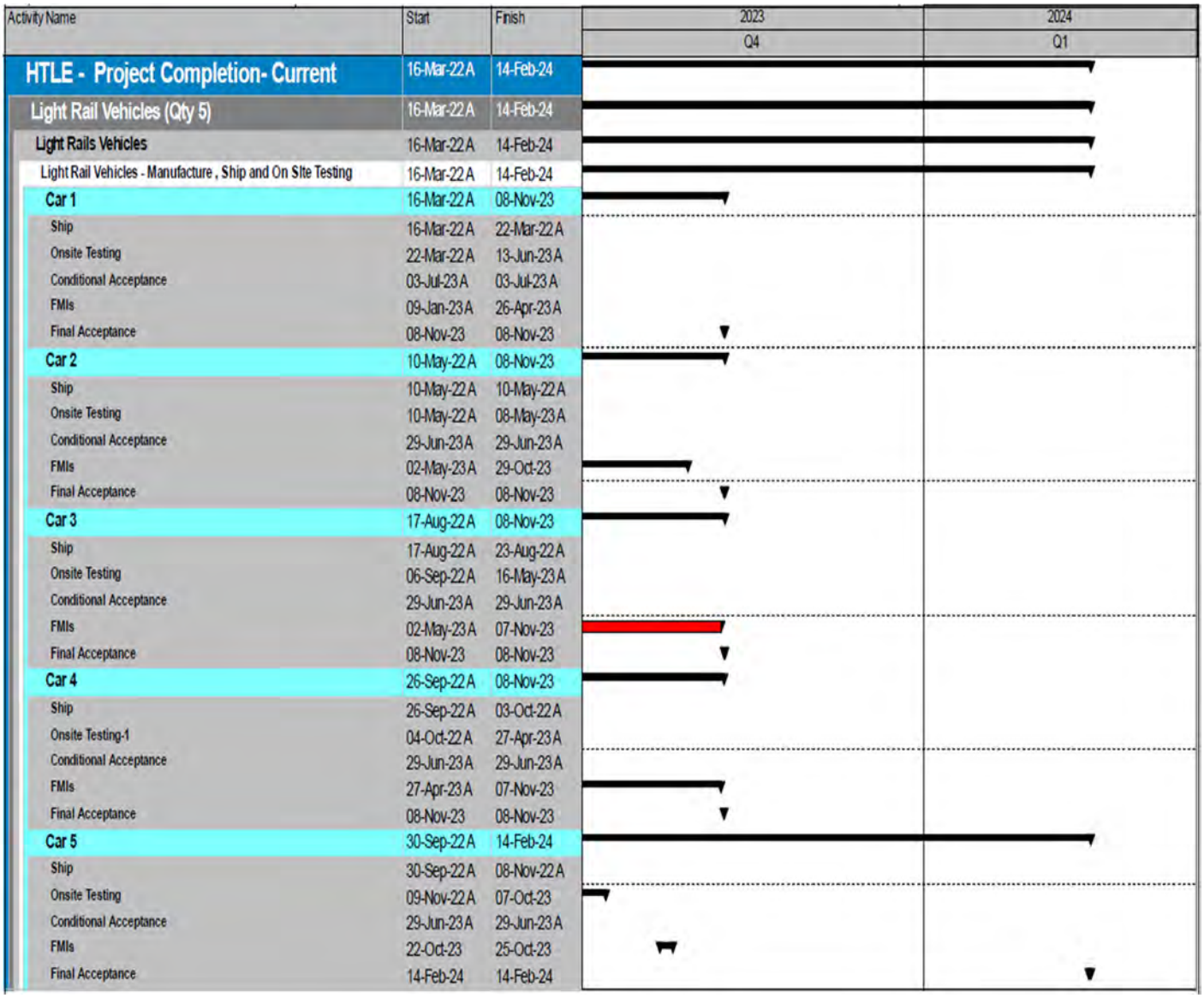
Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

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

Progress as of October 31, 2023

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



Activity Name	Start	Finish
HTLE - Project Completion- Current	16-Mar-22 A	14-Feb-24
Light Rail Vehicles (Qty 5)	16-Mar-22 A	14-Feb-24
Light Rails Vehicles	16-Mar-22 A	14-Feb-24
Light Rail Vehicles - Manufacture , Ship and On Site Testing	16-Mar-22 A	14-Feb-24
Car 1	16-Mar-22 A	08-Nov-23
Ship	16-Mar-22 A	22-Mar-22 A
Onsite Testing	22-Mar-22 A	13-Jun-23 A
Conditional Acceptance	03-Jul-23 A	03-Jul-23 A
FMIs	09-Jan-23 A	26-Apr-23 A
Final Acceptance	08-Nov-23	08-Nov-23
Car 2	10-May-22 A	08-Nov-23
Ship	10-May-22 A	10-May-22 A
Onsite Testing	10-May-22 A	08-May-23 A
Conditional Acceptance	29-Jun-23 A	29-Jun-23 A
FMIs	02-May-23 A	29-Oct-23
Final Acceptance	08-Nov-23	08-Nov-23
Car 3	17-Aug-22 A	08-Nov-23
Ship	17-Aug-22 A	23-Aug-22 A
Onsite Testing	06-Sep-22 A	16-May-23 A
Conditional Acceptance	29-Jun-23 A	29-Jun-23 A
FMIs	02-May-23 A	07-Nov-23
Final Acceptance	08-Nov-23	08-Nov-23
Car 4	26-Sep-22 A	08-Nov-23
Ship	26-Sep-22 A	03-Oct-22 A
Onsite Testing-1	04-Oct-22 A	27-Apr-23 A
Conditional Acceptance	29-Jun-23 A	29-Jun-23 A
FMIs	27-Apr-23 A	07-Nov-23
Final Acceptance	08-Nov-23	08-Nov-23
Car 5	30-Sep-22 A	14-Feb-24
Ship	30-Sep-22 A	08-Nov-22 A
Onsite Testing	09-Nov-22 A	07-Oct-23
Conditional Acceptance	29-Jun-23 A	29-Jun-23 A
FMIs	22-Oct-23	25-Oct-23
Final Acceptance	14-Feb-24	14-Feb-24

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; Amended April 2017)

Schedule Baseline Project Completion: 2024



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – two LRVs were delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – four LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central (three Series 2 LRVs were transferred to OMF Central this month), and to prepare for East Link Extension pre-revenue service (four Series 1 ATP Retrofitted & two CA'ed Series 2 LRVs were transferred to OMF East this month).
- Continued final assembly and car shell fabrication in Sacramento Facilities – currently there are 27 cars at various stages of final assembly.
- Total of twenty three (six this month) Series 1 Automatic Train Protection (ATP) retrofitted LRVs have been conditionally accepted and are ready to return to revenue service.

Closely Monitored Issues

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

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 $554.1M. The majority of the cost attributed to the vehicles phase of $530.8M. The current period expenditure is $11.9M, cost attributable to the LRV manufacturing and to engineering, inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$10.8	$10.8	$8.9	$8.4	$10.8	$0.0
Construction Services	$17.8	$17.8	$15.1	$14.9	$17.8	$0.0
Vehicles	$712.1	$712.1	$667.9	$530.8	$712.1	$0.0
Total	**$740.7**	**$740.7**	**$691.9**	**$554.1**	**$740.7**	**$0.0**

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$705.2	$705.2	$673.6	$536.2	$705.1	$0.0
80 Professional Services	$24.3	$24.5	$18.3	$17.9	$24.5	$0.0
90 Contingency	$11.3	$11.1	$0.0	$0.0	$11.1	$0.0
Total (SCC 10 - 90)	**$740.7**	**$740.7**	**$691.9**	**$554.1**	**$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 and the upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a $78.0M Total Contingency. During last period, there was one minor draw against the contingency. The project's Total Contingency balance is $48.3M or approximately 25.9% of remaining work in the project.

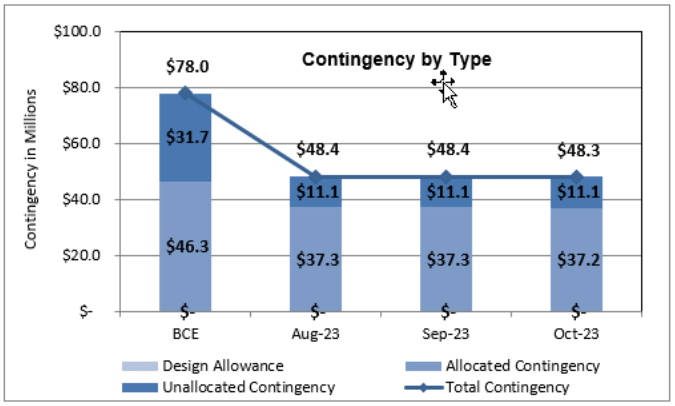
Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains $0 design allowance.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was $46.3M. The current allocated contingency balance is at $37.2M down from $37.3M due to a minor change in the LRV contract.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This month $72K was transferred to shore up various budget scope adjusted during the annual 2023 budgetary process, leaving a total UAC of $11.1M.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$ 0.0	0.0%	$ -	0.0%
Allocated Contingency	$46.3	6.3%	$ 37.2	19.9%
Unallocated Contingency	$31.7	4.3%	$ 11.1	5.9%
Total	**$78.0**	**10.7%**	**$ 48.3**	**25.9%**



Project Schedule

Percent complete of the contract payment milestones is calculated at 79.1%.

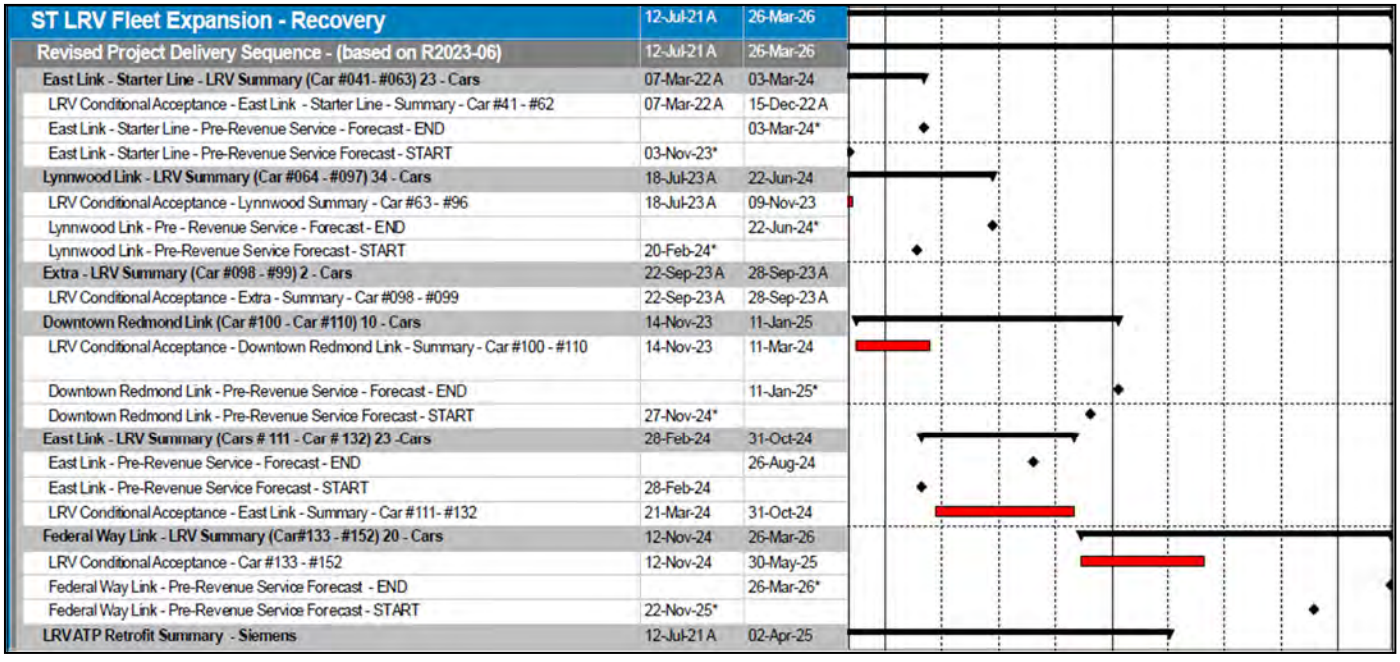
The summary schedule below supports each of the project starter lines by identifying conditional acceptance testing of Light Rail Vehicles from Siemens' October 31 2023 monthly schedule update. The LRV manufacturer (Siemens) has delivered 120 LRVs of which 96 LRVs were Conditionally Accepted. In addition, there are 9 LRVs fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for December 2026.

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

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

Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test, acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites. Conditional Acceptance of 96 LRVs has been completed to support East Link and Lynnwood Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025. Current forecasts are that Conditional Acceptance rates would impact start of pre-revenue service for Downtown Redmond and Federal Way projects.



LRV Delivery and Testing Progress as of October 31, 2023

LRV status	Received / Delivered	Testing In Progress	Conditionally Accepted	Entered Revenue Service
Planned	147	8	139	139
Actual (Seattle)	89	3	86	86
Actual (Bellevue)	31	21	10*	10*

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



Car 158 ATP Retrofit Burn In at OMF Central Seattle, WA



Car 329 Receiving Inspection at OMF East, Bellevue, 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 October 2023. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	6.2	0.0
Consultants	5.9	7.9	(2.0)
TOTAL	12.1	14.1	(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
	No Action this Period	

Project Summary

Scope

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



Map of Lynnwood Link Extension Alignment

Key Project Activities

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

Closely Monitored Issues

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

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, $28.5M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way and staffing.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$98.2	$98.2	$69.8	$69.5	$91.8	$6.4
Preliminary Engineering	$39.1	$39.1	$39.1	$39.1	$39.1	$0.0
Final Design	$164.2	$164.2	$156.4	$155.2	$159.8	$4.4
Construction Services	$128.4	$139.0	$130.4	$113.8	$135.1	$3.9
3rd Party Agreements	$14.6	$17.6	$16.2	$13.9	$17.2	$0.4
Construction	$1,921.4	$2,094.6	$1,991.4	$1,842.1	$2,102.1	($7.6)
Light Rail Vehicles	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
ROW	$235.7	$219.1	$184.4	$183.0	$197.0	$22.1
Project Contingency	$170.2	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$2,771.6**	**$2,771.6**	**$2,587.7**	**$2,416.7**	**$2,742.0**	**$29.6**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$791.8	$1,109.1	$683.5	$665.2	$800.2	$309.0
20 Stations	$333.8	$218.8	$422.5	$392.5	$446.3	($227.5)
30 Support Facilities	$2.0	$2.3	$0.5	$0.4	$3.0	($0.7)
40 Sitework & Special Conditions	$421.1	$522.4	$667.4	$591.8	$582.6	($60.2)
50 Systems	$244.4	$194.3	$203.7	$181.9	$211.7	($17.5)
Construction Subtotal (10 - 50)	**$1,793.0**	**$2,046.9**	**$1,977.6**	**$1,831.9**	**$2,043.8**	**$3.2**
60 ROW, Land	$235.7	$219.1	$184.4	$183.0	$197.0	$22.1
70 Vehicles (Non-Revenue)	$1.4	$1.4	$1.3	$0.1	$1.4	($0.0)
80 Professional Services	$449.3	$478.8	$424.5	$401.7	$483.3	($4.4)
90 Unallocated Contingency	$292.2	$25.4	$0.0	$0.0	$16.6	$8.8
Total (10 - 90)	**$2,771.6**	**$2,771.6**	**$2,587.7**	**$2,416.7**	**$2,742.0**	**$29.6**

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.

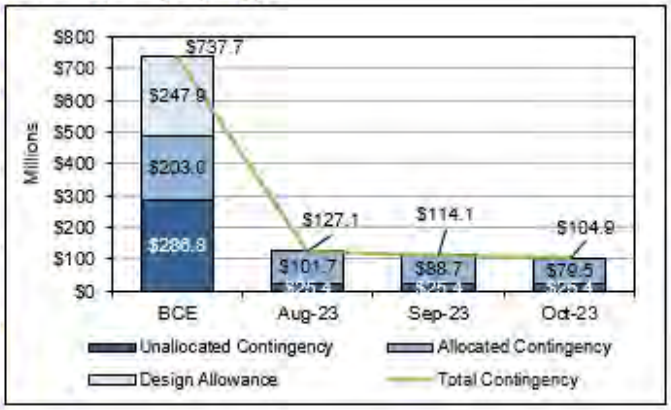
During the current period, Allocated Contingency decreased by a net amount of $9.2M due to construction change orders, a construction management change order and revised construction estimates at completion.

Contingency Status

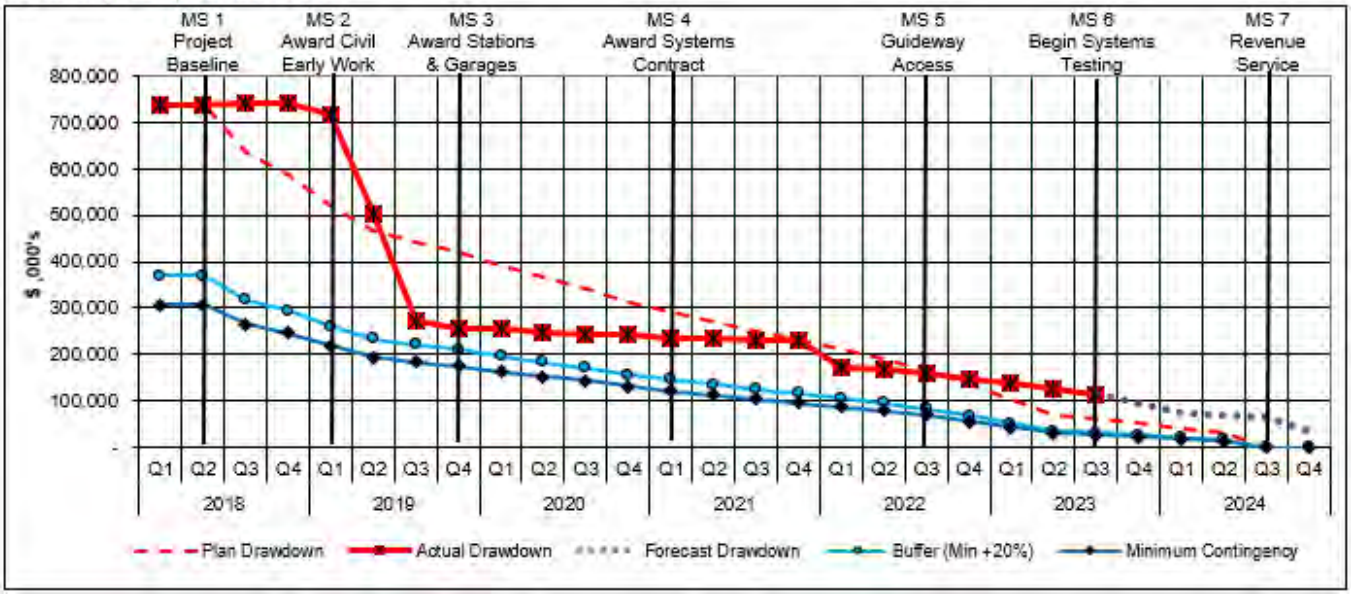
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$247.9	8.9%	$0.0	0.0%
Allocated Contingency	$203.0	7.3%	$79.5	24.4%
Unallocated Contingency	$286.8	10.3%	$25.4	7.8%
Total:	**$737.7**	**26.6%**	**$104.9**	**32.2%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

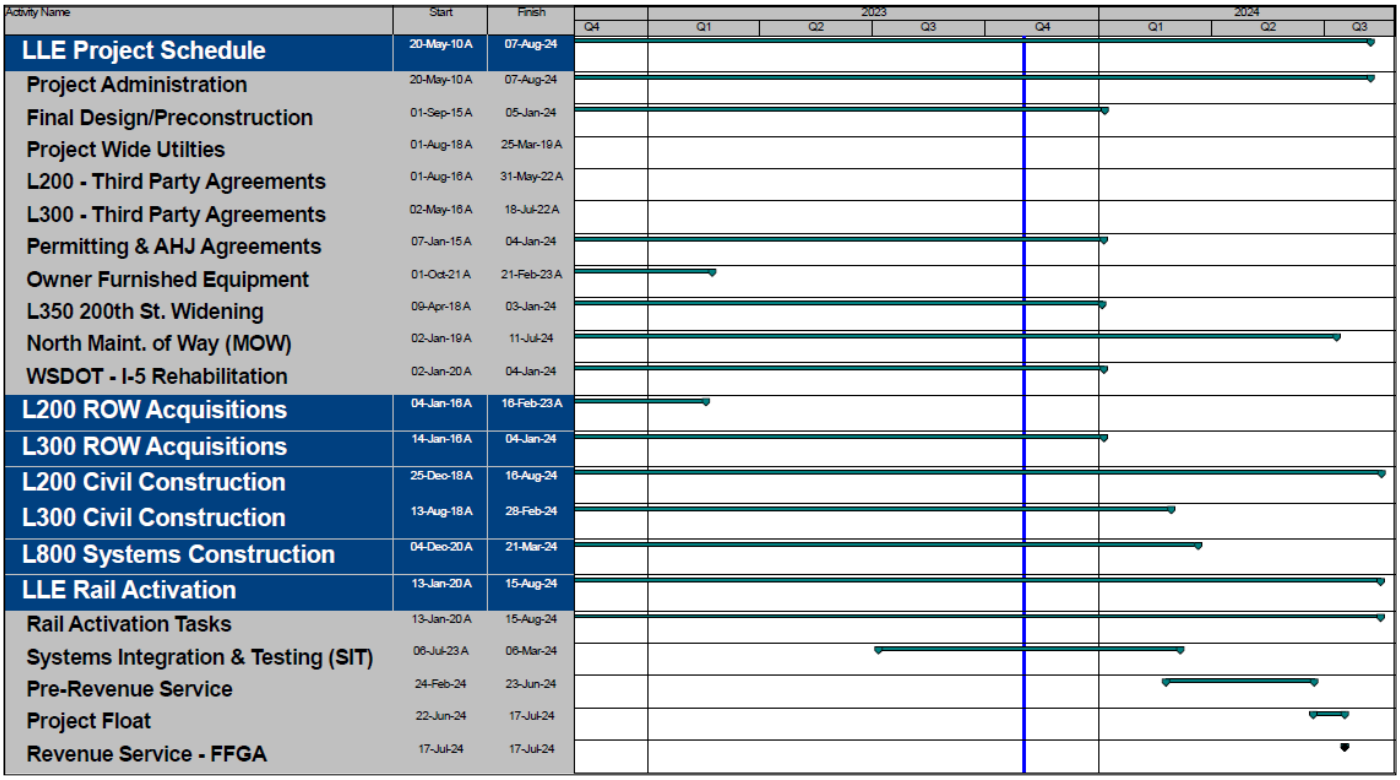
The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Constraints on re-striping on Interstate 5.
- Delayed completion of systems integrated testing.
- Operations staff resource availability to support full corridor testing.
- Jurisdictional stakeholders requesting additional changes.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 95.0%.

The Master Schedule has been updated through October, with construction schedules currently under review. Focus remains on completion of the work ahead of Systems Integration Testing, as well as completion of civil scope required to meet Substantial Completion and scope needed to achieve Acceptance. The revenue service date forecast remains Summer/Fall 2024.

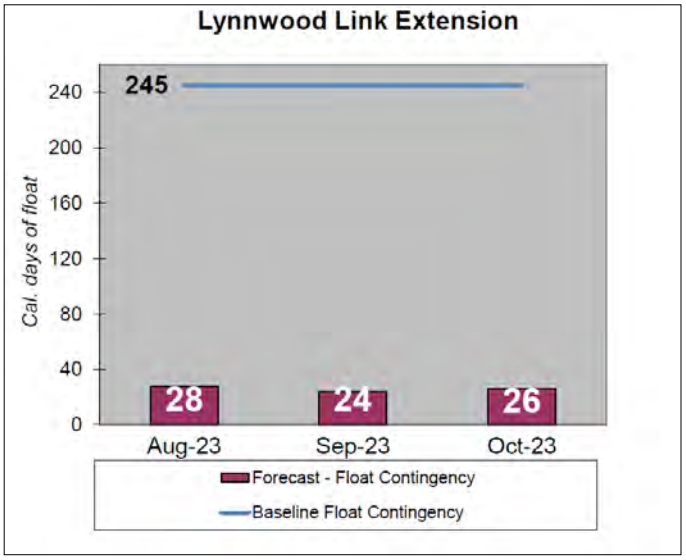


Project Float

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

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

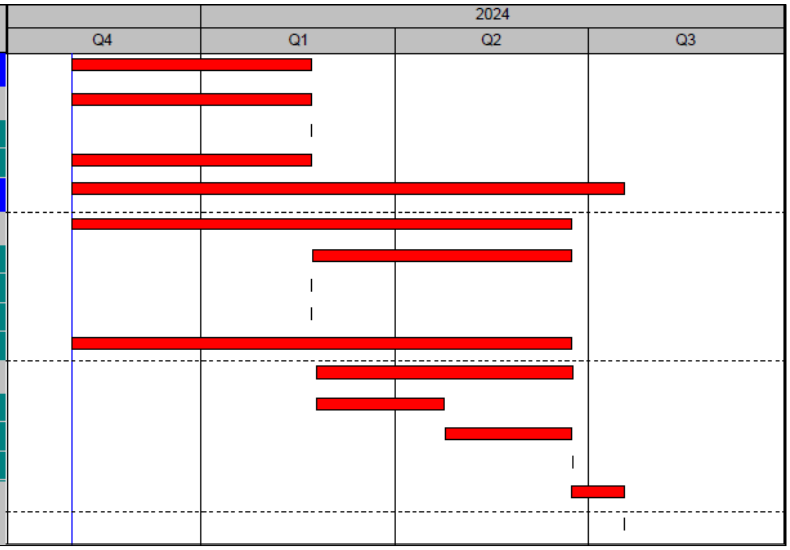
The target revenue service date is unchanged at this point. An ST Board decision regarding formal opening dates, is not expected until later this year.



Critical Path Analysis

The October critical path for the Lynnwood Link Extension has returned to the L800 Systems contract. The path is driven by the completion of testing and commissioning of the traction power substations, followed by the SIT testing that is dependent on the OCS being energized. Completion of the systems integration testing will then allow for completion of the operational conformance, which in turn drives the start of Pre-Revenue Service and the opening to the public.

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



Right-of-Way

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

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

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

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

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

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

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

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

Community Engagement

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

- Westbound closure of 200th St SW in Lynnwood.
- SR-104 nightly closures throughout the month.
- Full closure of Alderwood Mall Blvd in Lynnwood.
- Rail griding along the alignment.

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	46.3	44.0	2.3
Consultants	95.0	106.0	(11.0)
TOTAL	141.3	150.0	(8.7)

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

Construction Safety

Data/Measure	October 2023	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	3	50
Days Away From Work Cases	0	0	5
Total Days Away From Work	22	216	324
First Aid Cases	0	14	93
Reported Near Mishaps	3	13	84
Average Number of Employees on Worksite	204	-	-
Total # of Hours (GC & Subs)	66,004	906,550	5,707,636
OSHA Incident Rates	**Month**	**Year to Date**	**Project to Date**
Recordable Injury Rate	0.00	0.66	1.75
LTI Rate	0.00	0.00	0.18
Recordable National Average	**2.50**		
LTI National Average	**1.10**		
Recordable WA State Average	**4.40**		
LTI WA State Average	**2.00**		

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

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

Current Progress

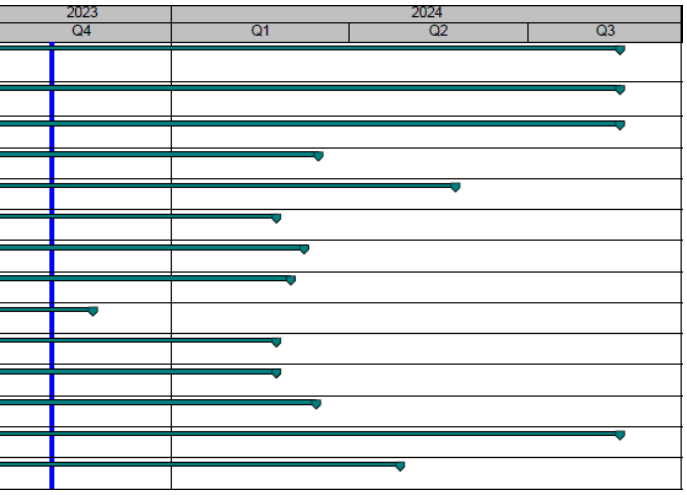
The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

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

Schedule Summary

The October schedule update is under review. The substantial completion continues to be driven by completion of 185th Garage commissioning. ST has requested corrections to this schedule and a supplemental submittal is once again expected. Key areas under review include not only the commissioning, but accurate planning and completion of changes that have been issued.

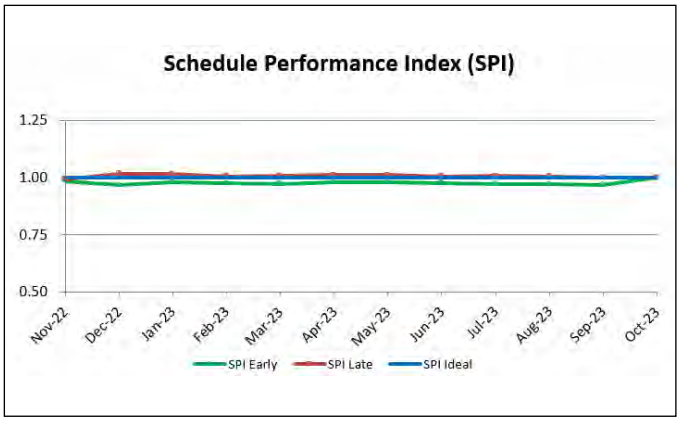
Activity Name	Start	Finish
L200 Civil Construction	25-Dec-18 A	16-Aug-24
L200 Civil Construction	25-Dec-18 A	16-Aug-24
Project Wide	25-Dec-18 A	16-Aug-24
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	15-Mar-24
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	24-May-24
WZ-3 Elevated (1492+45 to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



Schedule Performance Index

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

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



Work Zone Overview



Next Period Activities:

- Continue landscaping and roadway/sidewalk restoration.
- Continue guideway standpipe installation.
- Continue 148th Station platform tile replacement and final elevator testing.
- Continue 185th Station lighting and fire alarm installation along with trash enclosure footings.
- Track acceptance walks and fencing installation.

Closely Monitored Issues:

- Safety risks associated with shared access to elevated guideway elements.
- Guideway standpipe installation.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH **Excludes 130th and betterments**	
Original Contract Value	$88,147,258
Change Order Value	$772,323,616
Current Contract Value	$860,470,874
Total Actual Cost (Incurred to Date)	$797,850,661
Percent Complete	94.9%
Authorized Contingency	$43,762,892
Contingency Drawdown	$20,472,610
Contingency Index	2.0



148th Garage Elevator Metal Panel Installation

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

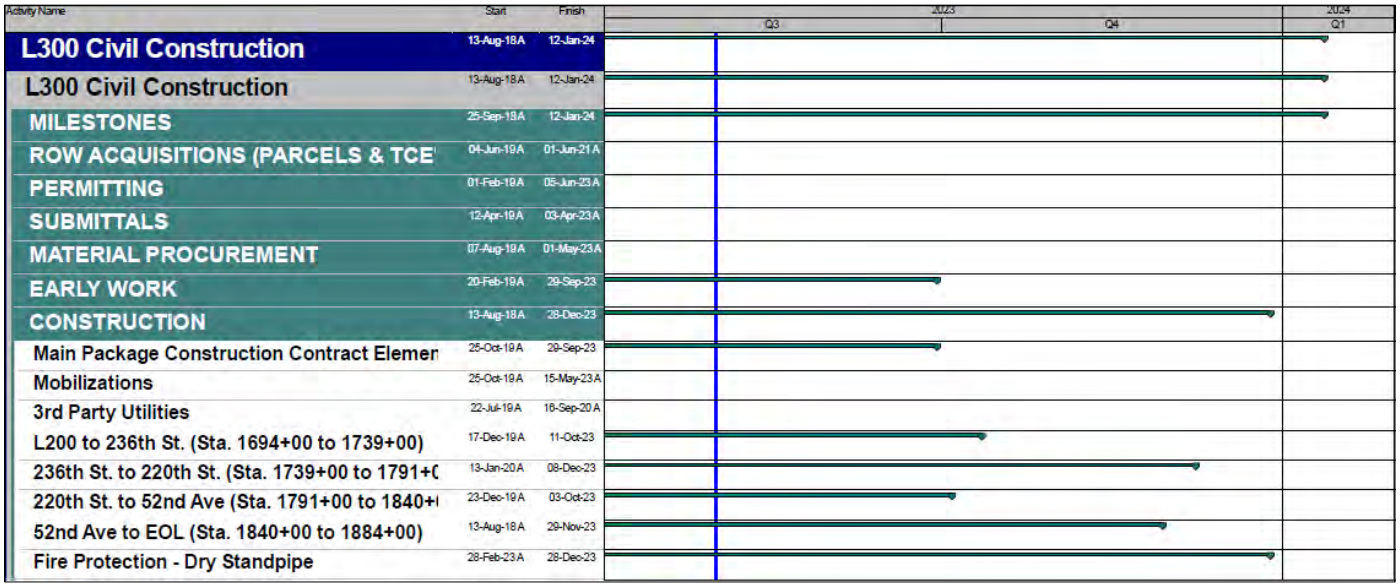
Current Progress

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

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

Schedule Summary

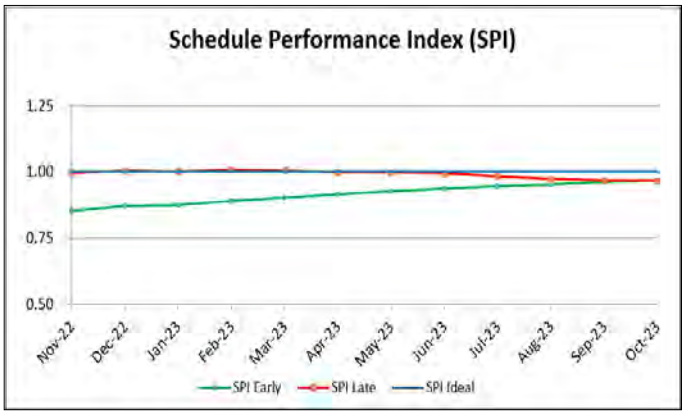
The October schedule is currently under review. The schedule forecasts a substantial completion of March 13, 2024, a slippage of 37 days since the September update. The critical path is driven by a new activity inserted in the schedule for training availability of operations staff. The logic and sequencing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



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.97 (same as last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.97 (same as last period).



Work Zone Overview



Next Period's Activities

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

Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Substantial completion status.
- Permits and Certificate of Occupancy approvals.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	$56,886,631
Change Order Value	$848,432,417
Current Contract Value	$905,319,048
Total Actual Cost (Incurred to Date)	$853,256,664
Percent Complete	95.9%
Authorized Contingency	$76,394,634
Contingency Drawdown	$70,319,048
Contingency Index	1.0



Mountlake Terrace Station and Park & Ride Lot

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

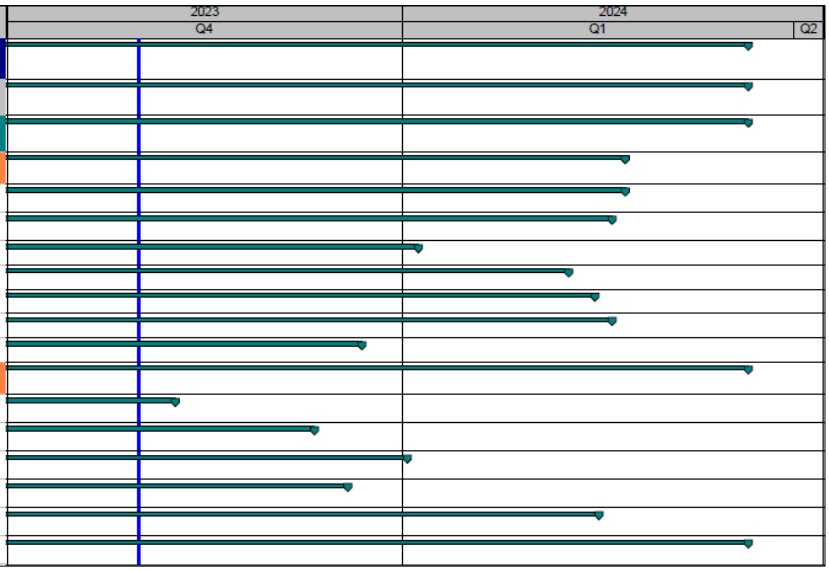
The L800 Contractor, Mass Electric Construction Company (MEC), continued work as follows:

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

Schedule Summary

The October schedule is currently under review. The L800 schedule update now forecasts a substantial completion of February 21, 2024, 26 days behind the January 16th contract date. The critical path continues to be driven by completion of TPSS installation and energization, followed by completion of the OCS testing, and subsequent Systems Integration Testing. ST is continuing to closely monitor several aspects of the work, including energization of the alignment and SIT test scheduling and coordination.

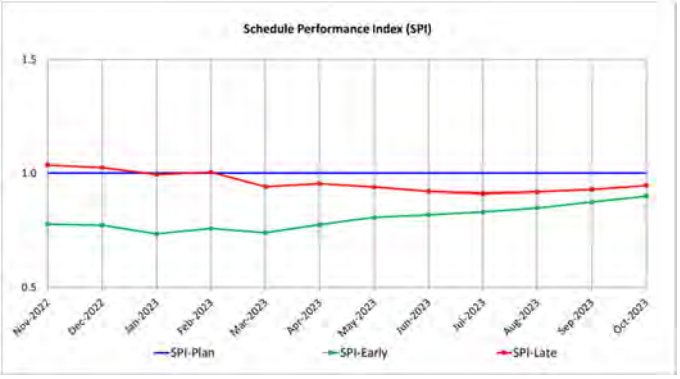
Activity Name	Start	Finish
L800 Systems Construction	04-Dec-20 A	21-Mar-24
L800 Systems Construction	04-Dec-20 A	21-Mar-24
Sound Transit L800 Engineerin	04-Dec-20 A	21-Mar-24
L800 Engineering	04-Dec-20 A	21-Feb-24
L800 Milestones	04-Dec-20 A	21-Feb-24
L800 Submittals	04-Dec-20 A	18-Feb-24
L800 OCS	01-Jun-21 A	04-Jan-24
L800 Traction Power/Substations	04-Dec-20 A	08-Feb-24
L800 Signals	07-Dec-20 A	14-Feb-24
L800 Communications	03-Jan-21 A	18-Feb-24
L800 SCADA	01-Mar-22 A	22-Dec-23
L800 Construction	04-Dec-20 A	21-Mar-24
L800 OCS	01-Feb-21 A	09-Nov-23
L800 Traction Power / Substations	04-Dec-20 A	11-Dec-23
L800 Signals	04-Dec-20 A	02-Jan-24
L800 Communications	04-Dec-20 A	19-Dec-23
L800 SCADA	01-Jul-21 A	15-Feb-24
L800 Testing and Commissioning	15-Jan-23 A	21-Mar-24



Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.90 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.95 (increased from last period).



Next Period's Activities

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

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	$148,000,000
Change Order Value	$5,944,099
Current Contract Value	$153,944,099
Total Actual Cost (Incurred to Date)	$136,795,834
Percent Complete	90.2%
Authorized Contingency	$10,360,000
Contingency Drawdown	$5,944,099
Contingency Index	1.6



Clearance Cart Testing

Project Summary

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

Phase Construction

Budget $240.2 Million

Schedule Baseline Revenue Service: June 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Began work plan submittals and site surveying (L230).
- Continued site handover from L210 contractor (SKH) to the L230 station finishes contractor (Absher).
- Continued platform edge angle corrections.

Closely Monitored Issues

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

Community Engagement

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

- Hosting an in-person open house at Lake City Library on October 24 to answer community questions.
- Continuing the online open house currently active for public viewing.

Project Cost Summary

The project cost table below is summarized in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in the table are shown in millions. Current period incurred $2.4M. The major expenditures were for civil construction, civil DSDC, construction management and ST staff.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$8.1	$8.1	$3.4	$3.4	$8.1	$0.0
Preliminary Engineering	$2.7	$2.7	$2.7	$2.7	$2.7	$0.0
Final Design	$17.6	$17.6	$16.7	$12.0	$17.6	$0.0
Construction Services	$17.3	$17.3	$12.5	$2.7	$17.3	$0.0
3rd Party Agreements	$1.7	$1.7	$0.7	$0.6	$1.7	$0.0
Construction	$192.6	$192.6	$138.3	$31.7	$192.6	$0.0
ROW	$0.1	$0.1	$0.0	$0.0	$0.1	$0.0
Project Contingency	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
Total	**$240.2**	**$240.2**	**$174.4**	**$53.1**	**$240.2**	**$0.0**

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.6	3.3	6.3
Consultants	13.0	7.4	5.6
TOTAL	22.6	10.7	11.9

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Contingency Management

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

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

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

Current Period: During the current period there was a transfer of unallocated contingency to allocated contingency to cover an upcoming signage contract.

Contingency Status

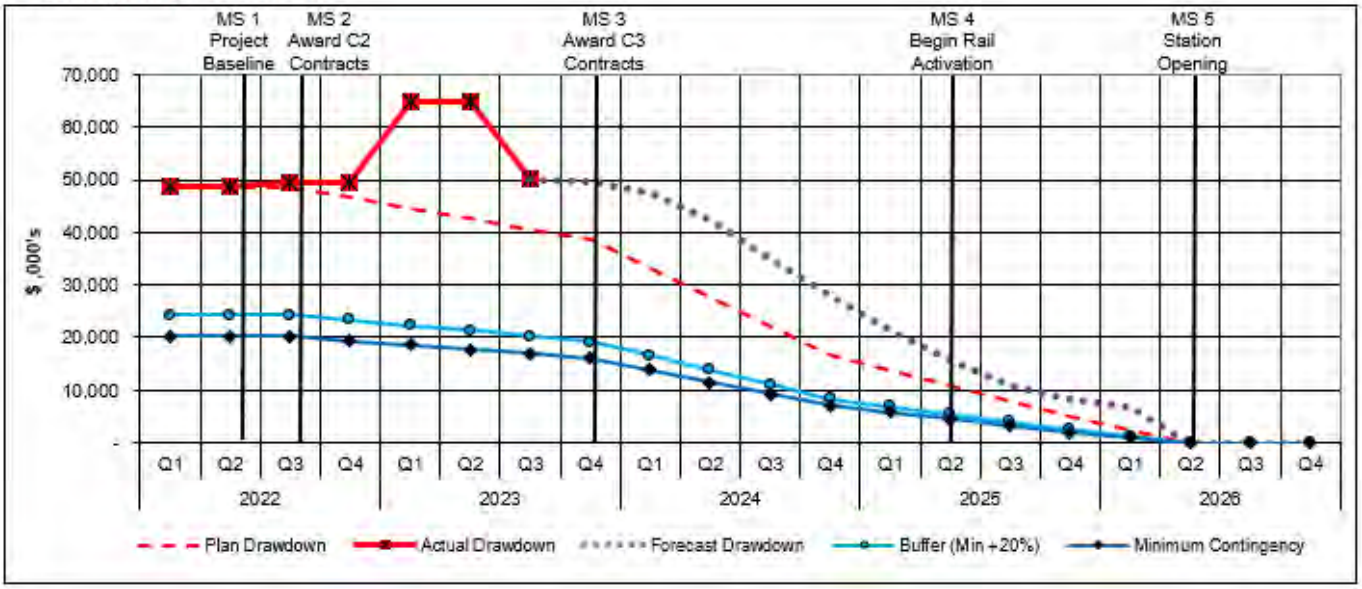
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$0.0	0.0%	$0.0	0.0%
Allocated Contingency	$30.9	12.9%	$32.6	17.4%
Unallocated Contingency	$17.7	7.4%	$17.6	9.4%
Total:	**$48.6**	**20.2%**	**$50.2**	**26.8%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

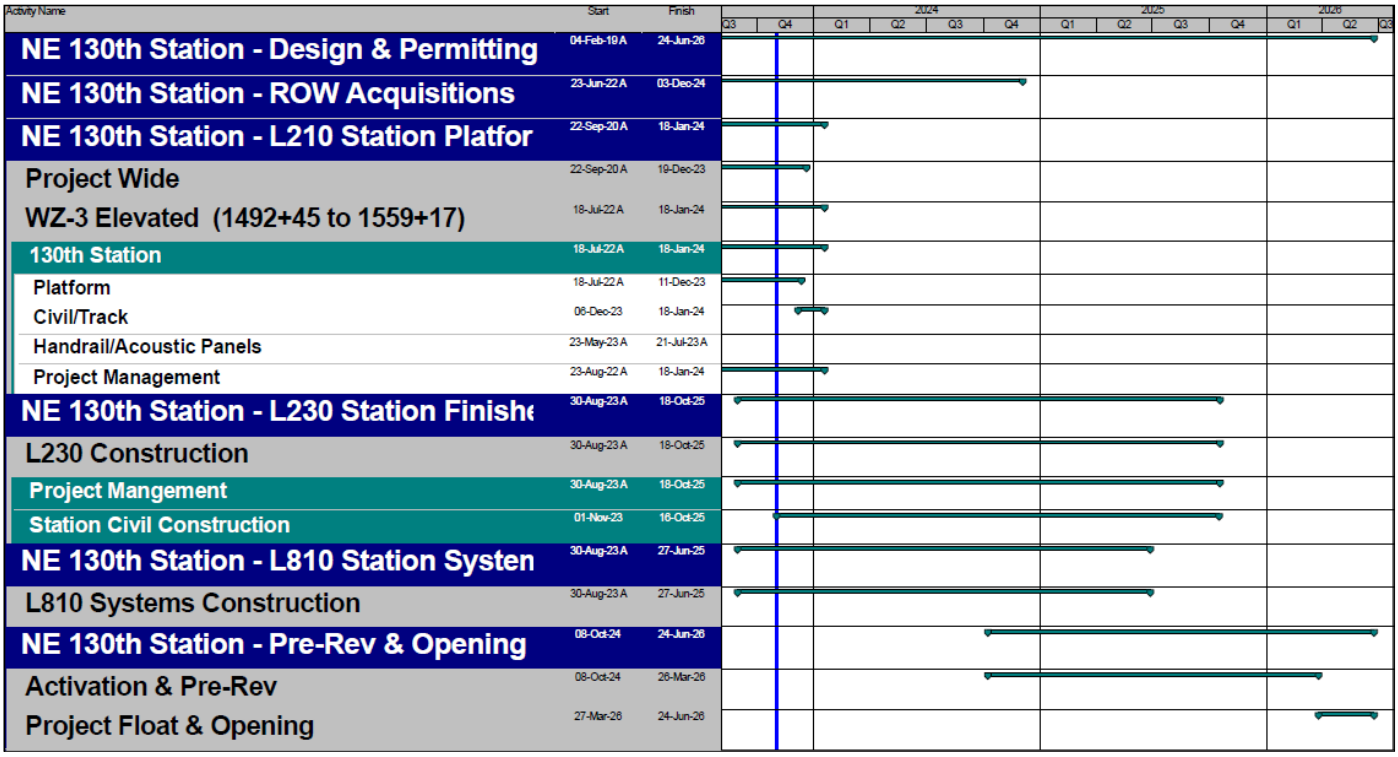
The following are the top project risks identified:

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

Project Schedule

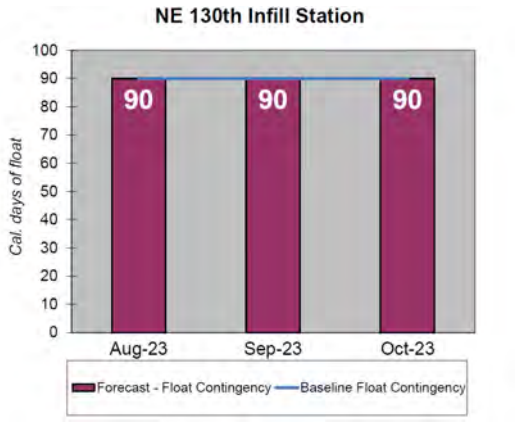
The weighted percent complete for the major construction contracts is calculated at 20.5%.

The October schedule update shows that the L210 scope of work is nearing completion, with turnover of the site to the L230 contractor expected in November. Canopy steel erection is complete, with some platform and changes remaining. The L230 contractor has provided a draft baseline schedule, which has been reviewed and returned for revision. Once that schedule has been accepted, an update will be submitted and incorporated into the Integrated Project Schedule.



Project Float

Project float is 90 days. With the Notice to Proceed issued for the L230 contract, project float will now depend on the progress of the L230 contract, once they have submitted an acceptable baseline schedule, and have begun to progress the work. ST is reviewing both preliminary and draft schedules from the L230 contractor.



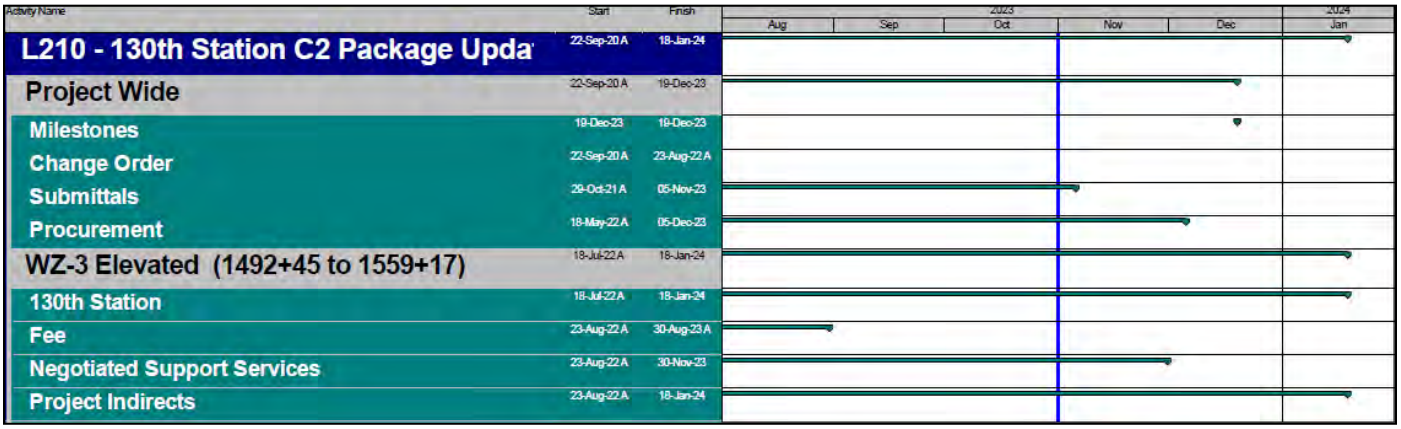
Contract L210 GC/CM

Current Progress

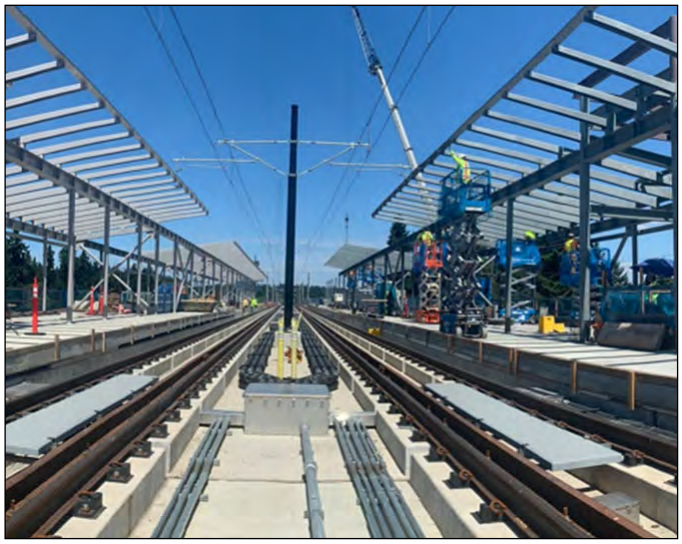
- Continued punchlist items.
- Continued site handover to follow-on contractor (L230).

Schedule Summary

The October schedule has been submitted and is under review. The schedule now forecasts an mid-January 2023 completion, with a contract acceptance and close-out in December 2024, which continues to be driven by changing maintenance walkways from concrete to fiberglass reinforced plastic (FRP). Completion of base scope platform work is also concurrent. The contractor is also in the process of demobilizing from the site in preparation for the L230 contractor's mobilization.



Present Financial Status	Amount
SKH – Civil Construction	
Original Contract Value	$22,287,507
Change Order Value	$547,205
Current Contract Value	$22,834,712
Total Actual Cost (Incurred to Date)	$22,834,053
Percent Complete	98.8%
Authorized Contingency	$3,242,493
Contingency Drawdown	$547,205
Contingency Index	5.9



Canopy steel installation

Project Summary

Scope

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

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

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

Phase

Design (Temporary Facility)

Budget

$32M

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

Schedule

Q3 2024 Temporary Facility

Q4 2027 Permanent Facility

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



Site Location: North MOW

Key Project Activities

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

Project Cost Summary

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

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

Cost Summary by Phase

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

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

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

Risk Management

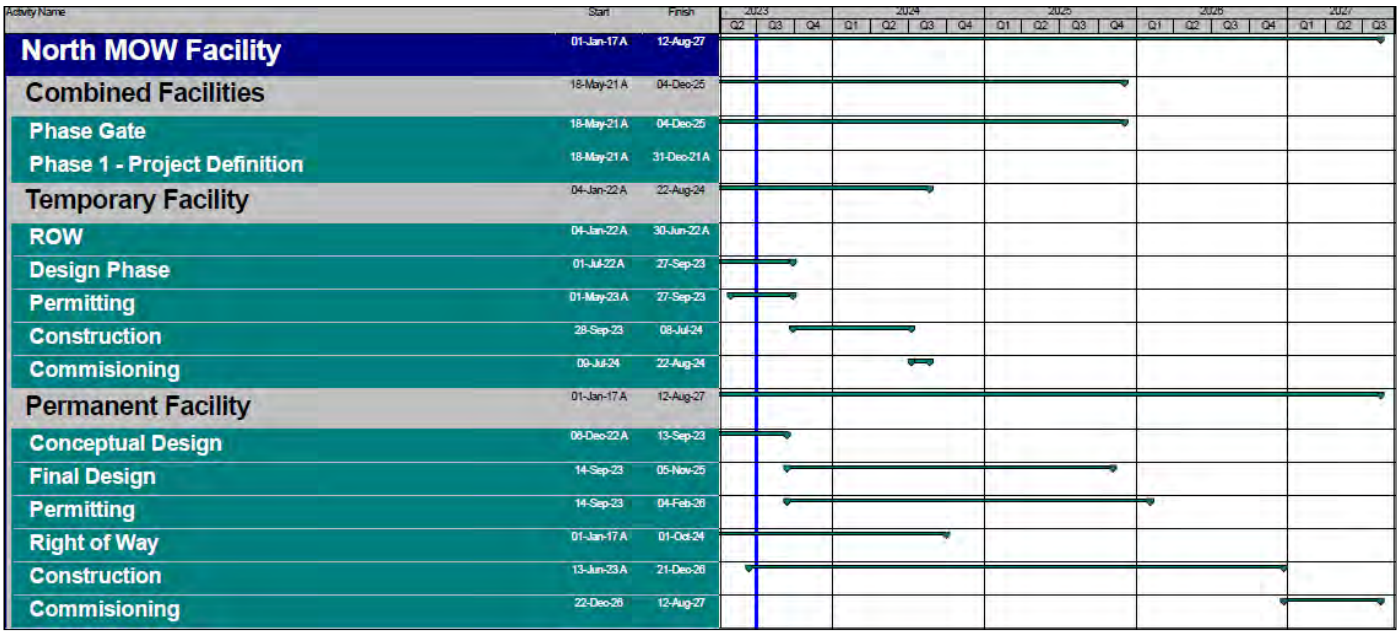
The following are the top project wide risks:

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

Project Schedule

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

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



Community Engagement

- No activities in this reporting period.

Staffing Summary

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

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

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

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

Sound Transit Board Actions

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

Project Summary

Scope

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



Light rail vehicle for Procurement

Phase

Planning

Budget

$33.0 M (Authorized Project Allocation)

Schedule

Target Date: 2035

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

Key Project Activities

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

Closely Monitored Issues

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

Project Cost Summary

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

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

Cost Summary by Phase

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

Cost Summary by SCC

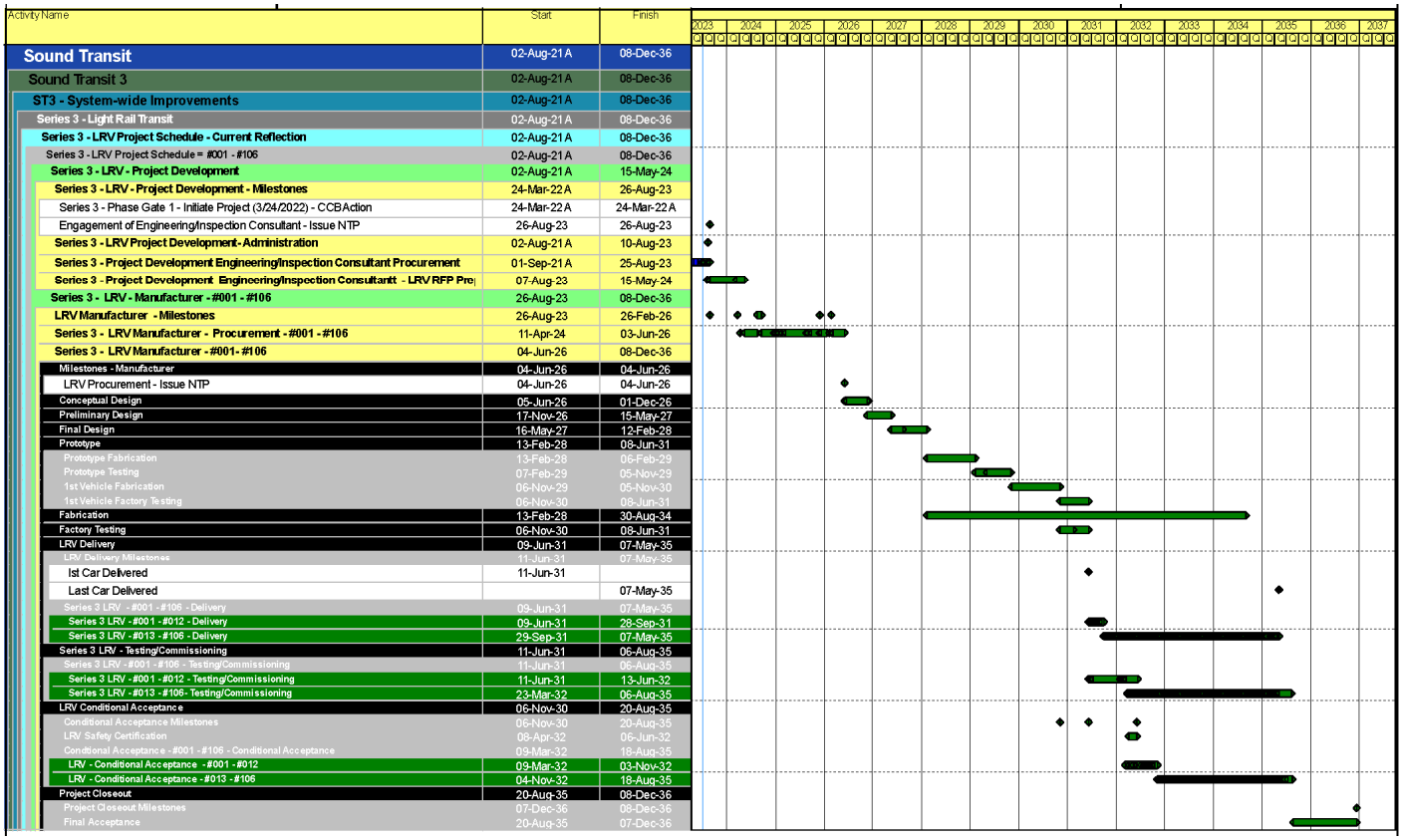
SCC Elements	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	$0.0	$0.0	$0.0	$0.0	$0.0
60 ROW, Land, Existing Improvements	$0.0	$0.0	$0.0	$0.0	$0.0
70 Vehicles	$25.0	$7.1	$0.0	$25.0	$0.0
80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

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

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

Project Schedule

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



Activity Name	Start	Finish
Sound Transit	02-Aug-21 A	08-Dec-36
Sound Transit 3	02-Aug-21 A	08-Dec-36
ST3 - System-wide Improvements	02-Aug-21 A	08-Dec-36
Series 3 - Light Rail Transit	02-Aug-21 A	08-Dec-36
Series 3 - LRV Project Schedule - Current Reflection	02-Aug-21 A	08-Dec-36
Series 3 - LRV Project Schedule = #001 - #106	02-Aug-21 A	08-Dec-36
Series 3 - LRV - Project Development	02-Aug-21 A	15-May-24
Series 3 - LRV - Project Development - Milestones	24-Mar-22 A	26-Aug-23
Series 3 - Phase Gate 1 - Initiate Project (3/24/2022) - CCBAction	24-Mar-22 A	24-Mar-22 A
Engagement of Engineering/Inspection Consultant - Issue NTP	26-Aug-23	26-Aug-23
Series 3 - LRV Project Development- Administration	02-Aug-21 A	10-Aug-23
Series 3 - Project Development Engineering/Inspection Consultant Procurement	01-Sep-21 A	25-Aug-23
Series 3 - Project Development Engineering/Inspection Consultantt - LRV RFP Pro	07-Aug-23	15-May-24
Series 3 - LRV - Manufacturer - #001 - #106	26-Aug-23	08-Dec-36
LRV Manufacturer - Milestones	26-Aug-23	26-Feb-26
Series 3 - LRV Manufacturer - Procurement - #001 - #106	11-Apr-24	03-Jun-26
Series 3 - LRV Manufacturer - #001- #106	04-Jun-26	08-Dec-36
Milestones - Manufacturer	04-Jun-26	04-Jun-26
LRV Procurement - Issue NTP	04-Jun-26	04-Jun-26
Conceptual Design	05-Jun-26	01-Dec-26
Preliminary Design	17-Nov-26	15-May-27
Final Design	16-May-27	12-Feb-28
Prototype	13-Feb-28	08-Jun-31
Prototype Fabrication	13-Feb-28	06-Feb-29
Prototype Testing	07-Feb-29	05-Nov-29
1st Vehicle Fabrication	06-Nov-29	05-Nov-30
1st Vehicle Factory Testing	06-Nov-30	08-Jun-31
Fabrication	13-Feb-28	30-Aug-34
Factory Testing	06-Nov-30	08-Jun-31
LRV Delivery	09-Jun-31	07-May-35
LRV Delivery Milestones	11-Jun-31	07-May-35
1st Car Delivered	11-Jun-31	
Last Car Delivered		07-May-35
Series 3 LRV - #001 - #106 - Delivery	09-Jun-31	07-May-35
Series 3 LRV - #001 - #012 - Delivery	09-Jun-31	28-Sep-31
Series 3 LRV - #013 - #106 - Delivery	29-Sep-31	07-May-35
Series 3 LRV - Testing/Commissioning	11-Jun-31	06-Aug-35
Series 3 LRV - #001 - #106 - Testing/Commissioning	11-Jun-31	06-Aug-35
Series 3 LRV - #001 - #012 - Testing/Commissioning	11-Jun-31	13-Jun-32
Series 3 LRV - #013 - #106- Testing/Commissioning	23-Mar-32	06-Aug-35
LRV Conditional Acceptance	06-Nov-30	20-Aug-35
Conditional Acceptance Milestones	06-Nov-30	20-Aug-35
LRV Safety Certification	08-Apr-32	06-Jun-32
Condtional Acceptance - #001 - #106 - Conditional Acceptance	09-Mar-32	18-Aug-35
LRV - Conditional Acceptance - #001 - #012	09-Mar-32	03-Nov-32
LRV - Conditional Acceptance - #013 - #106	04-Nov-32	18-Aug-35
Project Closeout	20-Aug-35	08-Dec-36
Project Closeout Milestones	07-Dec-36	08-Dec-36
Final Acceptance	20-Aug-35	07-Dec-36

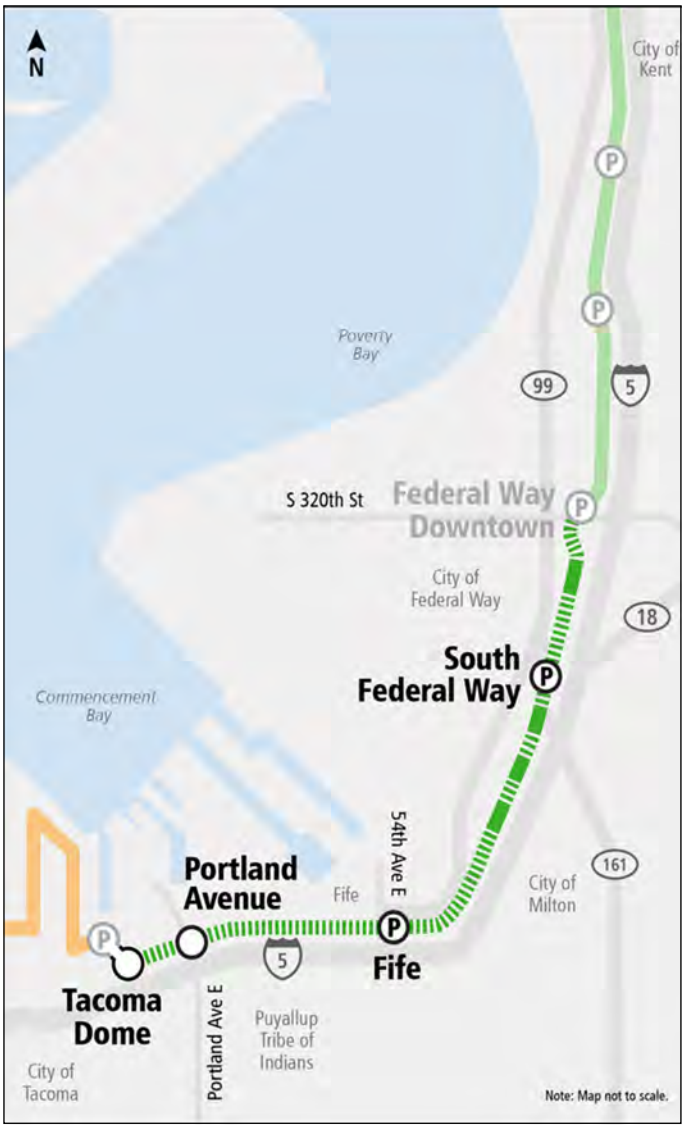
Project Summary

Scope

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

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

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



Map of Tacoma Dome Link Extension

Key Project Activities

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

Tacoma Dome Link Extension (TDLE)

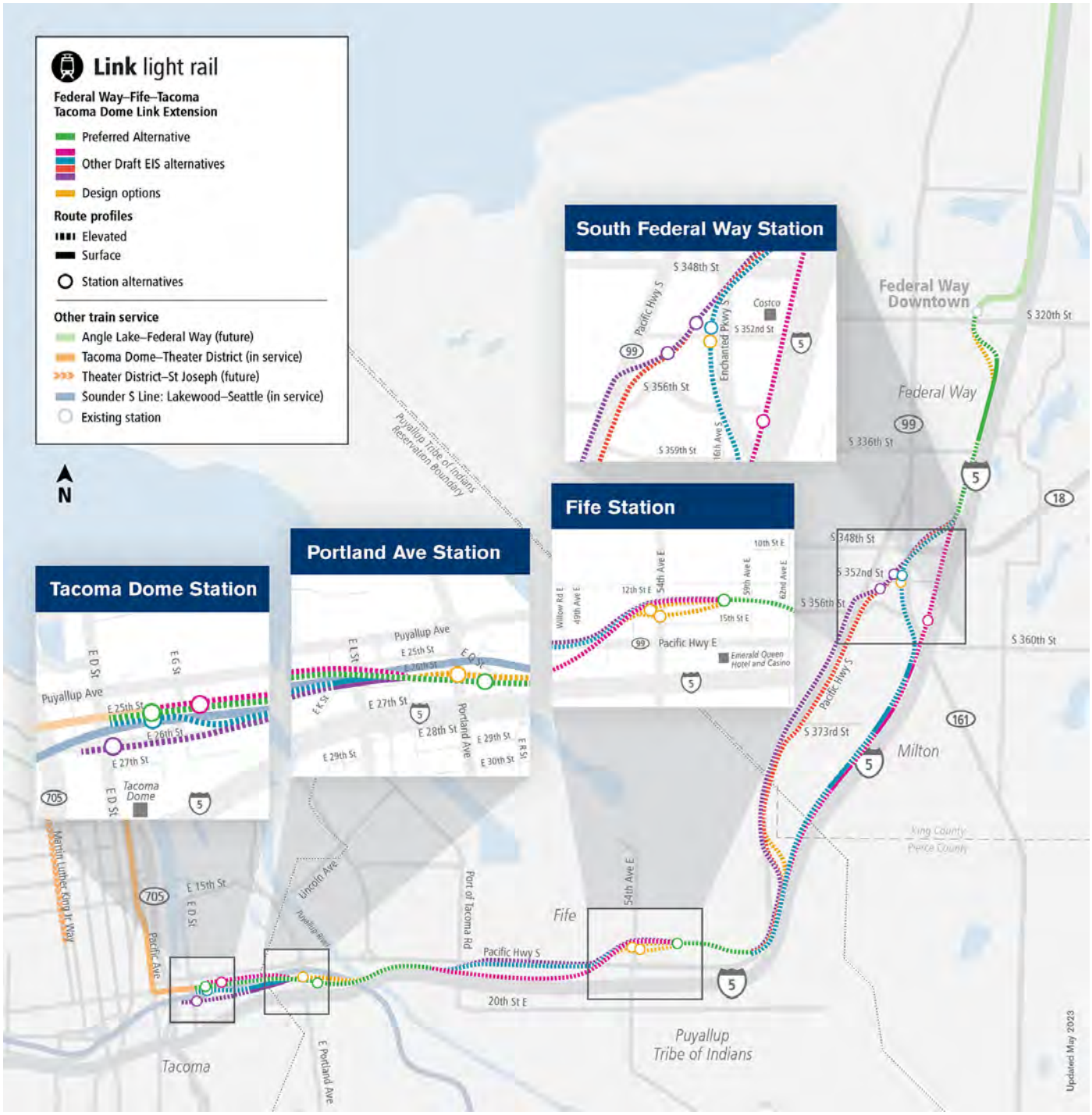
- Internal team continues preparations for submittal of a new cost estimate in November 2023.

Operations and Maintenance Facility South (OMF South)

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

Project Map

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



Project Cost Summary

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

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

Cost Summary by Phase

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

Cost Summary by SCC

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

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

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

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

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

OMF South

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

Tacoma Dome Link Extension

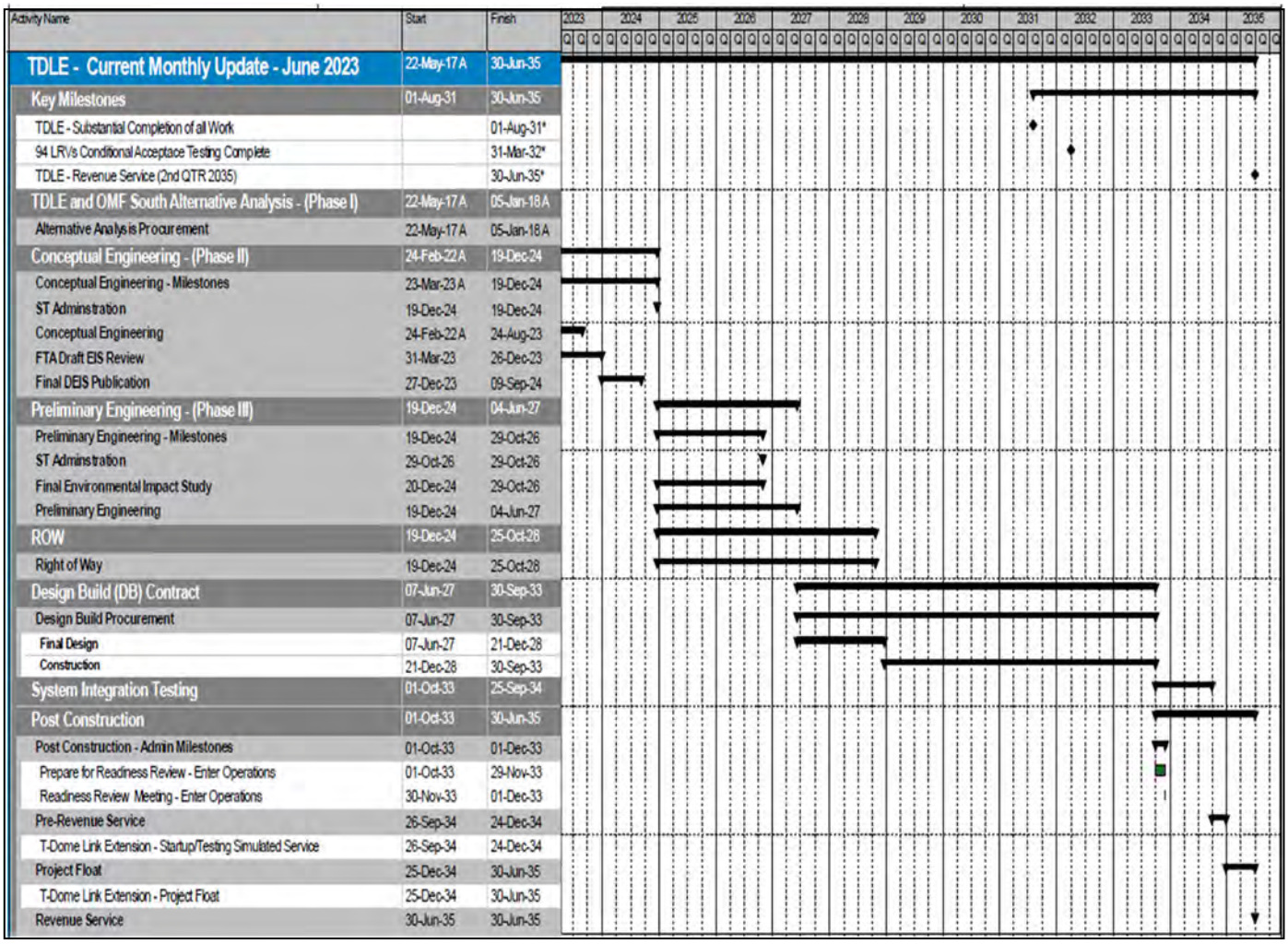
Current Progress

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

TDLE Project Schedule

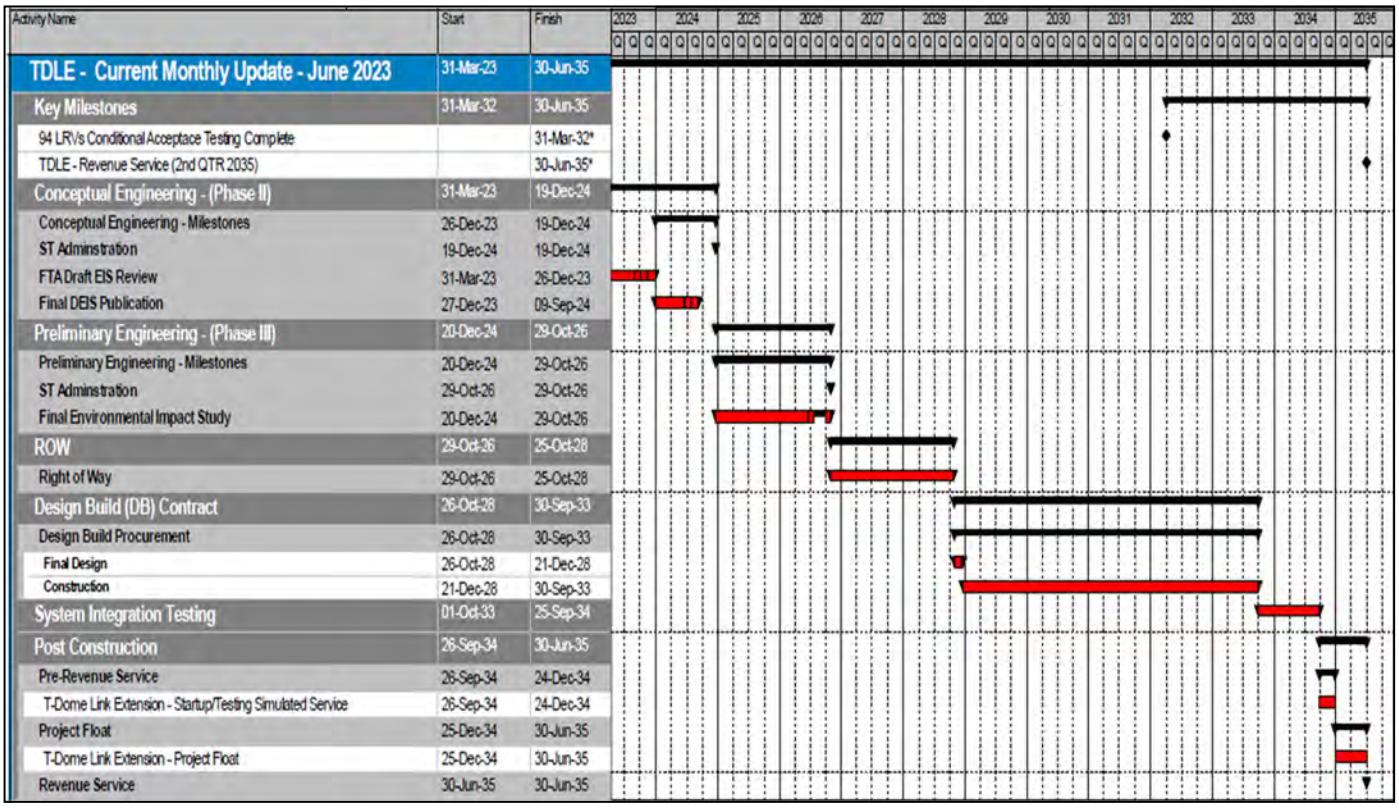
Below is the summary schedule as of September 30, 2023. The schedule reflects the Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. The corresponding impacts of the EIS publication being extended has resulted in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

Activity Name	Start	Finish
TDLE - Current Monthly Update - June 2023	22-May-17 A	30-Jun-35
Key Milestones	01-Aug-31	30-Jun-35
TDLE - Substantial Completion of all Work		01-Aug-31*
94 LRVs Conditional Acceptace Testing Complete		31-Mar-32*
TDLE - Revenue Service (2nd QTR 2035)		30-Jun-35*
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A
Alternative Analysis Procurement	22-May-17 A	05-Jan-18 A
Conceptual Engineering - (Phase II)	24-Feb-22 A	19-Dec-24
Conceptual Engineering - Milestones	23-Mar-23 A	19-Dec-24
ST Adminstration	19-Dec-24	19-Dec-24
Conceptual Engineering	24-Feb-22 A	24-Aug-23
FTA Draft EIS Review	31-Mar-23	26-Dec-23
Final DEIS Publication	27-Dec-23	09-Sep-24
Preliminary Engineering - (Phase III)	19-Dec-24	04-Jun-27
Preliminary Engineering - Milestones	19-Dec-24	29-Oct-26
ST Adminstration	29-Oct-26	29-Oct-26
Final Environmental Impact Study	20-Dec-24	29-Oct-26
Preliminary Engineering	19-Dec-24	04-Jun-27
ROW	19-Dec-24	25-Oct-28
Right of Way	19-Dec-24	25-Oct-28
Design Build (DB) Contract	07-Jun-27	30-Sep-33
Design Build Procurement	07-Jun-27	30-Sep-33
Final Design	07-Jun-27	21-Dec-28
Construction	21-Dec-28	30-Sep-33
System Integration Testing	01-Oct-33	25-Sep-34
Post Construction	01-Oct-33	30-Jun-35
Post Construction - Admin Milestones	01-Oct-33	01-Dec-33
Prepare for Readiness Review - Enter Operations	01-Oct-33	29-Nov-33
Readiness Review Meeting - Enter Operations	30-Nov-33	01-Dec-33
Pre-Revenue Service	26-Sep-34	24-Dec-34
T-Dome Link Extension - Startup/Testing Simulated Service	26-Sep-34	24-Dec-34
Project Float	25-Dec-34	30-Jun-35
T-Dome Link Extension - Project Float	25-Dec-34	30-Jun-35
Revenue Service	30-Jun-35	30-Jun-35



TDLE Critical Path Analysis

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



Activity Name	Start	Finish
TDLE - Current Monthly Update - June 2023	31-Mar-23	30-Jun-35
Key Milestones	31-Mar-32	30-Jun-35
94 LR\/s Conditional Acceptace Testing Complete		31-Mar-32*
TDLE - Revenue Service (2nd QTR 2035)		30-Jun-35*
Conceptual Engineering - (Phase II)	31-Mar-23	19-Dec-24
Conceptual Engineering - Milestones	26-Dec-23	19-Dec-24
ST Adminstration	19-Dec-24	19-Dec-24
FTA Draft EIS Review	31-Mar-23	26-Dec-23
Final DEIS Publication	27-Dec-23	09-Sep-24
Preliminary Engineering - (Phase III)	20-Dec-24	29-Oct-26
Preliminary Engineering - Milestones	20-Dec-24	29-Oct-26
ST Adminstration	29-Oct-26	29-Oct-26
Final Environmental Impact Study	20-Dec-24	29-Oct-26
ROW	29-Oct-26	25-Oct-28
Right of Way	29-Oct-26	25-Oct-28
Design Build (DB) Contract	26-Oct-28	30-Sep-33
Design Build Procurement	26-Oct-28	30-Sep-33
Final Design	26-Oct-28	21-Dec-28
Construction	21-Dec-28	30-Sep-33
System Integration Testing	01-Oct-33	25-Sep-34
Post Construction	26-Sep-34	30-Jun-35
Pre-Revenue Service	26-Sep-34	24-Dec-34
T-Dome Link Extension - Startup/Testing Simulated Service	26-Sep-34	24-Dec-34
Project Float	25-Dec-34	30-Jun-35
T-Dome Link Extension - Project Float	25-Dec-34	30-Jun-35
Revenue Service	30-Jun-35	30-Jun-35

Community Engagement

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

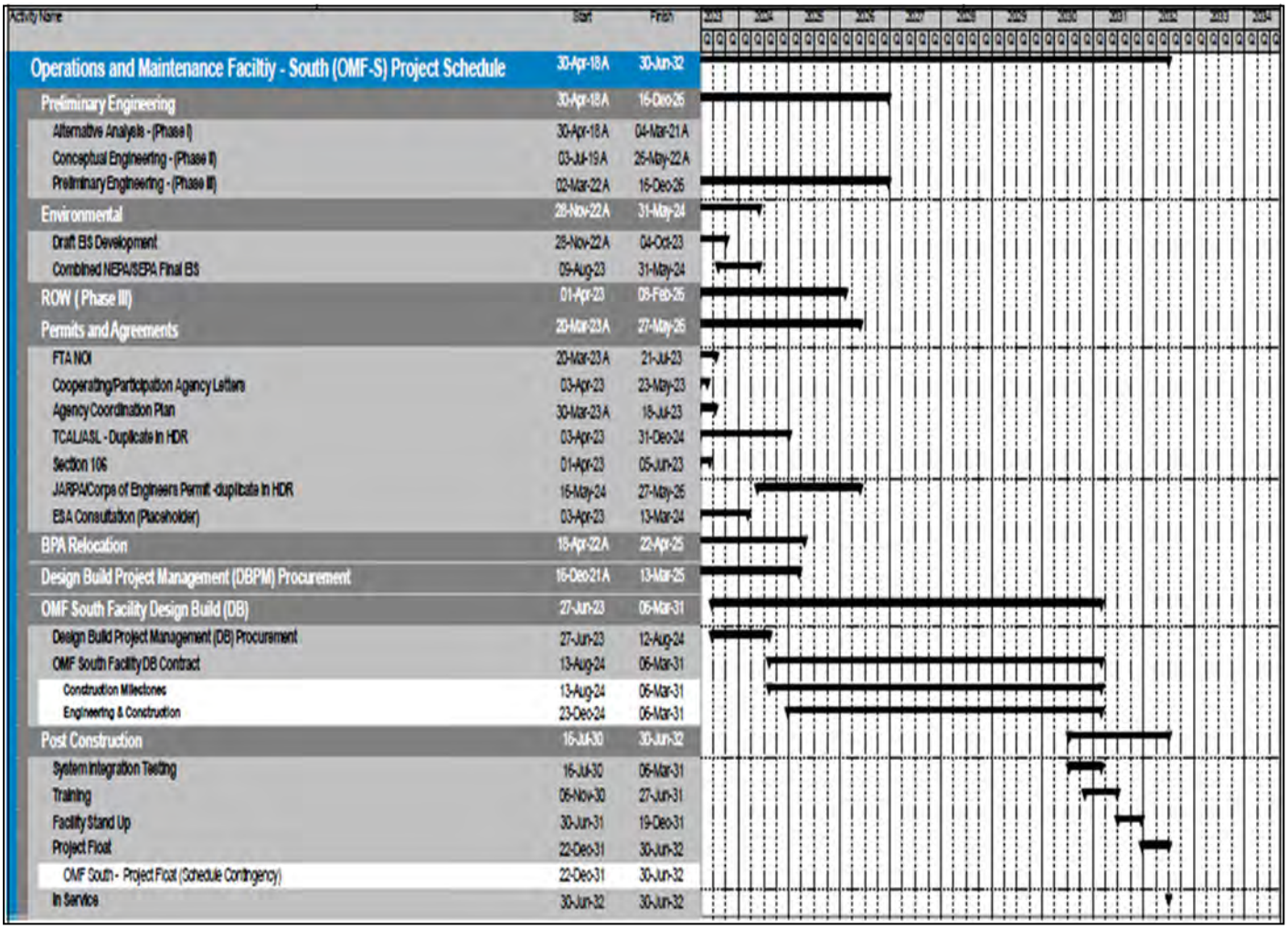
Operations and Maintenance Facility South

Current Progress

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

OMF South Project Schedule

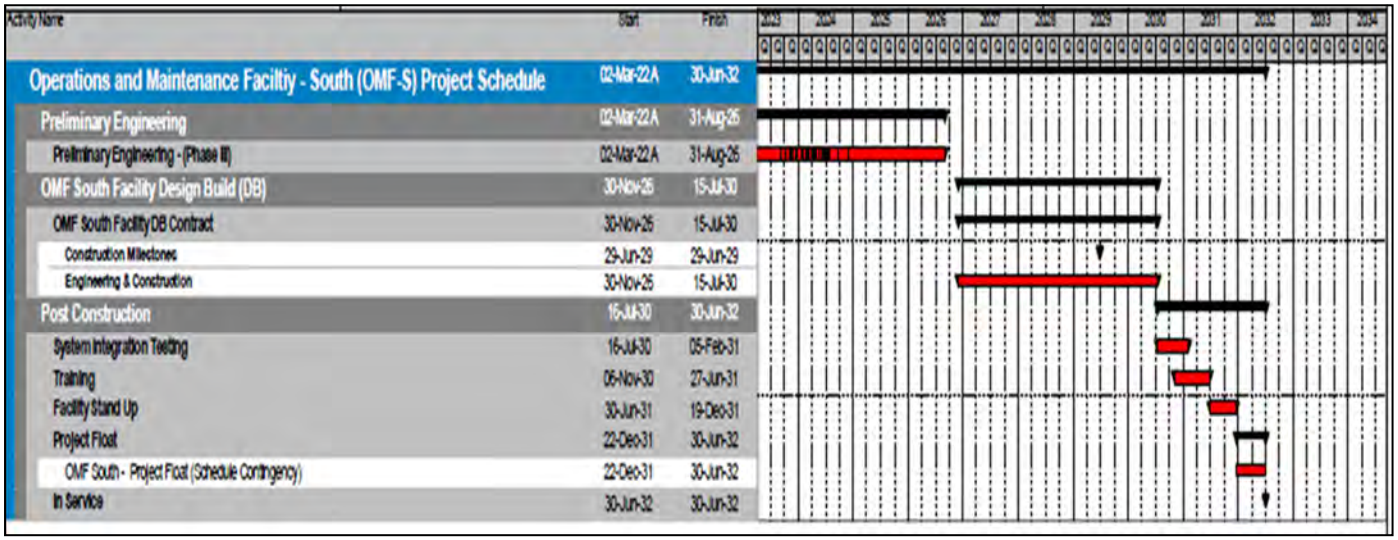
Below is the summary schedule as of September 30, 2023. Current schedule shows additional time for combined NEPA/SEPA Final EIS which impacts the Facility In Service date from Q4 2029 to Q2 2032. Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.



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

OMF South Critical Path Analysis

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



Community Engagement

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

Right of Way

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

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

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

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

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

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

Relocations: Based on number of affected individuals

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	21.9	8.6
Consultants	100.0	57.1	42.9
TOTAL	130.5	79.0	51.5

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Project Summary

Scope

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

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

Phase

Planning

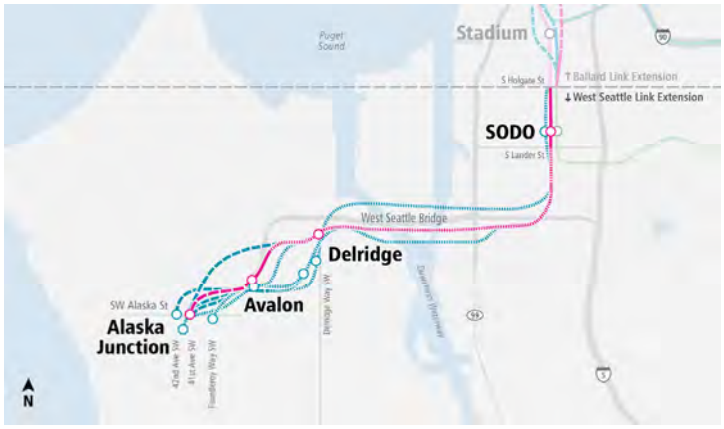
Budget

$225.0M through completion of Preliminary Engineering

Schedule

Target date: 2032

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



Map of Project Alignment

Key Project Activities

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

Project Cost Summary

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

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

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

Cost Summary by Phase

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

Cost Summary by SCC

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

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

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

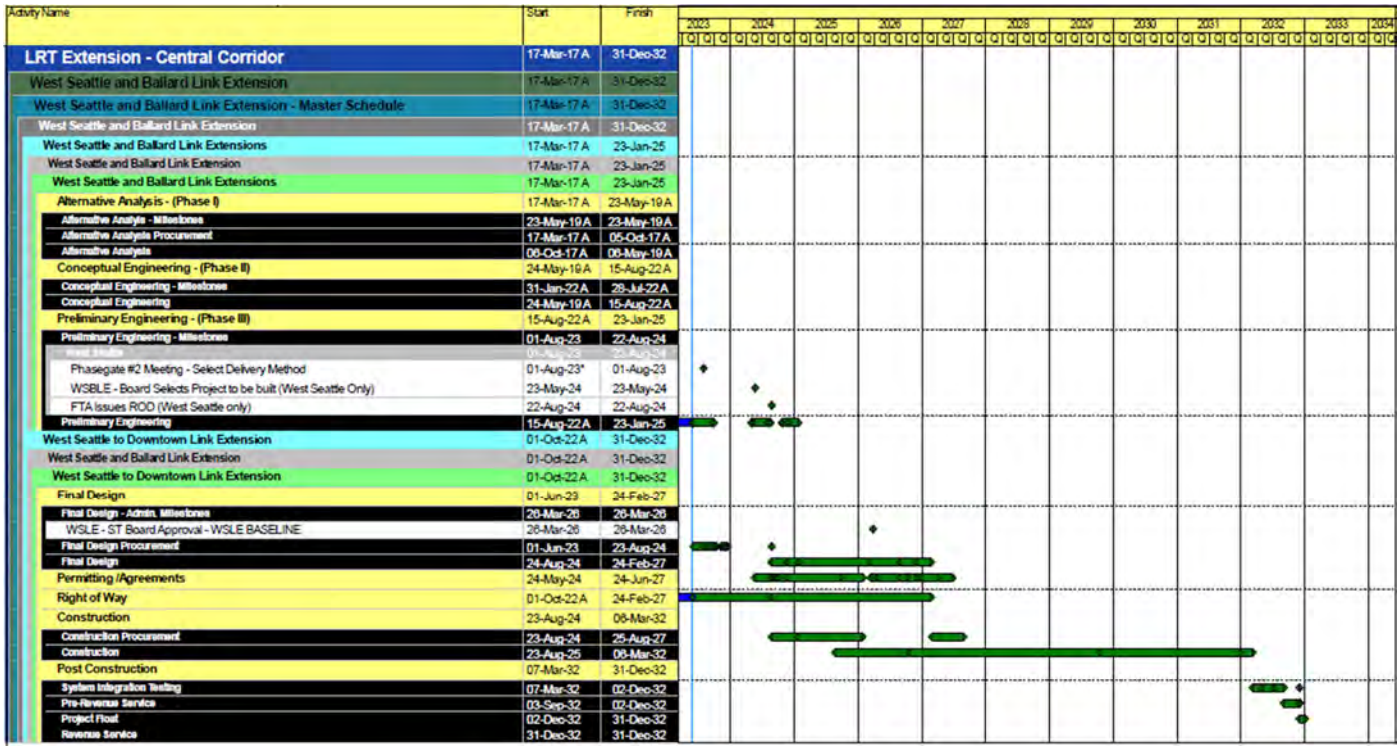
Risk Management

The following are the top project-wide risks:

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

Project Schedule

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



Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
M2023-69	Contract Modification with HNTB Corporation for West Seattle and Ballard Link Extensions. Authorizes contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions projects in the amount of $136,999,751, with a 7% contingency of $9,589,983 totaling $146,589,734, for a new total authorized contract amount not to exceed $318,842,705.	08/24/2023

Progress Report
Regional Express & Stride Program









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

October | 2023

Prepared by Project Controls I Portfolio Services Office


Stride bus
rapid transit
S1 S2 S3
ST Express bus
Everett
Lynnwood
S2
Bothell
S3
Shoreline
S3
Woodinville
Northgate
Kirkland
Redmond
S2
Seattle
Bellevue
S1
Mercer
Island
Issaquah
Burien
S1
Renton
SeaTac/Airport
Tukwila
Des Moines
Kent
Tacoma
Federal
Way
Auburn
Tacoma
Dome
Sumner
Lakewood
Puyallup
Bonney Lake
N
DuPont

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.

Program Budget

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

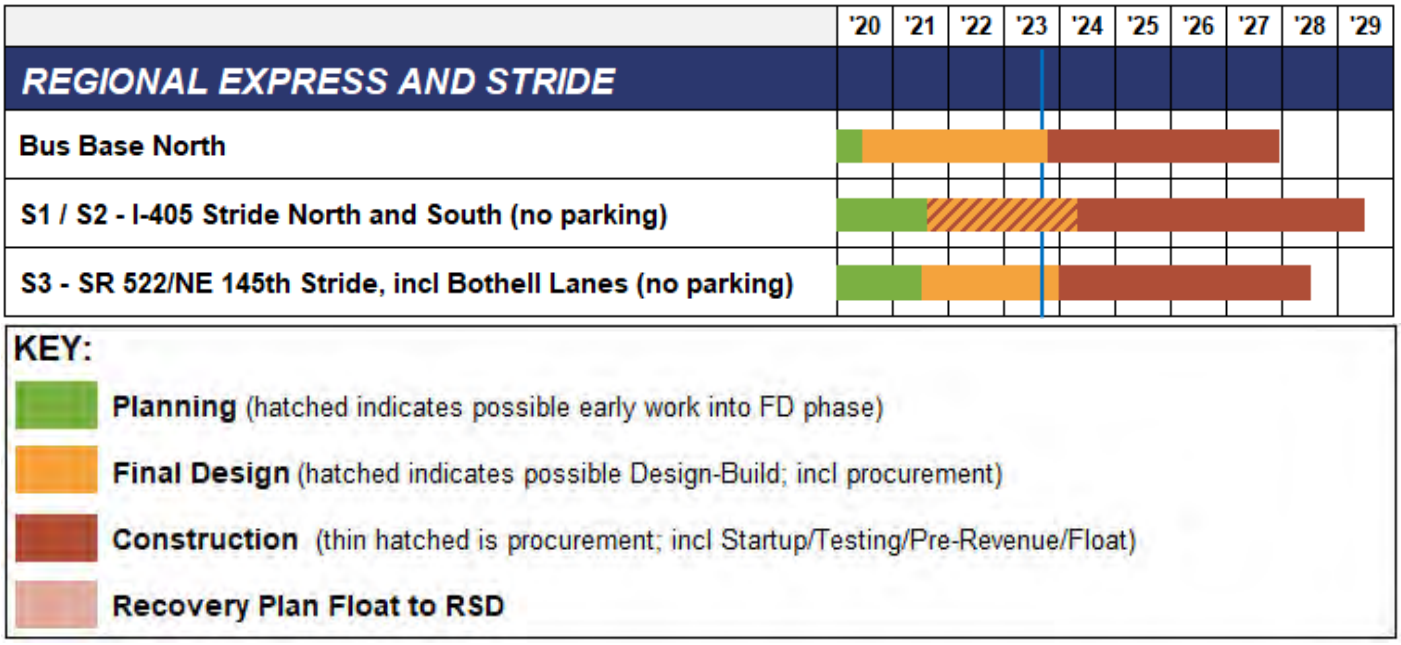
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	$499.5	$63.3	$58.9	$499.5	$0.0
I-405 Bus Rapid Transit	$1,269.0	$815.1	$205.1	$1,269.0	$0.0
SR 522/NE 145th St Bus Rapid Transit	$581.5	$113.5	$92.8	$581.5	$0.0
Total	**$2,350.0**	**$991.9**	**$356.8**	**$2,350.0**	**$0.0**

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

Program Schedule of Baseline Projects

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



Revenue Service Years

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

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

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

Regional Express & Stride Bus Base North

Project Summary

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

Phase Final Design

Budget $499.5 Million (Baselined July 2023)

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



Map of Project Alignment

Key Project Activities

- 90% design has been received with constructability review anticipated for December 2023.
- Continued coordination with City of Bothell staff to resolve issues with its newly adopted Transfer of Development Rights code.
- Hoffman has evaluated Statement of Qualifications (SoQ's) for the procurement of an Electrical Contractor-Construction Manager (ECCM) and Specialty Contractor-Construction Manager (SCCM) Shelter Fabricator and interviews have been held.
- Canyon Park Business Center Owners Association (CPBCOA) amended CC&Rs and have been distributed to ownership for vote.
- Continued coordination of BT014 schedule with other civil contracts that are delivering platforms for the BRT program.

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 $1.7M total; cost attributed $1.5M in GEC construction and program management, $0.1M for Sound Transit staff, $0.1M in other small expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$41.9	$9.2	$7.9	$41.9	$0.0
Preliminary Engineering	$2.0	$1.7	$1.6	$2.0	$0.0
Final Design	$29.8	$16.1	$13.7	$29.8	$0.0
3rd Party Agreements	$7.1	$0.1	$0.1	$7.1	$0.0
Right-of-Way (ROW)	$44.8	$36.2	$35.7	$44.8	$0.0
Construction	$354.3	$0.0	$0.0	$354.3	$0.0
Construction Services	$19.5	$0.0	$0.0	$19.5	$0.0
Total	**$499.5**	**$63.3**	**$58.9**	**$499.5**	**$0.0**

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

Contingency Management

Bus Base North project budget was baselined in July 2023 with a total contingency of $142.2M.

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

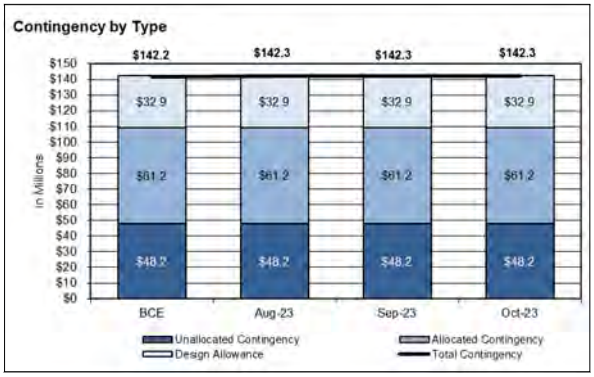
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the UAC reflects no change.

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

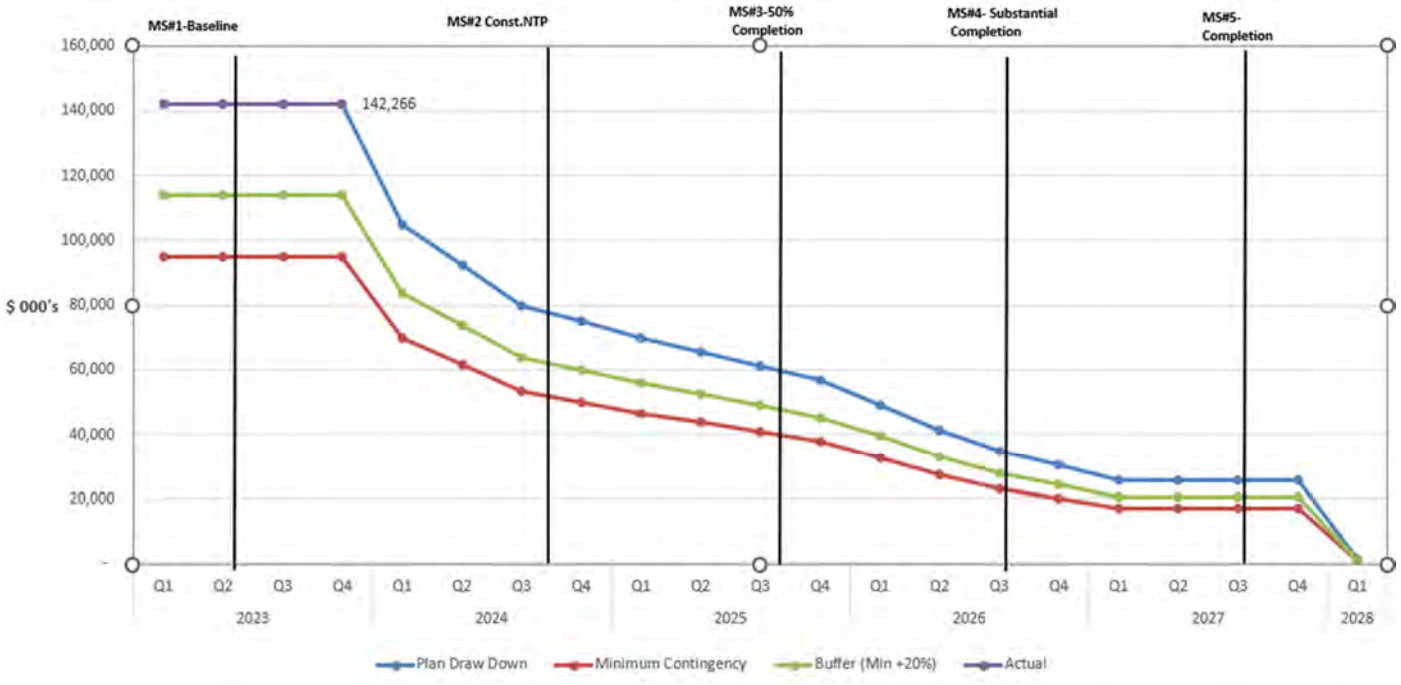
Contingency Status (Monthly)

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

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are the top risks for the project:

- Cost pressure due to higher inflation, higher construction costs, permit conditions.
- Delays in the platform handover by other civil construction contracts to BT014 (Stations) would cause their construction schedules to be delayed. The team needs to maintain and encourage a close coordination with all civil construction contracts.
- Poor soil conditions could require additional special foundations or ground improvement. Risk Response: Sound Transit is planning to remove unsuitable soils (i.e., peat) and replace with suitable material. Geotechnical investigations are complete on site and Geotechnical Recommendations Report has been completed.
- Addressing the Canyon Park Business Center Owners Association (CPBCOA) Codes, Covenants, and Restrictions (CC&R) and other concerns. Sound Transit is actively working with the CPBCOA to resolve CC&R issues during design including negotiating a modified access easement over the Business Park private road network.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.

Closely Monitored Issues

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

Community Engagement

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

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

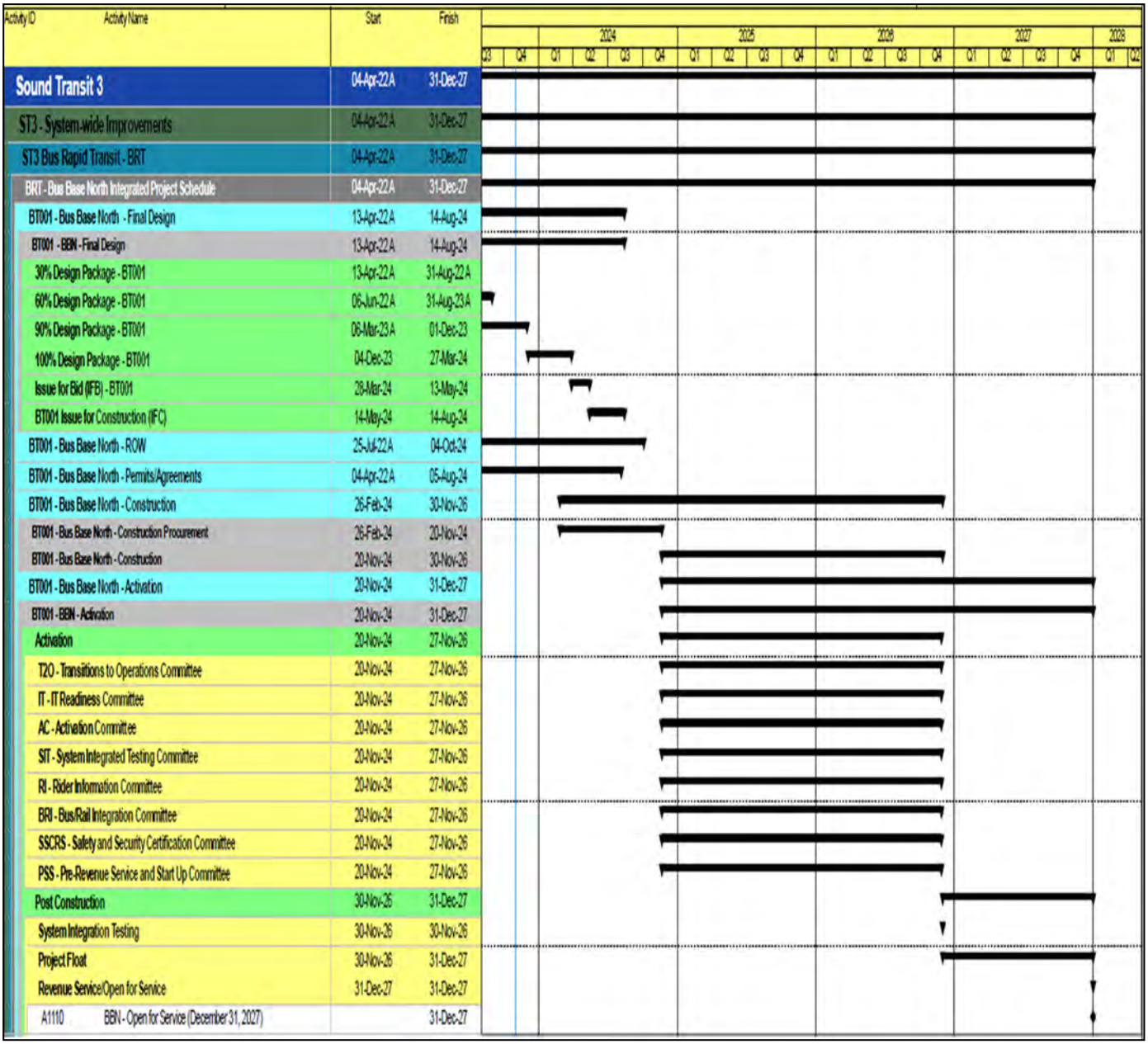
- Left card with adjacent businesses and asked them to reach out regarding cut throughs.

Project Schedule

The Bus Base North (BBN) current schedule progress for October 2023 for BT001 is shown below. The BBN project has completed 60% Final Design Package phase and continue to work the on the 90% Structural Design Drawing Package.

Next upcoming Schedule Milestone is Milestone #2 - Construction NTP, scheduled in Q1 2025.

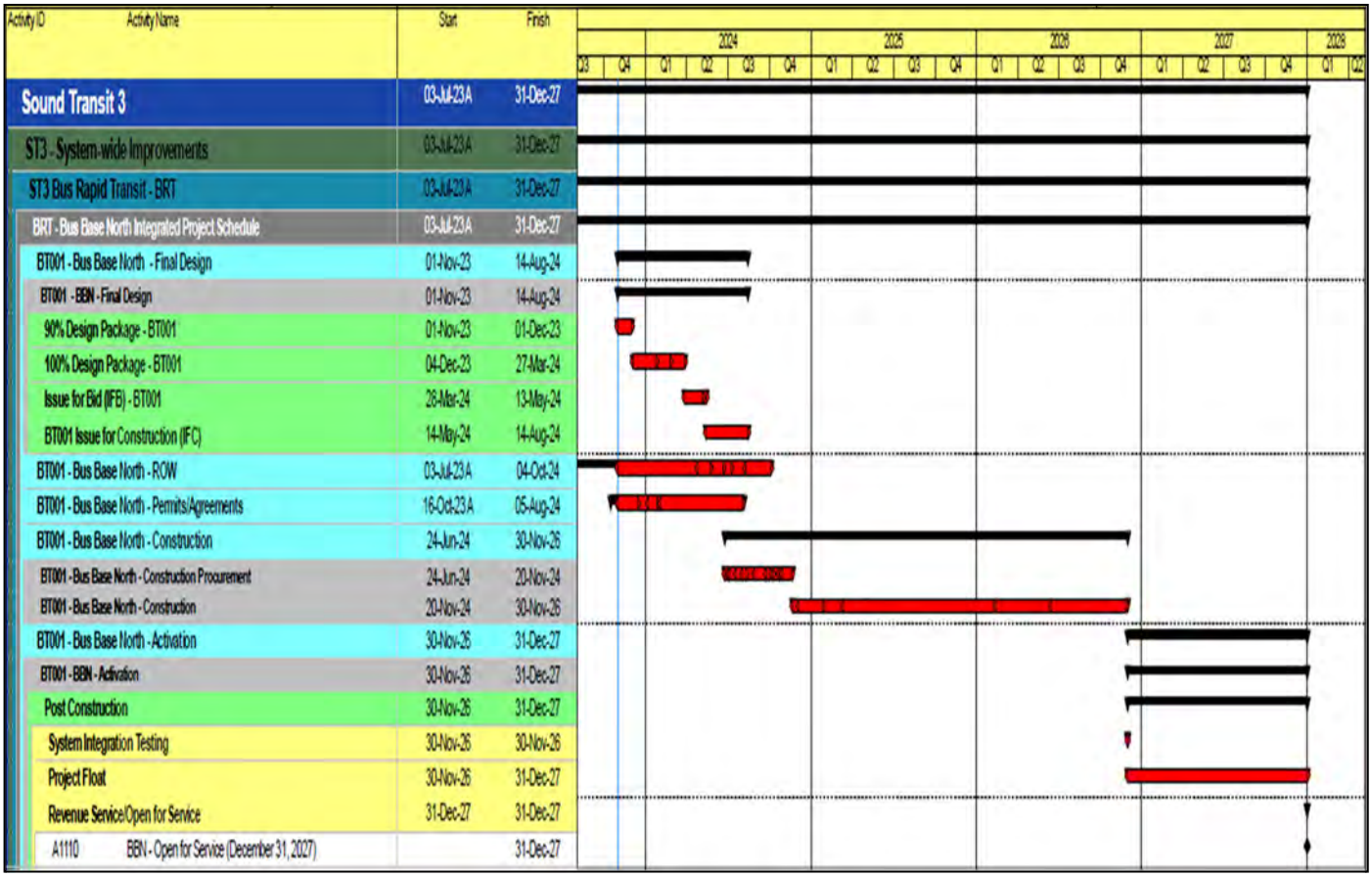
The BBN forecasted Revenue Service Date is Q4 2027.



Critical Path Analysis

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

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

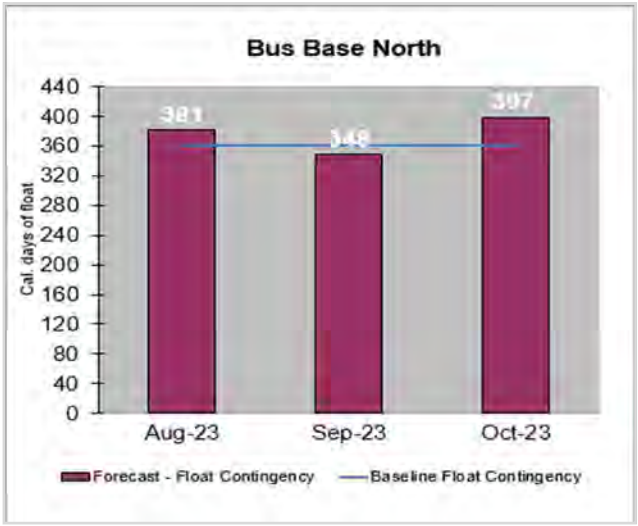


Project Float

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

The Oct 2023 schedule update shows that float is 37 days more than the 360 days in the baseline schedule. Indicating a possible earlier forecast completion.

The team continues to focus on completing the design and acquire necessary permits.



Right of Way

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

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

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

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

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

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

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

Relocations: Based on number of affected individuals

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	6.5	1.2
Consultants	43.0	46.7	(3.7)
TOTAL	50.7	53.2	(2.5)

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

Sound Transit Board Actions

Board Action	Description	Date
	No Actions this period.	

Regional Express & Stride
I-405 Bus Rapid Transit

Project Summary

Scope — Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.

Limits — Approximately 37 miles between Lynnwood and Burien

Alignment — I-405 BRT will extend along the I-5, I-405, and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes, and general purpose lanes.

Stations — Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center (SRTC), Tukwila International Blvd Station, Burien Transit Center

Phase — Final Design

Budget — $1.269 Billion (Baselined July 2023)

Schedule — Baseline Revenue Service:
S1: September 2028 (incl. float)
S2: June 2029 (incl. float)



Map of Project Alignment

Key Project Activities

- Project team determining the path forward for TIBS project in light of new information that can trigger high cost fish barrier removal.
- Project team is finalizing a term sheet with private developer for access modifications/betterment to Stride TIBS station.
- Project team is drafting a construction funding agreement with WSDOT for design-build delivery of the TIBS station targeted for December board consideration.
- Graham Construction began the design and construction of the NE 85th Interchange and Inline BRT Station.

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 $7.2M total; cost attributed to $5.8M for construction of NE 44th, NE 85th and Brickyard projects, $0.7M for final design and program management by the GEC, $0.3M for TIBS PE, $0.2M in Sound Transit staff costs, $0.5M for other small project expenditures.

1Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$52.2	$21.5	$19.3	$52.2	$0.0
Preliminary Engineering	$43.5	$43.7	$39.3	$43.5	$0.0
Final Design	$26.1	$13.5	$8.5	$26.1	$0.0
Third Party Agreements	$5.8	$1.8	$0.9	$5.8	$0.0
Right-of-Way (ROW)	$53.5	$32.4	$29.3	$53.5	$0.0
Construction	$963.6	$627.6	$106.1	$963.6	$0.0
Construction Services	$30.2	$1.8	$0.9	$30.2	$0.0
Vehicles	$94.1	$73.2	$0	$94.1	$0.0
Total	**$1,269.0**	**$815.1**	**$205.1**	**$1,269.0**	**$0.0**

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

Contingency Management

I-405 was baselined in July 2023 with a total contingency of $224.4M.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period $6.5M in AC decreased following PO signature with Alexander Dennis manufacturer for the procurement of Double Deck Electric buses.

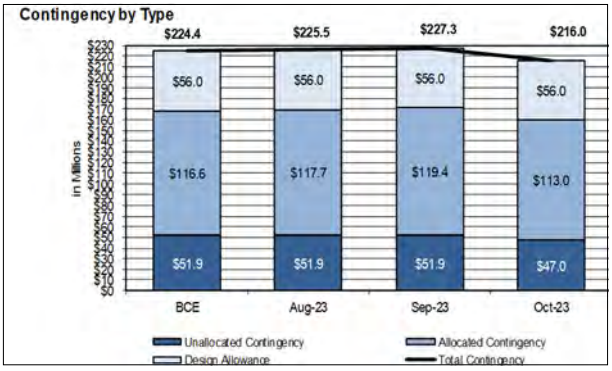
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC decreased by $4.8Million following the procurement of the Double Deck fleet.

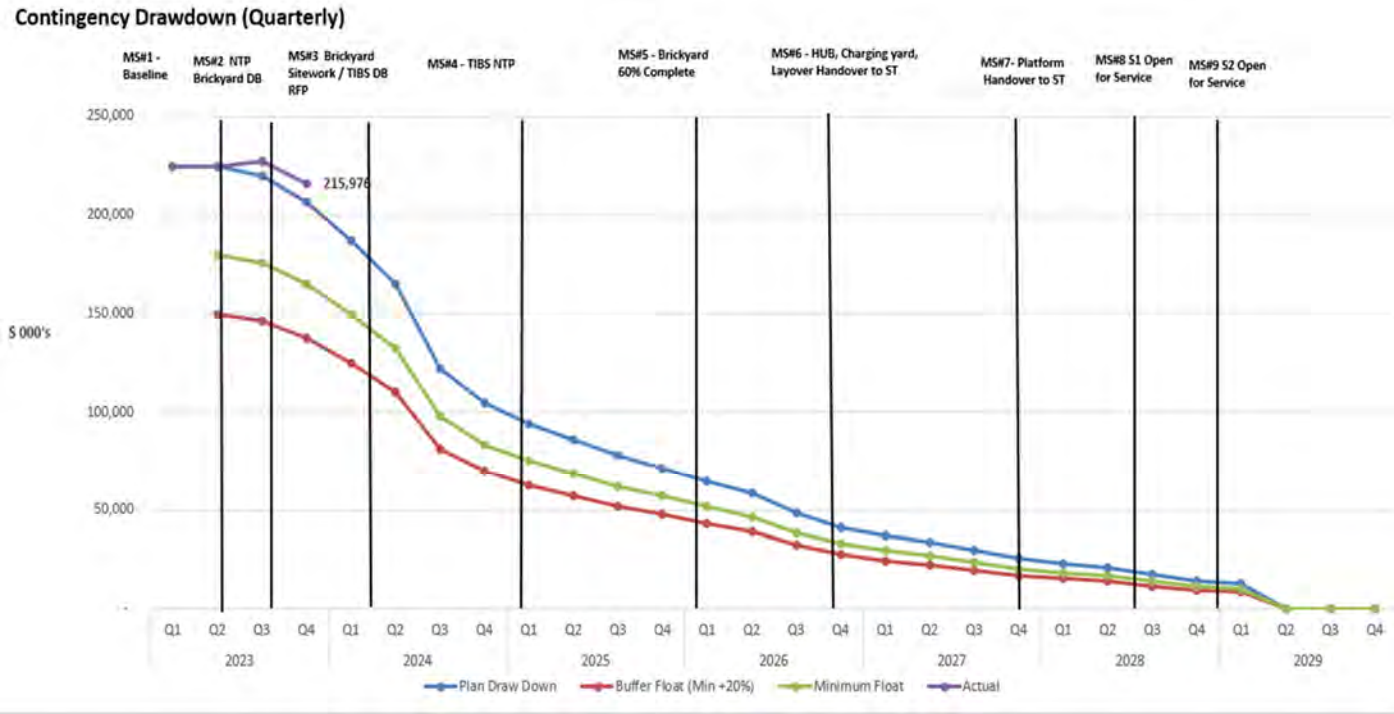
Contingency was used to secure a predictable price for the fleet, with controlled escalation, and thereby reduce future cost risks

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allow ance	$56.0	4.4%	$56.0	5.3%
Allocated Contingency	$116.6	9.2%	$113.0	10.6%
Unallocated Contingency	$51.9	4.1%	$47.0	4.4%
Total:	**$224.4**	**17.7%**	**$216.0**	**20.3%**

Table figures are shown in millions.





Risk Management

The following are top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Working with City of Renton to progress CUP application for South Renton Transit Center and requests for design modifications.
- Finalized layover location in Bellevue is continuing to be pushed out as a decision is pending from the city, which could impact overall schedule.
- Fish passage scope of work affecting cost, and altering original plan for TIBS project.
- Sound Transit is partnered with WSDOT on several WSDOT-delivered projects. Delays or cost overruns could impact the service and start date for the I-405 BRT. Risk response: Close coordination with WSDOT by integrating BRT milestones into the WSDOT schedule; have Sound Transit staff and consultant participate in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by Sound Transit for WSDOT-delivered projects, which include:
    - NE 85th / I-405 Interchange.
    - Tukwila International Boulevard Station.
    - NE 44th Park-and-Ride amendment.
    - Brickyard to SR 527, North Express Toll Lanes.

Closely Monitored Issues

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

Community Engagement

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

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

- Responded to seven comments from the public.
- Coordinated with WSDOT around outreach for 85th St. project.
- Kicked off communications planning for brickyard project.

Project Schedule

S1: I-405 S

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

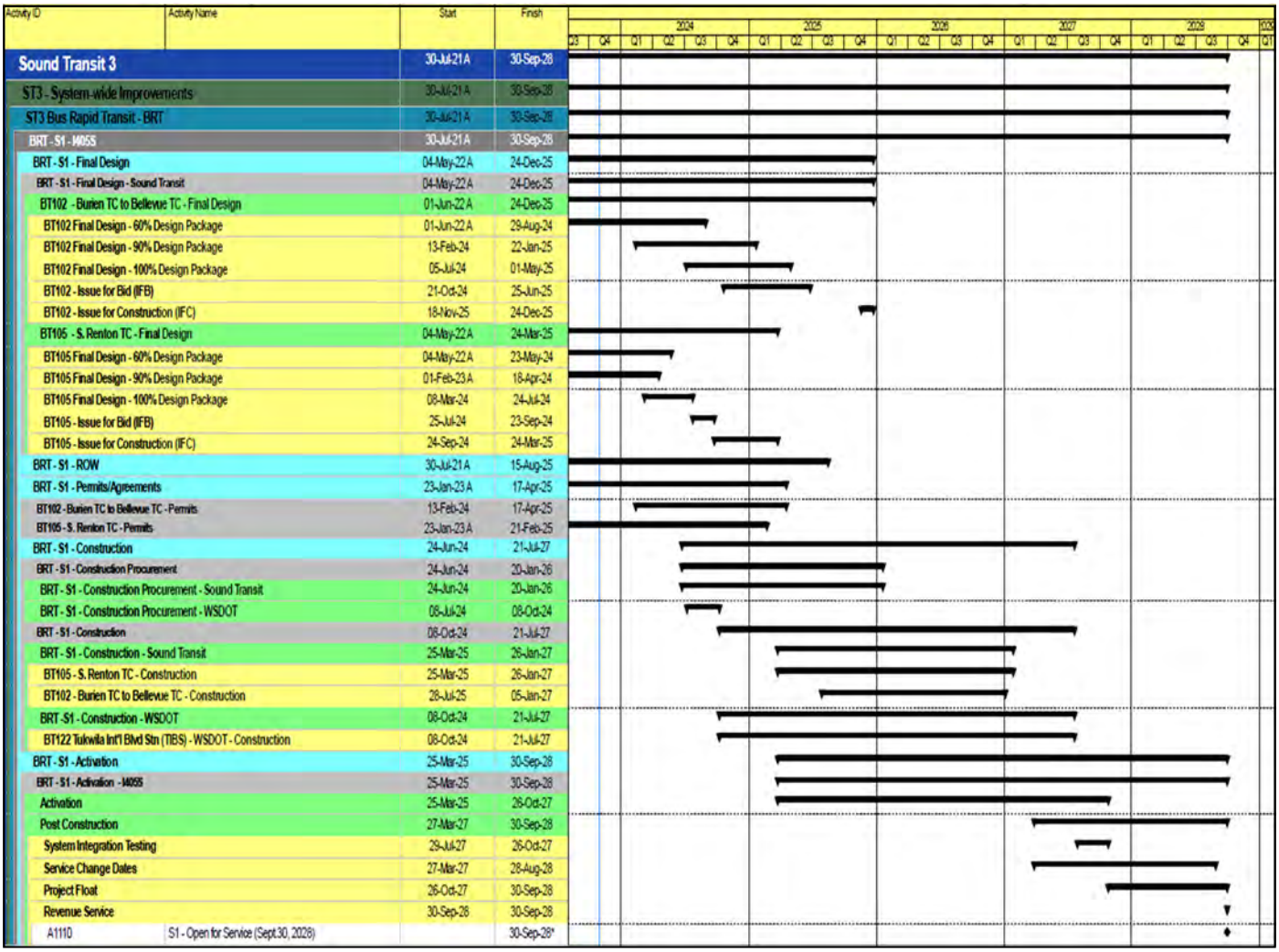
WSDOT is managing the BT122 Tukwila Int'l Blvd Station (TIBS).

- BT122 TIBS is currently in the preliminary engineering phase.

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

- Both BT102 Burien TC to Bellevue TC and BT105 S. Renton Transit Center are currently in the 60% Final Design phase and scheduled to be complete in Q2 2024.

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



Project Schedule continued

S2: I-405 N

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

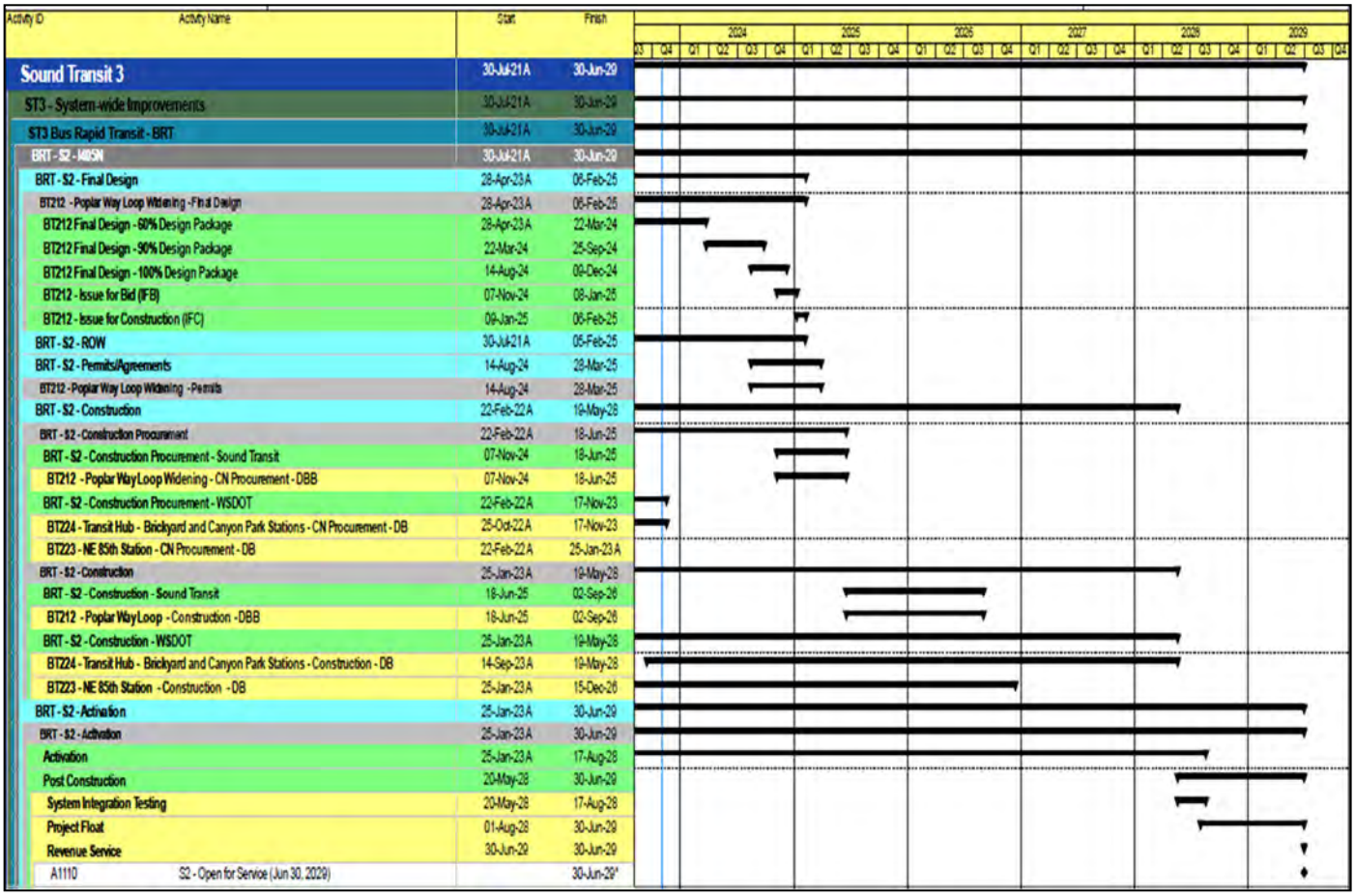
WSDOT is managing BT224 Transit Hub—Brickyard and Canyon Park Station and BT223 NE 85th Station.

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

Sound Transit is managing BT212 Poplar Way Loop Widening.

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

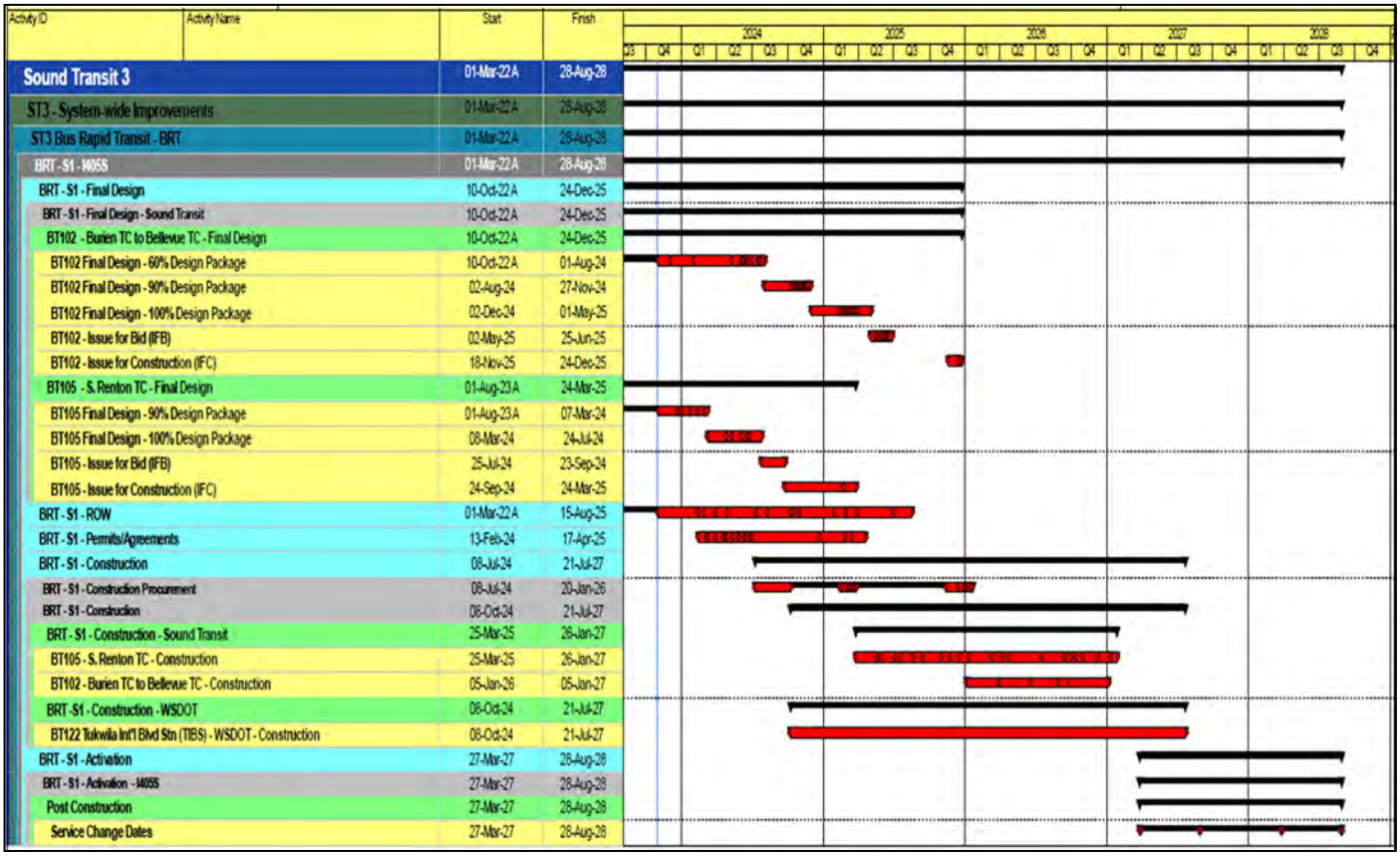
There are projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's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



Critical Path Analysis

S1: I-405 S

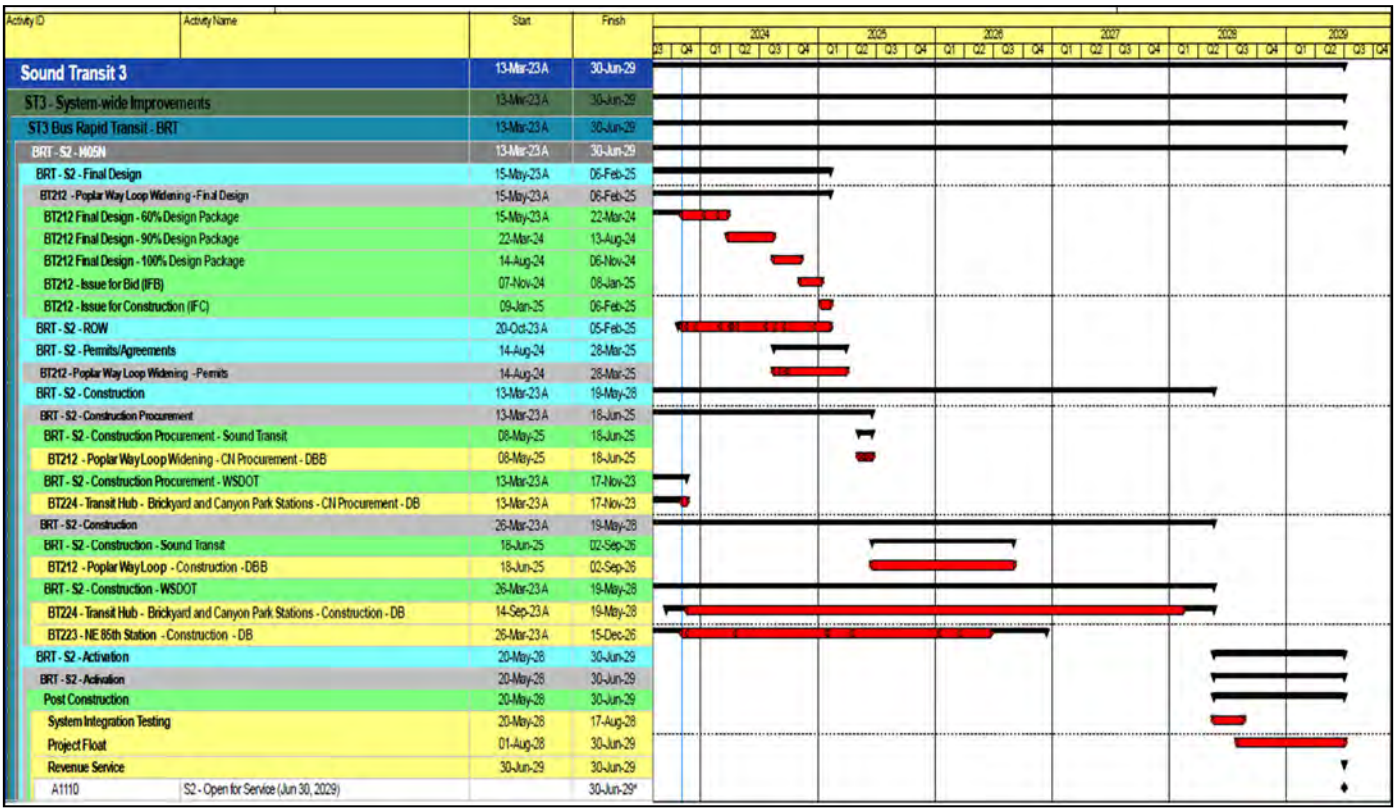
The current critical path for the I-405 BRT project is through BT122 TIBS (WSDOT) project, commissioning and testing, and project float contingency to service line activation.



Critical Path Analysis continued

S2: I-405 N

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

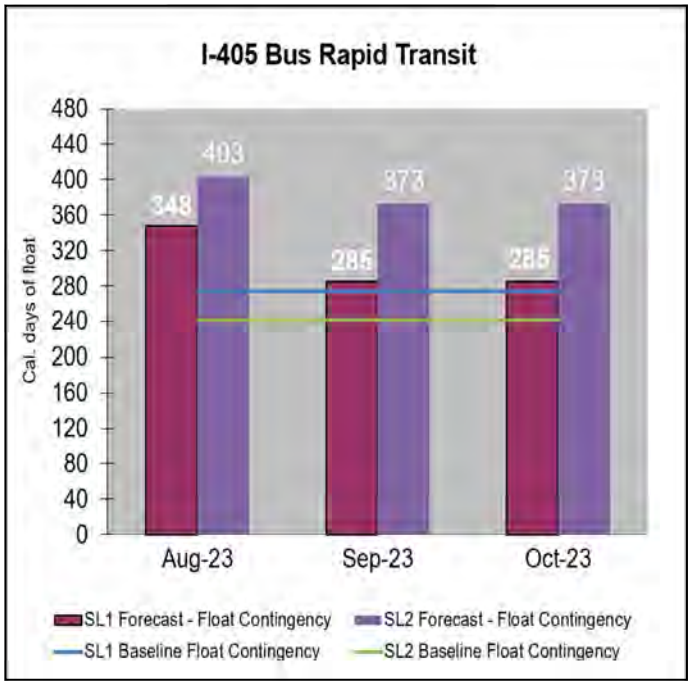


I-405 Float

S1 was baselined with 274 days and a target Open for Service Date of September 30, 2028.

S2 was baselined with 242 days and a target Open for Service Date of June 30, 2029.

The October 2023 update shows that we have not used any baseline float days during this update and forecast a possible earlier Opening for Service date.



Right of Way

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

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

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

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

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

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

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	11.5	1.4
Consultants	32.0	29.4	2.6
TOTAL	44.9	40.9	4.0

** 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
	No action this period.	

Project Summary

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

Limits — Approximately 8 miles between Shoreline and Bothell

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

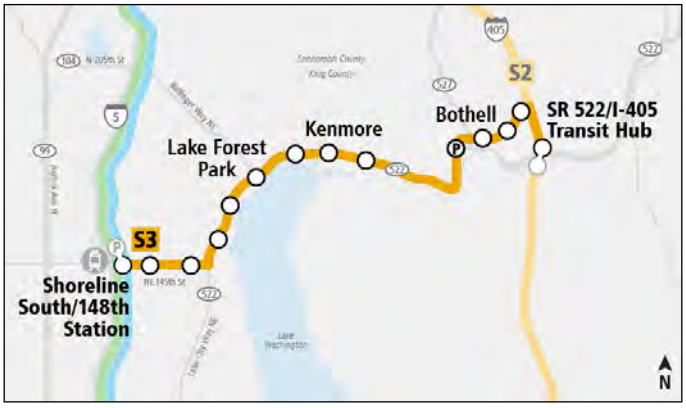
Stations — 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems — BRT Operations & Transit Signal Priority

Phase — Final Design

Budget — $581.5 Million (Baselined July 2023)

Schedule — Baseline Revenue Service: June 2028 (incl. float)



Map of Project Alignment



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

Key Project Activities

- Developing 100% design with anticipation to reach design milestone during the 1st/2nd quarters of 2024.
- The team has repackaged construction contracts from two to three contracts: BT305 (NE 145th), BT306 (Lake Forest Park) and BT307 (Kenmore and Bothell).
- Continued collaboration with City of Lake Forest Park and community groups to address aesthetic concerns with retaining walls, and tree preservation.
- Ongoing coordination with University of Washington Bothell/Cascadia College developer Capstone to build EB Beardslee Station platform. Construction drawings updated and sent to Capstone.

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 $2.1M; cost attributed to $1.2M in final design and program management with the GEC, $0.2M for Sound Transit staff, and $0.7M in ROW and other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$57.8	$17.3	$15.7	$57.8	$0.0
Preliminary Engineering	$15.8	$15.4	$15.3	$15.8	$0.0
Final Design	$43.4	$33.4	$23.6	$43.4	$0.0
3rd Party Agreements	$7.4	$2.0	$1.1	$7.4	$0.0
Right-of-Way (ROW)	$89.6	$9.2	$6.3	$89.6	$0.0
Construction	$303.4	$36.2	$30.9	$303.4	$0.0
Construction Services	$25.8	$0	$0.0	$25.8	$0.0
Vehicles	$38.3	$0	$0	$38.3	$0.0
Total	**$581.5**	**$113.5**	**$92.8**	**$581.5**	**$0.0**

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

Contingency Management

The SR-522 BRT project budget was baselined in July 2023 with a total contingency of $113.3M.

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

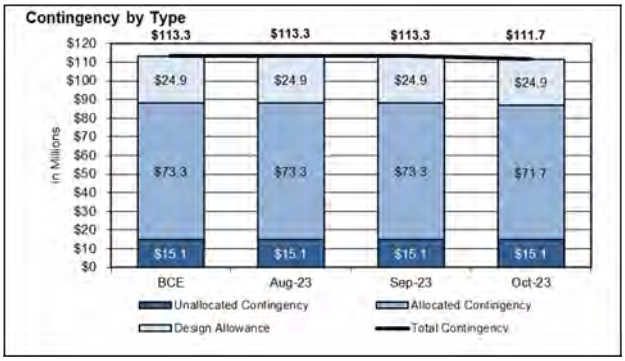
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC reflects a decrease of $1.6M of future contingency to reflect the procurement of buses with BYD Coach and Bus LLC (M2023-65). Contingency was used to secure a predictable price for the fleet, with controlled escalation, and thereby reduce future cost risks

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

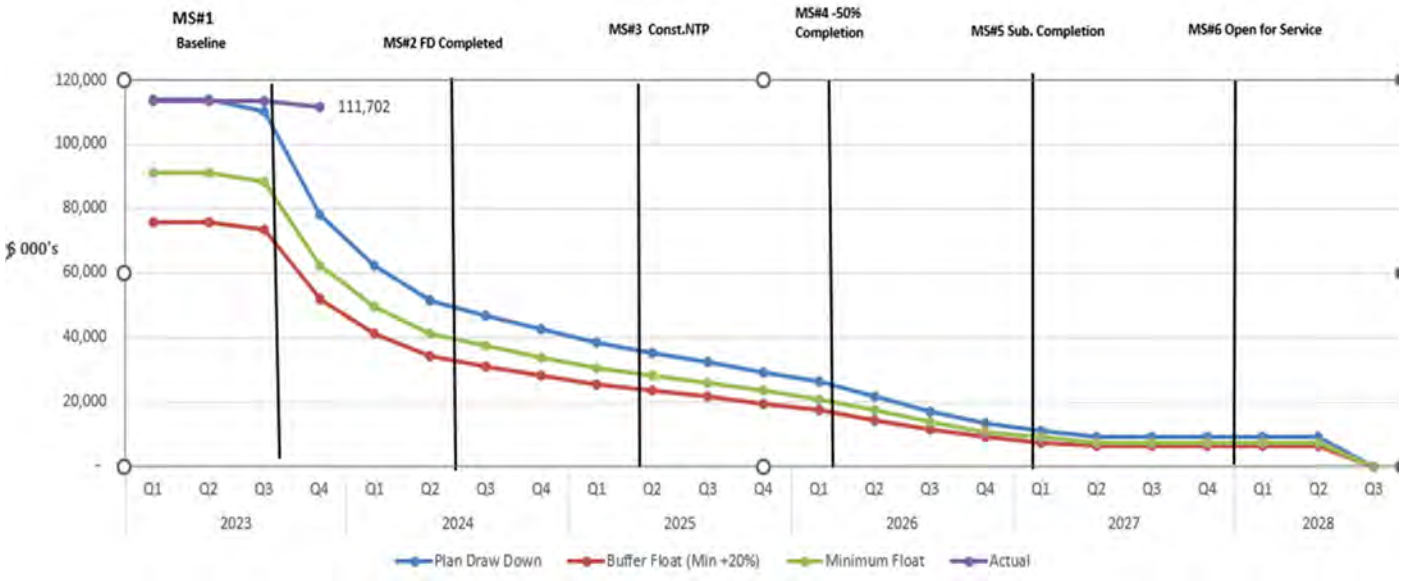
Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$24.9	4.3%	$24.9	5.1%
Allocated Contingency	$73.3	12.6%	$71.7	14.7%
Unallocated Contingency	$15.1	2.6%	$15.1	3.1%
Total:	**$113.3**	**19.5%**	**$111.7**	**22.9%**

Table figures are shown in millions.



Contingency Drawdown (Quarterly)



Risk Management

The following are the top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners such as City of Lake Forest Park and WSDOT on the project development, design refinements, and permitting.
- Lake Forest Park permitting processes and requirements are complex, which could affect timeline for obtaining permits for the BT306 segment to begin construction. Planned meeting with city in mid-November to discuss permitting approach.

Closely Monitored Issues

- Minimize design progress disruption that may lead to delays.
- Advance the pedestrian bridge design around the Bsche'tla Creek.
- Repackaging BT306 and BT307 construction contract packages to address permitting and ROW acquisition risks.
- Obtain concurrence from Utility owners/operators on the design for relocations.

Community Engagement

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

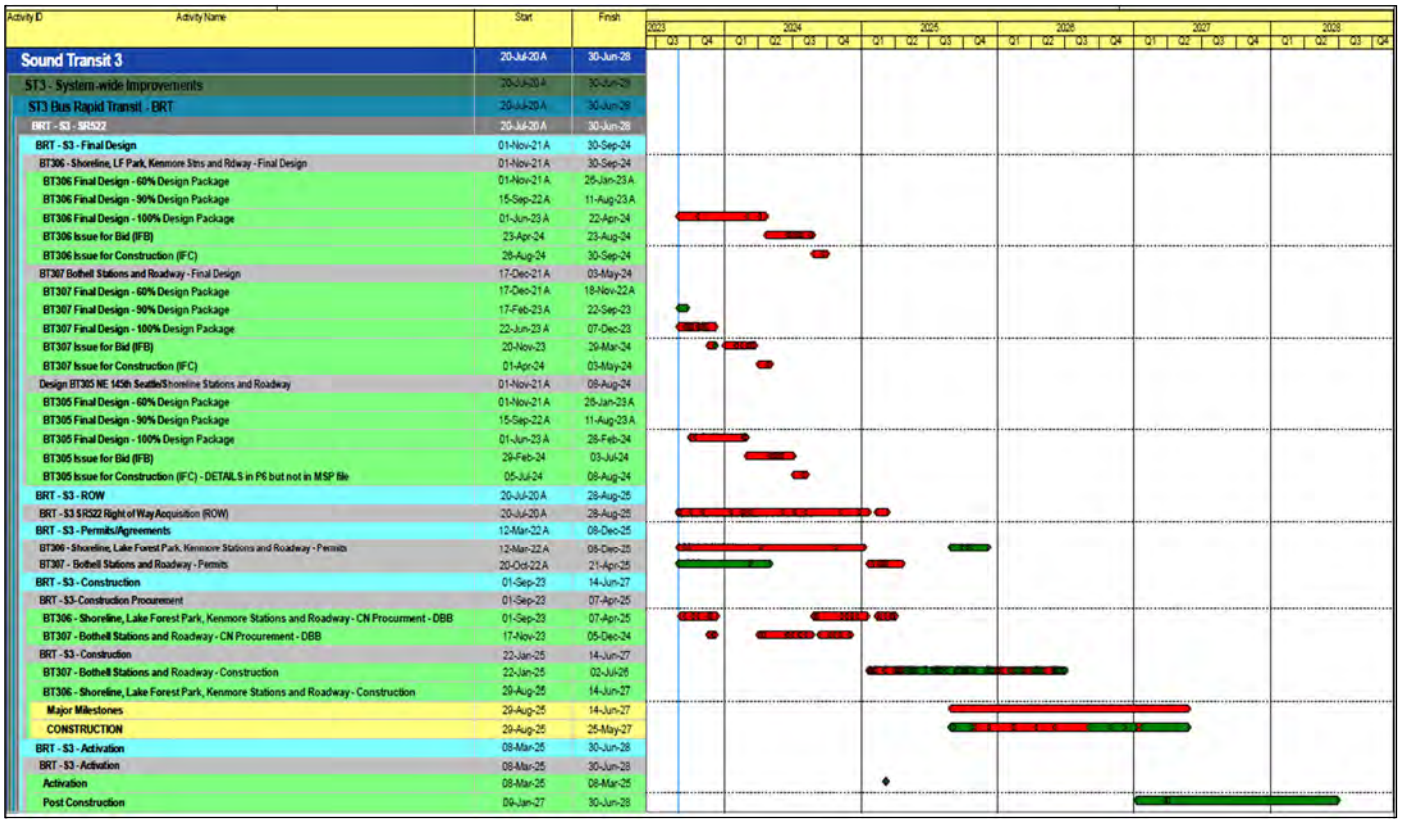
During this reporting period project team performed the following:

- Responded to twenty eight community questions and/or concerns.
- Attended outreach event at the Bothell City Planning Night.
- Updated all engagement materials to match current schedule and design.

Project Schedule

The September 2023 summary schedule reflects the Baseline dates for S3 for baseline complete of Q3 2028 (June 30, 2028 with float). This schedule has not been updated for October 2023 update as the repackaging of the construction schedules associated with SR 522 / S3 are still being reviewed by team. The SR 522 / S3 repackage into 3 parts; BT305 NE 145th Seattle/Shoreline Stations and Roadway, BT306 Lake Forest Park, Kenmore Stations and Roadway and BT307 Bothell Stations and Roadway. All projects are in the 100 % Final Design phase proceeding into the issue of the Issue for Bid packages in Q1 2024. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

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

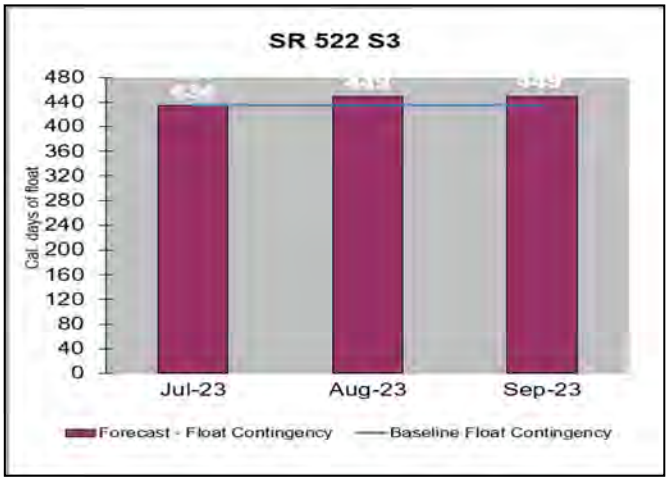


Activity ID	Activity Name	Start	Finish
	Sound Transit 3	20-Jul-20 A	30-Jun-28
	ST3 - System-wide Improvements	20-Jul-20 A	30-Jun-28
	ST3 Bus Rapid Transit - BRT	20-Jul-20 A	30-Jun-28
	BRT - S3 - SR522	20-Jul-20 A	30-Jun-28
	BRT - S3 - Final Design	01-Nov-21 A	30-Sep-24
	BT306 - Shoreline, LF Park, Kenmore Stns and Rdway - Final Design	01-Nov-21 A	30-Sep-24
	BT306 Final Design - 60% Design Package	01-Nov-21 A	26-Jan-23 A
	BT306 Final Design - 90% Design Package	15-Sep-22 A	11-Aug-23 A
	BT306 Final Design - 100% Design Package	01-Jun-23 A	22-Apr-24
	BT306 Issue for Bid (IFB)	23-Apr-24	23-Aug-24
	BT306 Issue for Construction (IFC)	26-Aug-24	30-Sep-24
	BT307 Bothell Stations and Roadway - Final Design	17-Dec-21 A	03-May-24
	BT307 Final Design - 60% Design Package	17-Dec-21 A	18-Nov-22 A
	BT307 Final Design - 90% Design Package	17-Feb-23 A	22-Sep-23
	BT307 Final Design - 100% Design Package	22-Jun-23 A	07-Dec-23
	BT307 Issue for Bid (IFB)	20-Nov-23	29-Mar-24
	BT307 Issue for Construction (IFC)	01-Apr-24	03-May-24
	Design BT305 NE 145th Seattle/Shoreline Stations and Roadway	01-Nov-21 A	08-Aug-24
	BT305 Final Design - 60% Design Package	01-Nov-21 A	26-Jan-23 A
	BT305 Final Design - 90% Design Package	15-Sep-22 A	11-Aug-23 A
	BT305 Final Design - 100% Design Package	01-Jun-23 A	28-Feb-24
	BT305 Issue for Bid (IFB)	29-Feb-24	03-Jul-24
	BT305 Issue for Construction (IFC) - DETAILS in P6 but not in MSP file	05-Jul-24	08-Aug-24
	BRT - S3 - ROW	20-Jul-20 A	28-Aug-25
	BRT - S3 SR522 Right of Way Acquisition (ROW)	20-Jul-20 A	28-Aug-25
	BRT - S3 - Permits/Agreements	12-Mar-22 A	08-Dec-25
	BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Permits	12-Mar-22 A	08-Dec-25
	BT307 - Bothell Stations and Roadway - Permits	20-Oct-22 A	21-Apr-25
	BRT - S3 - Construction	01-Sep-23	14-Jun-27
	BRT - S3- Construction Procurement	01-Sep-23	07-Apr-25
	BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - CN Procurment - DBB	01-Sep-23	07-Apr-25
	BT307 - Bothell Stations and Roadway - CN Procurement - DBB	17-Nov-23	05-Dec-24
	BRT - S3 - Construction	22-Jan-25	14-Jun-27
	BT307 - Bothell Stations and Roadway - Construction	22-Jan-25	02-Jul-26
	BT306 - Shoreline, Lake Forest Park, Kenmore Stations and Roadway - Construction	29-Aug-25	14-Jun-27
	Major Milestones	29-Aug-25	14-Jun-27
	CONSTRUCTION	29-Aug-25	25-May-27
	BRT - S3 - Activation	08-Mar-25	30-Jun-28
	BRT - S3 - Activation	08-Mar-25	30-Jun-28
	Activation	08-Mar-25	08-Mar-25
	Post Construction	09-Jan-27	30-Jun-28

Project Float

SR-522 Bus Rapid Transit was baselined with 434 days and a target Open for Service Date of June 30, 2028.

The Project float has not been updated as the S3 schedules are still in review. Right of Way acquisition continues to be the critical path to the start of construction for S3. Several parcels are now projected to be available after April 2025 if condemnation of those parcels is required. As an initial mitigation, these parcels will be made available after construction notice to proceed (NTP).



Right of Way

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

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

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

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

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

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

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

Relocations: Based on number of affected individuals

Staffing Summary

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

Planned FTE is an annual projection. Overall, the data is showing the actual FTE above the Planned FTE monthly average. Staffing level of the consultants is ramping up as the project to complete the design, permitting, and ROW acquisitions. The project team is monitoring the staffing level vs planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.0	14.7	(1.7)
Consultants	54.0	55.7	(1.7)
TOTAL	67.0	70.4	(3.4)

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Progress Report
Sounder Program



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

October | 2023

Prepared by Project Controls | Portfolio Services Office


Sounder trains
N Everett–Seattle
S Seattle–DuPont
N Everett
Mukilteo
Edmonds
Seattle N S
Bellevue
Tukwila
Kent
Auburn
Tacoma
Sumner
Tacoma Dome
South Tacoma
Puyallup
Lakewood
Tillicum
DuPont S
N

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

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

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

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

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

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

Program Budget

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

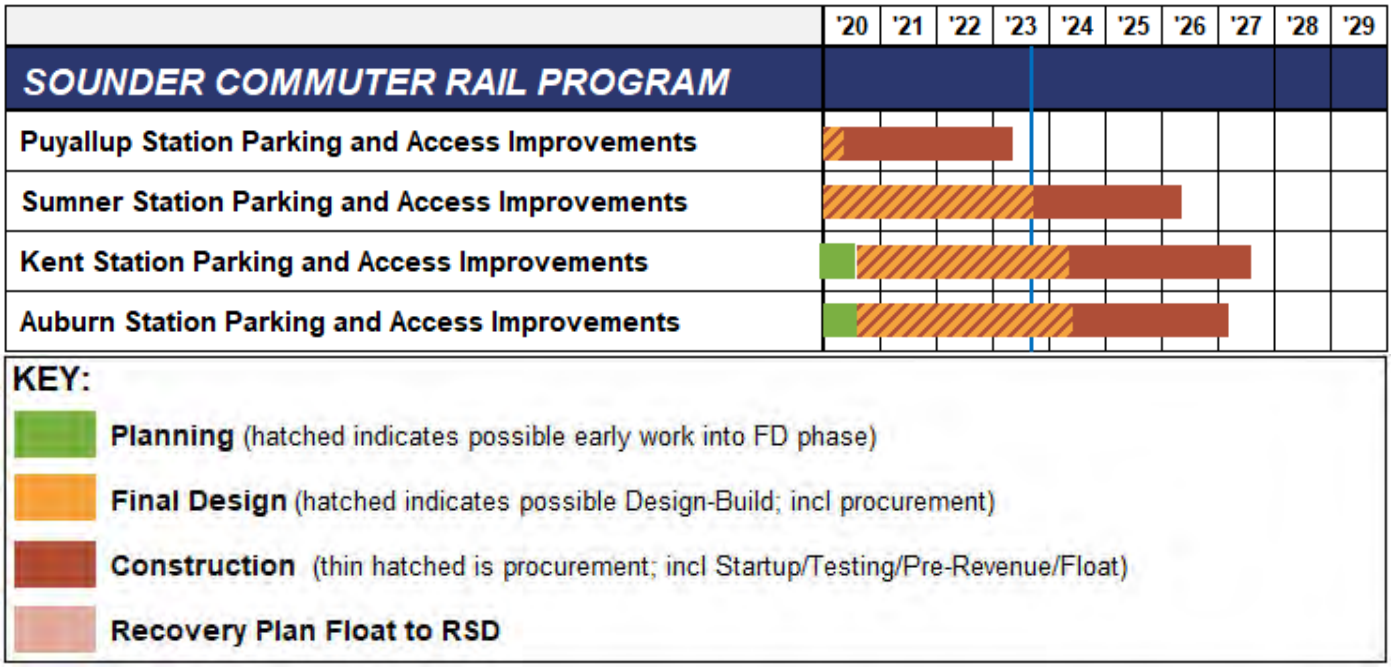
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
DuPont Extension	$8.6	$2.7	$0.0	$8.6	$0.0
Lakewood Station Access Improvements	$6.2	$4.2	$3.2	$6.2	$0.0
Sounder South Capacity Expansion	$34.8	$16.4	$7.9	$34.8	$0.0
South Tacoma Station Access Improvements	$5.8	$4.2	$3.2	$5.8	$0.0
Sumner, Kent and Auburn SPAI	$359.7	$99.1	$49.5	$359.7	$0.0
Total	**$415.1**	**$126.6**	**$63.7**	**$415.1**	**$0.0**

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

Program Schedule of Baseline Projects

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



Revenue Service Years

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

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

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

Sounder Commuter Rail
DuPont Extension

Project Summary

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

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

Budget $8.6 Million

Schedule Target Date: 2045

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



DuPont Extension in Pierce County

Key Project Activities

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

Project Cost Summary

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

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

Cost Summary by Phase

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

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

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

Risk Management

The following are the top project wide risks:

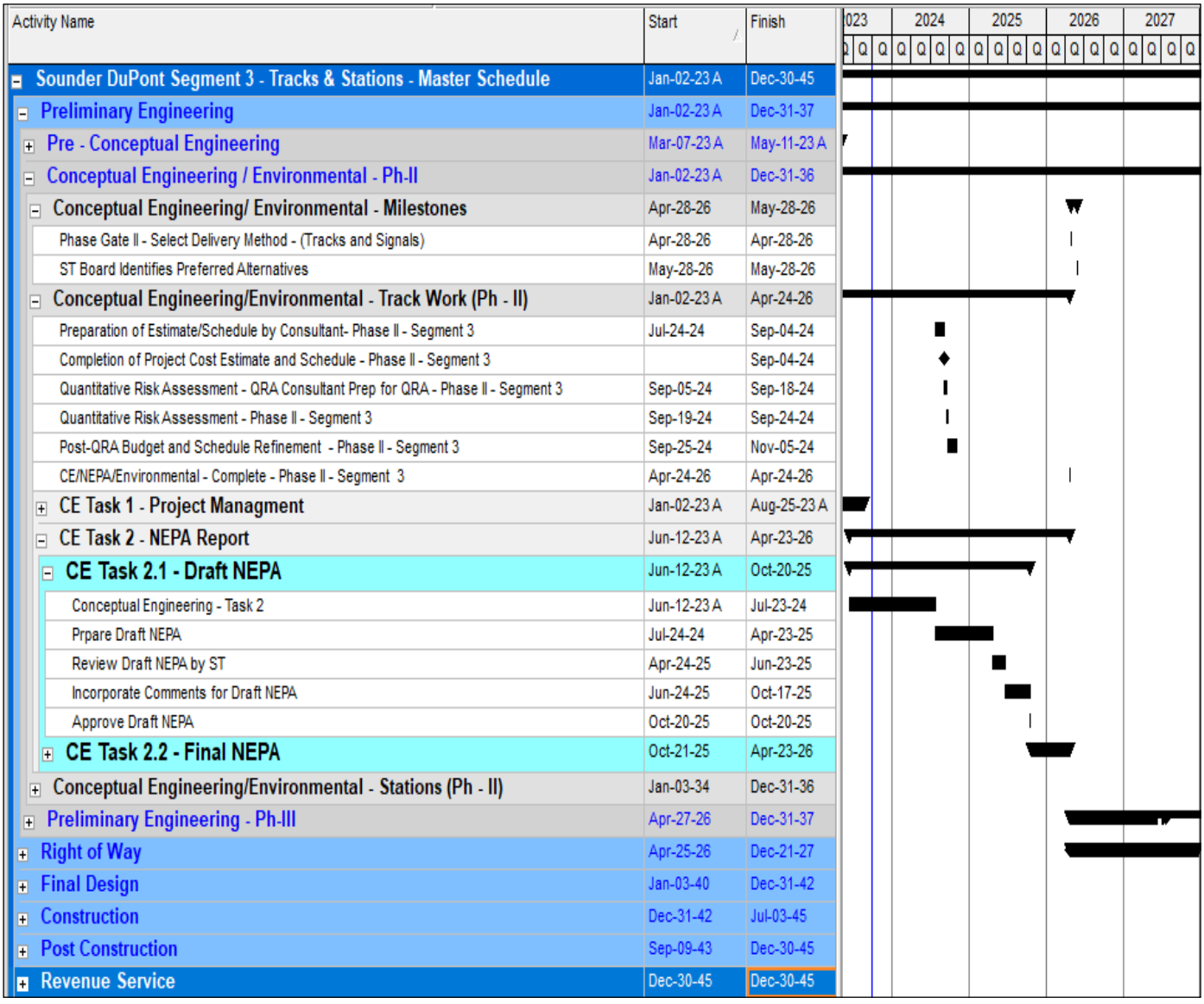
- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule.
- Splitting the project into a distinct track & signal and station components may lead to future design rework.
- Delays to ROW acquisition process may impact the schedule.
- Potential FRA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

Community Engagement

- None to report during this period.

Project Schedule

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



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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Sounder Commuter Rail
Lakewood Station Access Improvements

Project Summary

Scope

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

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

Phase

Planning Phase 2—Conceptual Engineering and Environmental

Budget

$6.2 Million

Schedule

Target Date: 2030

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



Lakewood Station in Pierce County

Key Project Activities

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



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Project Cost Summary

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

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

Cost Summary by Phase

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

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

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

Risk Management

The following are the top project wide risks:

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

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.

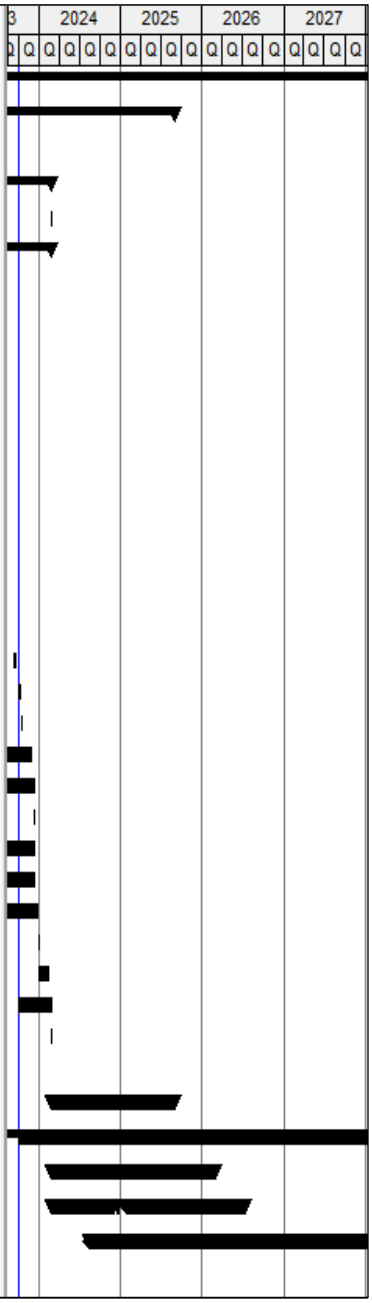
Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Cost estimates, QRA session and Value Engineering were completed this quarter. Currently working on the SEPA checklist and methodology reports and community engagement.

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

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

Activity Name	Start	Finish
Lakewood Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30
Preliminary Engineering	Feb-18-20 A	Sep-02-25
Phase I - Alternative Analysis	Feb-18-20 A	Mar-10-22 A
Phase II - Conceptual Engineering	Apr-04-22 A	Feb-27-24
Board Selects Projects to be Build (Reaffirms Alternatives)	Feb-22-24	Feb-22-24
Conceptual Engineering	Apr-04-22 A	Feb-27-24
Contracts Finalizing DEA Change Orders (7 &8 or 9?) - Actual Date 4/4/2022	Apr-04-22 A	Apr-04-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-04-22 A	Apr-18-22 A
Phase II - NTP	May-02-22 A	May-02-22 A
DEA Prepares PMP and External Engagement Plan	Apr-19-22 A	Jun-09-22 A
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A
Prepare and Finalize Risk Register	Apr-03-23 A	Apr-27-23 A
Prepare Cost Estimate	May-02-22 A	Jun-01-23 A
Cost Estimates Review and Approval - Preferred Alt.	Jun-01-23 A	Jun-30-23 A
Consultant prepare for QRA Sesstion	Jun-01-23 A	Jul-05-23 A
QRA Session	Jul-06-23 A	Jul-07-23 A
Submit, Review and Approve Cost Estimate	Jun-28-23 A	Jul-31-23 A
Finalize Schedule and Cost Estimates Per QRA Session Output	Jul-07-23 A	Aug-04-23 A
Value Engineering	Sep-12-23 A	Sep-15-23 A
All Documents Due before Phase Gate Meeting	Oct-02-23	Oct-06-23
Project Delivery Workshop	Oct-12-23	Oct-13-23
External Engagement	May-02-22 A	Nov-29-23
Phase 2 Draft SEPA and CE	May-02-22 A	Dec-08-23
Publish SEPA	Dec-08-23	Dec-08-23
DEA Performss and Completes CE/ENV	May-02-22 A	Dec-08-23
Finalize SEPA, Check List and Review	Jun-01-22 A	Dec-08-23
Prepare for Gate 2: Select Delivery Method	Aug-04-23 A	Dec-26-23
Phasegate #2 Meeting - Select Delivery Method - Not Before Jan 02, 2024 Per Melissa	Jan-02-24	Jan-02-24
Prepare for Board Meeting	Jan-03-24	Feb-09-24
Prepare for Gate 3: Complete Environmental and Enter Design/Construction	Oct-02-23	Feb-23-24
Phase Gate #3 Meeting	Feb-27-24	Feb-27-24
City of Lakewood Permits	Mar-31-23 A	May-05-23 A
Phase III - Preliminary Engineering	Feb-22-24	Sep-02-25
Permits and Agreements	Jun-01-23 A	Dec-05-29
Right of Way - NA	Feb-28-24	Feb-26-26
Final Design	Feb-27-24	Jul-14-26
Construction	Aug-12-24	Mar-08-28
Post Construction	Mar-07-28	Dec-31-30



Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	None action this period	

Program Summary

Scope

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

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

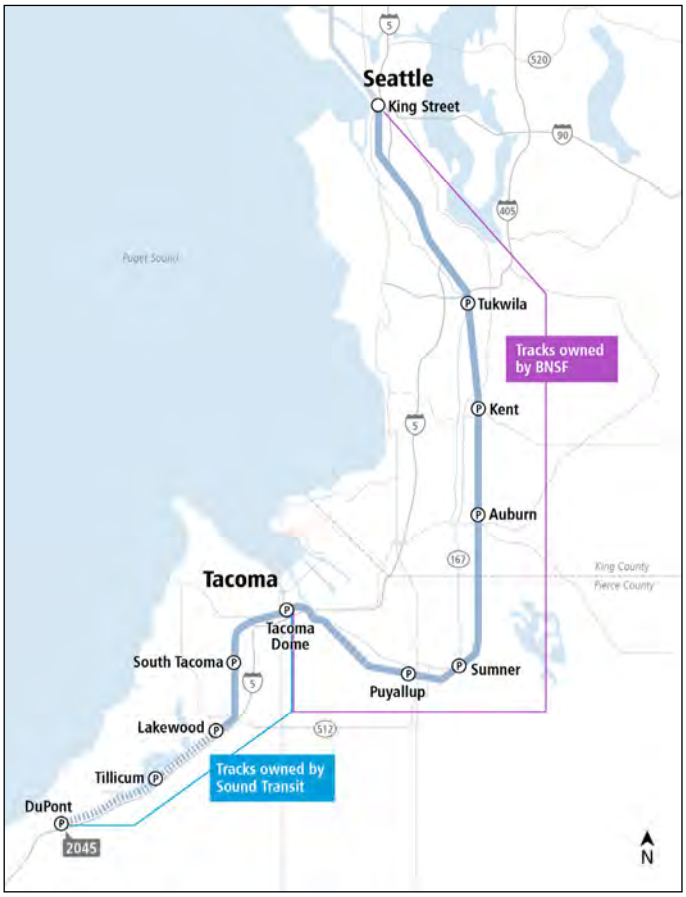
The Sounder South Strategic Plan to be updated that includes a program of proposed capital projects.

Phase Planning

Budget $34.8 Million

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

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



Sounder South Capacity map alignment

Program Key Activities

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

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

King Street Station Platform Improvements

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

Key Activities

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

Community Engagement

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

Sounder Rail Track & Signal Project

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

Key Activities

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

Community Engagement

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

Strategic Plan Update

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

Key Activities

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

Community Engagement

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

BNSF Platform Extension

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

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

Key Activities

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

Community Engagement

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

Program Reporting Elements

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

Project Cost Summary

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

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

Cost Summary by Phase

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

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

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

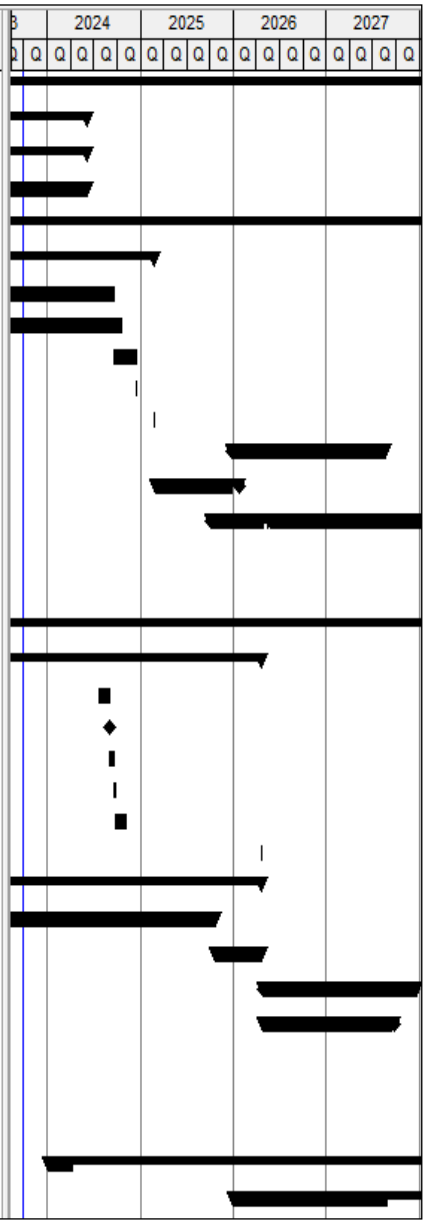
Project Schedule

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

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

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

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



Risk Management

The following are the top project-wide risks:

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.0	(0.2)
Consultants	8.7	6.8	1.9
TOTAL	12.5	10.8	1.7

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Sounder Commuter Rail
South Tacoma Access Improvements

Project Summary

Scope

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

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

Phase

Planning Phase 2—Conceptual Engineering and Environmental Review

Budget

$5.8 Million

Schedule

Target Date: 2030

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



South Tacoma Station in Pierce County

Key Project Activities

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



South Tacoma Station



South Tacoma Station Passenger Platform Access

Project Cost Summary

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

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

Cost Summary by Phase

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

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

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

Risk Management

The following are the top project wide risks:

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

Project Schedule

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

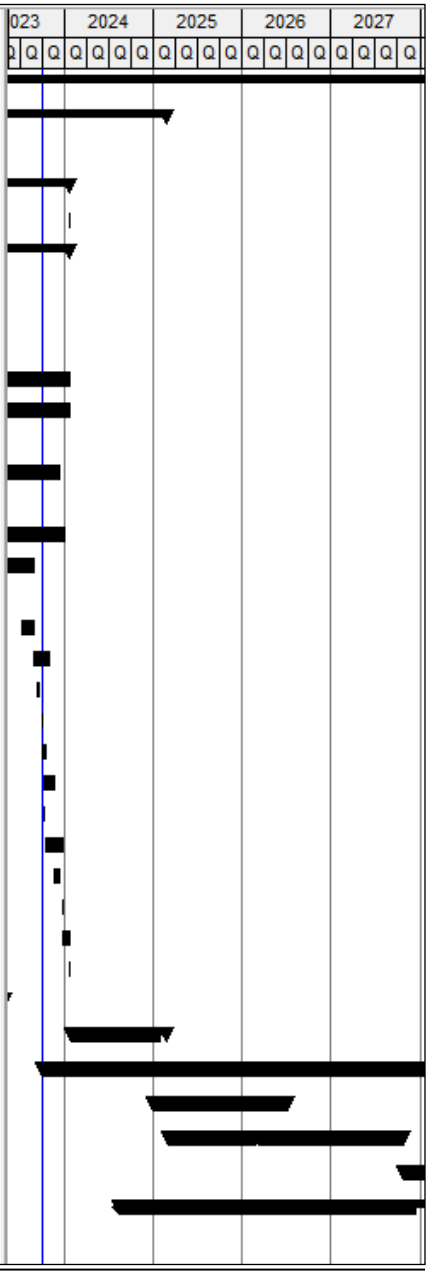
Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. In March 2022, Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. QRA and Value Engineering sessions were conducted this quarter. Currently working on finalizing the Conceptual Design and cost estimate, the SEPA checklist and methodology and community engagement.

Selection of delivery method is expected Q4 2023. Board selection of projects to be built is planned for Q2 2024.

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

Activity Name	Start	Finish
South Tacoma Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30
Preliminary Engineering	Feb-18-20 A	Feb-27-25
Phase 1 - Alternative Analysis	Feb-18-20 A	Mar-10-22 A
Phase II - Conceptual Engineering	Apr-04-22 A	Jan-25-24
Board Selects Project to be Build (Reaffirms Alternatives)	Jan-25-24	Jan-25-24
Conceptual Engineering	Apr-04-22 A	Jan-24-24
Contracts to Execute Change Orders (7 & 8) for DEA	Apr-04-22 A	Apr-04-22 A
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-18-22 A	Apr-18-22 A
DEA Prepares PMP & External Engagement Plan	Apr-18-22 A	Jun-10-22 A
Phase 2 Draft SEPA and CE	May-02-22 A	Jan-22-24
DEA Performs and Completes CE/ENV	May-02-22 A	Jan-24-24*
Phase II - NTP	May-02-22 A	May-02-22 A
External Engagement	May-23-22 A	Dec-12-23
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A
Finalize SEPA, Check List and Review	Sep-22-22 A	Jan-03-24
Prepare Cost Estimate	Dec-01-22 A	Aug-29-23 A
Risk Register	Apr-03-23 A	Apr-27-23 A
Consultant to prepare for QRA Session	Jul-12-23 A	Aug-29-23 A
QRA Session - Planned August 21, 2023	Aug-30-23 A	Oct-30-23 A
Value Engineering - Planned for September 2023	Sep-12-23 A	Sep-15-23 A
Submit, Review and Approve Cost Estimate	Oct-02-23	Oct-05-23
Finalize Schedule and Cost Estimates Per QRA Session Output	Oct-02-23	Oct-13-23
Cost Estimates Submitted for review - Preferred Alt.	Oct-06-23	Nov-21-23
Project Delivery Workshop - October 2023	Oct-12-23	Oct-12-23
All Documents Due before Phasegate #2 Meeting	Oct-16-23	Dec-22-23
Prepare for Gate 2: Select Delivery Method	Nov-22-23	Dec-08-23
Phasegate #2 Meeting - Confirm Delivery Method	Dec-26-23	Dec-26-23
Prepare for Board Meeting	Dec-27-23	Jan-22-24
Publish SEPA	Jan-23-24	Jan-23-24
City of Tacoma Permits	Mar-01-23 A	Apr-28-23 A
Phase III - Preliminary Engineering	Jan-26-24	Feb-27-25
Permits and Agreements	Oct-02-23	Oct-02-30
Right of Way	Dec-30-24	Jul-07-26
Final Design	Feb-28-25	Oct-27-27
Construction Procurement	Oct-28-27	Jun-06-28
Construction	Aug-12-24	Nov-08-29
Post Construction	Aug-15-29	Dec-31-30



Community Engagement

- We are planning for an online open house later this year to release updated designs for the public.
- We staffed an information table at the STAR Center Bash on August 25.

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Project Summary

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

Phase Complete Environmental / Enter Design & Construction

Budget $359.7 Million

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

Key Project Activities

Sumner:

- Received Conditional Use Permit approval from the Hearing Examiner.
- Demolition of existing building in preparation for start of construction.
- Submitted Site Development permit to City of Sumner.

Kent:

- Sound Transit Board approved execution of the design-build contract.
- Finalizing betterment agreement with King County Metro for a bus layover to be incorporated into the project.
- Continued coordination with City of Kent and King County Metro on non-motorized improvements.

Auburn:

- City of Auburn real property interests are in negotiations.
- Continued Temporary Construction Easements (TCEs) negotiations.



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Project Cost Summary

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

This period expenditures increased by $2.2M. The incurred cost increased from $47.3M to $49.5M. The majority of costs are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner Station design-build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	$29.1	$29.1	$10.7	$10.6	$29.1	$0.0
Preliminary Engineering	$8.4	$8.4	$8.2	$8.2	$8.4	$0.0
Final Design	$1.0	$1.0	$0.0	$0.0	$1.0	$0.0
Construction Services	$29.1	$29.1	$10.3	$5.0	$29.1	$0.0
3rd Party Agreements	$8.2	$8.2	$7.9	$6.4	$8.2	$0.0
Construction	$258.2	$258.2	$50.8	$8.4	$258.2	$0.0
ROW	$25.7	$25.7	$11.2	$10.9	$25.7	$0.0
Total	**$359.7**	**$359.7**	**$99.1**	**$49.5**	**$359.7**	**$0.0**

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
20 Stations	$135.3	$135.3	$39.3	$4.2	$135.3	$0.0
30 Support Facilities	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
40 Sitework & Special Conditions	$85.1	$85.1	$6.4	$0.6	$85.1	$0.0
50 Systems	$5.1	$5.1	$0.0	$0.0	$5.1	$0.0
Construction Subtotal (10 - 50)	**$225.5**	**$225.5**	**$45.8**	**$4.8**	**$225.5**	**$0.0**
60 ROW, Land	$24.5	$24.5	$11.2	$10.9	$24.5	$0.0
80 Professional Services	$92.5	$92.5	$42.1	$33.8	$92.5	$0.0
90 Unallocated Contingency	$17.2	$17.2	$0.0	$0.0	$17.2	$0.0
Total (10 - 90)	**$359.7**	**$359.7**	**$99.1**	**$49.5**	**$359.7**	**$0.0**

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

Contingency Management

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

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

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

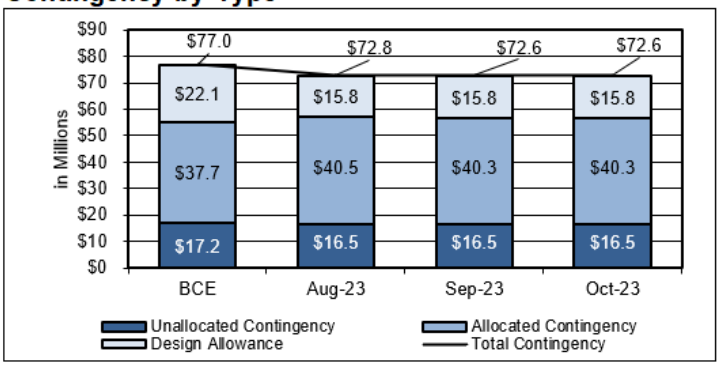
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

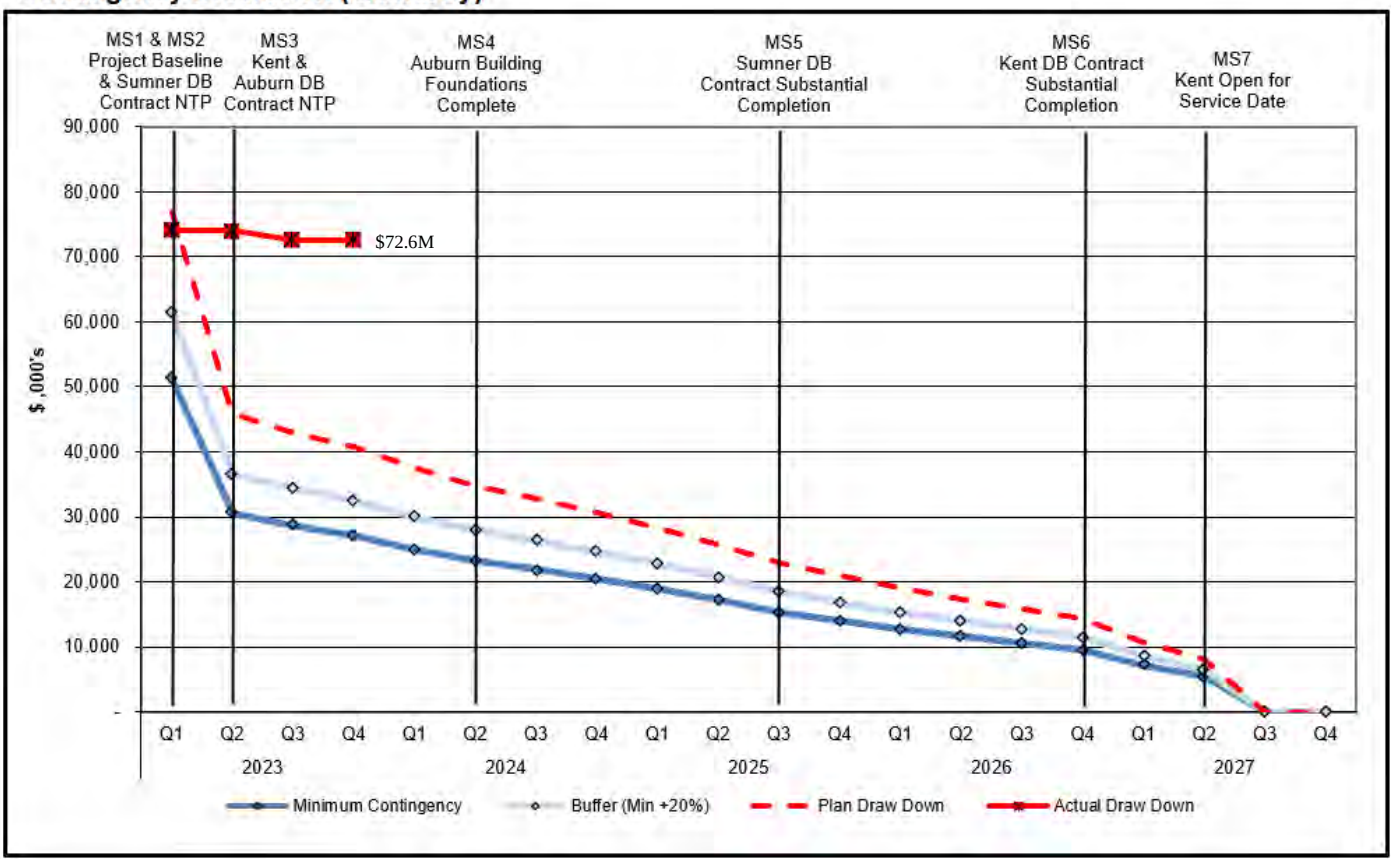
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	$22.1	6.1%	$15.8	5.1%
Allocated Contingency	$37.7	10.5%	$40.3	13.0%
Unallocated Contingency	$17.2	4.8%	$16.5	5.3%
Total:	**$77.0**	**21.4%**	**$72.6**	**23.4%**

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



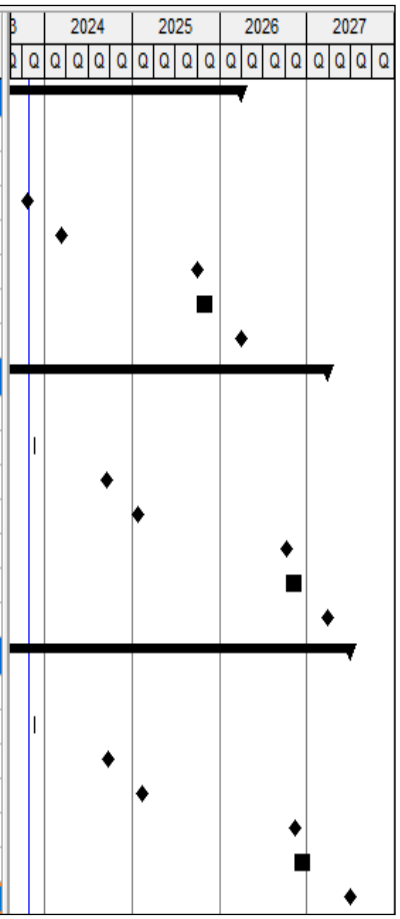
Project Schedule

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

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements for Auburn and Kent. Auburn proposals were received in March 2023. Notice of Intent to Award to Auburn Contractor was issued end of June 2023. Kent revised proposals were received and reviewed in July 2023. Sumner Design-Build Notice to Proceed was in February 2023. Sumner design-build firm is currently working towards 100% design of Foundation, Site Work, Structural and Architectural Packages and Permitting along with pre-construction submittals. Daycare Demo and Site Cleanups took place this month as well.

Auburn and Kent Notice to Proceed are expected in Q4 2023.

Activity Name	Start	Finish
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-26
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-25-23 A	
MS03B All Issue For Construction (IFC) Design Packages Complete		Mar-15-24*
MS01 Commissioning Complete - Substantially Complete (MS Review)		Oct-02-25*
Operational Readiness Period	Oct-03-25	Dec-01-25
Open for Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26*
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Mar-31-27
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Auburn - Pending City Council Meeting	Nov-22-23*	Nov-22-23
NTP Start Construction - Early Civil Work - Demo, Util Relocates - July 5 2024	Sep-19-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Jan-23-25
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Oct-06-26*
Operational Readiness Period	Oct-07-26	Dec-05-26
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		Mar-31-27
S300035 - Kent Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Jun-30-27
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A
MSO3 CS Issues DB NTP - Kent	Nov-22-23	Nov-22-23
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Sep-23-24	
MS03B All Issue For Construction (IFC) Design Packages Complete		Feb-13-25
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Nov-12-26
Operational Readiness Period - Kent	Nov-13-26	Jan-11-27
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27



Risk Management

The following are the top project wide risks:

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

Closely Monitored Issues

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

Community Engagement

- **Sumner:** On October 17 Sound Transit launched an online open house to share garage designs with the public and prepare passengers and the community for construction. The online open house has been viewed over 500 times. We held two in-person drop-in sessions – at Sumner Station on October 24 and at the Sumner Street of Treats on October 31. We also distributed a Construction Alert on the listserv on October 13 about building demolition.
- **Auburn:** Sound Transit staffed an information table at the Auburn Halloween Harvest Festival on October 28.
- **Kent:** Staff sent an email to the project listserv on October 26 about the Sound Transit Board action to authorize award of the garage design-build contract to Absher Construction. Sound Transit also staffed an information table at the Kent "Street of Treats" event on October 28.

Staffing Summary

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

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

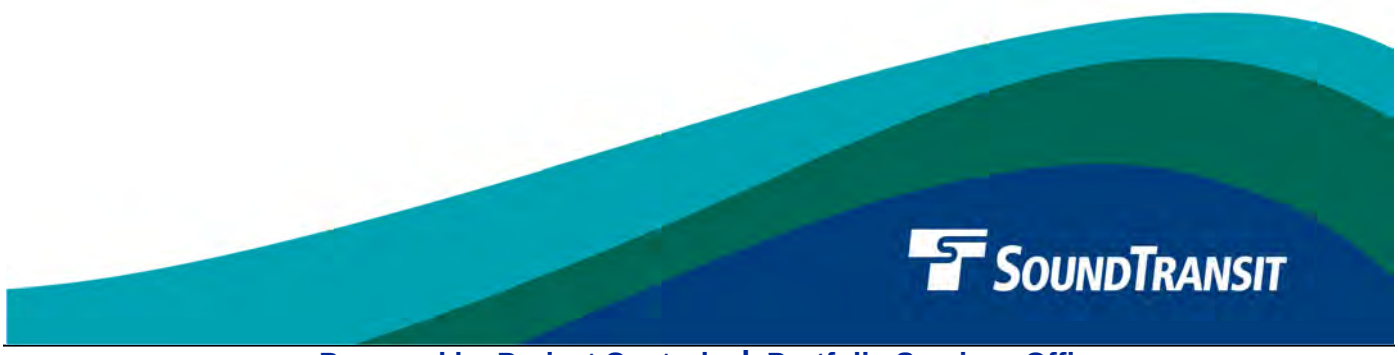
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.0	13.6	8.4
Consultants	16.9	12.1	4.8
TOTAL	38.9	25.7	13.2

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

Sound Transit Board Actions

Board Action	Description	Date
M2023-87	Authorizes the Chief Executive Officer to execute a contract modification with HNTB Corporation to exercise a contract option for design-build project management services during construction of the Kent Station Parking and Access Improvement portion of the Auburn, Kent, Puyallup and Sumner Stations Parking and Access Improvements Project Management contract in the amount of $11,157,000 for a total authorized contract amount not to exceed $35,810,552, contingent upon Board approval of Resolution No. R2023-32.	10/12/2023
M2023-88	Authorizes the Chief Executive Officer to execute a betterment agreement with King County Metro to reimburse Sound Transit for the cost of design and construction services for bus layover, zero emissions infrastructure, and other elements to be delivered as part of the Kent Station Parking and Access Improvements project for a total authorized agreement not to exceed $14,344,655.	10/26/2023
M2023-89	1) Authorizes the Chief Executive Officer to execute a design-build contract with Absher Construction Co. for the Kent Station Parking and Access Improvement Project in the amount of $62,500,000, with an 15 percent contingency of $9,375,000; totaling 71,875,000, 2) authorizes modification of that contract to exercise a contract option for betterment work related to bus layover facilities for King County Metro in the amount of $9,000,000, with a 38 percent contingency of $3,475,949, totaling $12,475,949, contingent upon approval of Motion No. M2023-88; and 3) authorizes an alternative concept allowance not to exceed $5,000,000 to fund potential cost of added value improvements for the Kent Station Parking and Access Improvements Project; all for a total authorized contract amount not to exceed $89,350,949.	10/26/2023
M2023-90	Authorizes the chief executive officer to execute an intergovernmental agreement with the City of Auburn pertaining to the acquisition of certain parking easement rights benefiting certain City-owned condominium units as part of the Auburn Station Parking and Access Improvements project.	10/26/2023
R2023-32	Amends the adopted 2023 Budget to transfer $2,900,000 from the project administration phase to the construction services phase for the Sumner, Kent, and Auburn Stations Parking and Access Improvements project, while maintaining the baseline budget of $359,650,000.	10/26/2023

Progress Report
Capital Program Support



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

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date	Status	Balance Remaining
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	616,446,915	Active	67,923,726
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,999,999	Active	-
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	976,082,799	07/29/2022	770,108,483	Active	205,974,316
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	790,000,000	06/21/2023	391,950,577	Active	398,049,423
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	2,588,444	Active	3,011,556
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active	5,400,000
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partner	2,000,000	12/31/2020	377,074	Active	1,622,926
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active	4,800,000
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access 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 CARSI/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	843,076	Active	578,424
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	3,668,478	09/15/2022	3,668,478	Active	-
REGIONAL EXPRESS	WA-2023-005	SRTC CN Earmark	3,000,000	03/09/2023	-	Active	3,000,000
REGIONAL EXPRESS	WA-2023-006	I-405 Bus Rapid Transit- Bus Procurement	8,437,097	03/22/2023	-	Active	8,437,097
LINK LIGHT RAIL	WA-2023-007	NE 130TH ST STATION	3,680,650	09/22/2023	-	Active	3,680,650
REGIONAL EXPRESS	WA-2023-008	SRTC CN, 405 Buses 5339	12,924,801	03/31/2023	-	Active	12,924,801
LINK LT RAIL & REGIONAL EXPRS	WA-2023-014-00	Next Gen ORCA and ORCA Lift	4,152,000	05/23/2023	256,077	Active	3,895,923
REGIONAL EXPRESS	WA-2023-016	522 BRT BEBs Procurement	6,272,690	06/01/2023	-	Active	6,272,690
LINK LIGHT RAIL	WA-2023-064	FWLE 2023 CIG Section 165 Funding	61,434,801	09/16/2023	-	Active	61,434,801
LINK LIGHT RAIL	WA-2023-065	Lynnwood Link Ext 2023 CIG Section 165	54,099,098	06/16/2023	-	Active	54,099,098
REGIONAL EXPRESS	WA-2023-067	522 BRT Chargers Wkfc Dev	9,264,000	09/19/2023	-	Active	9,264,000
		TOTAL FEDERAL TRANSIT AUTHORITY	**2,720,364,019**		**1,861,239,123**		**859,124,896**
OTHER FEDERAL							
SOUNDER COMMUTER RAIL	69A36523420120CRSWA	PC RAIL CAP/RAIL RELIABILITY IMPROV	10,000,000	04/01/2023	-	Active	10,000,000
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	1,315,813	Active	-
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	642,738	Active	-
REGIONAL FUND	EMW-2022-RA-00008	DSTT, CEDO	2,963,635	09/06/2022	-	Active	2,963,635
		TOTAL OTHER FEDERAL	**14,922,186**		**1,958,551**		**12,963,635**
STATE							
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	176,056	06/03/2019	-	Active	176,056
Bus RAPID Transit	8275-2023-1	Stride BRT NM&TSP 23-25 RMGP	4,818,281	07/01/2023	-	Active	4,818,281
		TOTAL STATE	**4,994,337**		**-**		**4,994,337**
		TOTAL ALL GRANTS	**2,740,280,542**		**1,863,197,674**		**877,082,868**

Above table as of Q3 2023. This section is updated every quarter.

Sustainability

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

In 2023, Sound Transit continues to conduct a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

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

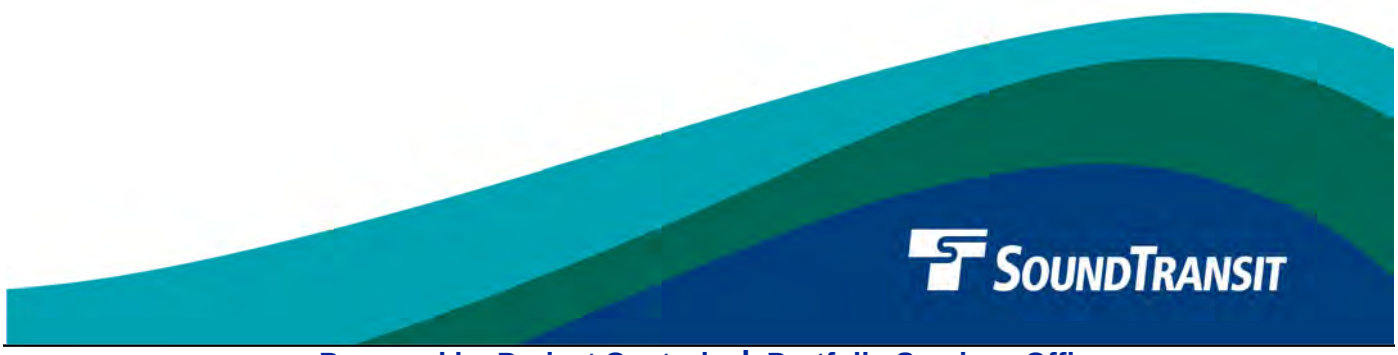
Key Q3 2023 Accomplishments and Activities

- Presented the Sustainability Progress Report to the Board of Directors.
- Launched the Zero Emissions Bus (ZEB) Working Group, a cross-departmental effort to coordinate decision making around ZEB efforts.
- Began establishing the program strategy for the Efficiency and Sustainability Program.
- Received Q1 remittance from the Washington State Clean Fuel Standard.

Key Upcoming Activities for Q4 2023

- Launch the ZEB Implementation Plan scope of work.
- Conduct the ESMS External Audit to maintain certification to the ISO 14001 standard.
- Begin drafting 2024 Environmental and Sustainability targets.
- Present to the Board of Directors on progress towards the Sustainability Plan.

Progress Report
Acronyms



AA	Alternative Analysis
AHU	Air Handling Units
AHJ	Authority Having Jurisdiction
ALTA	American Land Title Association
BCE	Baseline Cost Estimate
BCWS	Budgeted Cost of Work
BIM	Building Information Modeling
BNSF	Burlington Northern Santa Fe Railway
BOS	Bus on Shoulder
BRT	Bus Rapid Transit
CCB	Change Control Board
CCTV	Close Circuit Television
CDF	Controlled Density Fill
CHS	Capitol Hill Station
CM	Construction Management
CMU	Concrete Masonry Unit
CO	Change Order
CPI	Cost Performance Index
CPM	Critical Path Method
DAHP	Department of Archaeology & History Preservation
DART	Days Away, Restricted or Modified
DB	Design-Build
DBPM	Design-Build Project Management
DCE	Document Categorical Exclusion
DECM	Design, Engineering and Construction Management
DEIS	Draft Environmental Impact Statement
DP	Design Package
DPD	Seattle Department of Planning and Development
DSC	Differing Site Conditions
DSDC	Design Support During Construction
DSTT	Downtown Seattle Transit Tunnel
EFC	Estimated Final Cost
EMI	Electro Magnetic Interference
ERC	East Rail Corridor
FD	Final Design
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FTA	Federal Transit Administration
FTE	Full Time Employee
GC/CM	General Contractor /Construction Management
GEC	General Engineering Contract
HVAC	Heating, Ventilation and Air Conditioning
ICD	Integration Control Document
IDS	International District Station
IFB	Issue for Bids
IFC	Issue for Construction, also Industry Foundation Classes
IRT	Independent Review Team
IWP	Industrial Waste Permit
JA	Jacobs Associates
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
LNTP	Limited Notice to Proceed
LRRP	Light Rail Review Panel
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTK	LTK Engineering Services
MACC	Maximum Allowable Construction Cost
MBT	Mount Baker Tunnel
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MI	Mercer Island
MLK	Martin Luther King, Jr. Way
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MPPCV	Major Public Project Construction Variance
MRB	Material Review Board
MUP	Master Use Permit

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