

# Agency Progress Report Capital Programs



Girder Tie-in from the Angle Lake Station to the Federal Way Link Extension

September | 2022



### **Editor's Note**

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

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

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

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

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# Agency Progress Report

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**Julie Timm**

# Sound Transit Current Service



## Sound Transit future service



### **Cedar Crossing Event Expands Equitable TOD**

On September 14, as part of our Equitable Transit Oriented Development program, which, in collaboration with the Federal Transit Administration, creates opportunities to develop affordable housing by selling our surplus property at discounted rates. We celebrated the opening of Cedar Crossing, the new affordable housing development built by Bellwether Housing and Mercy Housing Northwest near the Roosevelt Station in Seattle.

In keeping with the local vision of our community partners at the Roosevelt Neighborhood Association, the project provides over 250 units of affordable housing for individuals and families between 30-60% AMI & onsite bilingual childcare provided by El Centro de la Raza.

The project was made possible with funding from the City of Seattle's Office of Housing, King County and the Washington State Seattle Housing Authority.

### **Free Youth Fares and Expanding ORCA Lift**

On September 1st, Sound Transit began offering free rides for youth and lower ORCA LIFT fares.

In addition to the 77,000 existing Youth ORCA Cards that became a Free Youth Transit Pass on September 1st, we helped distribute an additional 24,000 cards since the launch for a total of 100,000 free youth passes.

Sound Transit and our partners have also done more outreach to help increase the number of people registered for ORCA LIFT and the Annual Subsidized Pass, including staffing booths at the Washington State Fair in Puyallup, the "Fair on 44th" in Lynnwood and the Columbia City Farmers Market in Seattle.

In total, there are 38 locations around the region where people can enroll in the ORCA LIFT program, in addition to the online and phone options. To date, there are approximately 45,000 active ORCA LIFT cardholders, including 12,500 Annual Subsidized Pass holders.

### **Sound Transit Kicks Off Rail Safety Week**

During the week of September 19, in conjunction with the national Rail Safety Week campaign to educate and empower the public about train and train track safety, we joined the collaborative effort among Operation Lifesaver, Inc., state Operation Lifesaver programs, and rail safety partners across the U.S., Canada and Mexico, to promote safety awareness for our riders.

The goal of Sound Transit's participation is to highlight and promote the agency's five core safety messages and align these messages with the overall theme of #STOPTrackTragedies. These five core messages are:

- Look both ways.
- Headphones off, screens down.
- Take crosswalks, not shortcuts.
- Stay behind the yellow line.
- Bike smart, ride safe.

During each day of Rail Safety Week, we promoted these messages on the agency's social media channels. Sound Transit staff was also out speaking with customers and re-enforcing these track and train safety messages.

Train safety is an important issue in the U.S. Every three hours in the U.S. a person or vehicle is hit by a train. More than 2,100 people are injured or killed annually in crossing and trespassing incidents in North America. More than 50% of collisions occur at crossings equipped with lights and/or gates.

## 2022 Service Changes

In the fall of 2021, the Sound Transit Board of Directors approved service increases through the agency's 2022 Service Plan, but changing effects of the pandemic and broad employment trends have since resulted in nationwide transit operator shortages, requiring long-term trip cancellations and reductions on some ST Express routes. Sound Transit continues to monitor the situation and work with our operating partners to understand the scope and duration of these shortages.

The service changes took effect on September 17. The changes include additional reductions as well as extending reductions that were implemented at the end of 2021 on certain ST Express routes due to operator shortages. The reductions affected frequency of service on weekdays.

The September service change will include two new trips on the Sounder S Line, reinstating the Sounder's S-Line late-morning northbound trip (departing at 10:06 a.m. from Lakewood) and adding another morning southbound trip (departing at 7:55 a.m. from Seattle).

There are no changes to N Line service.

There were also several changes on many of our ST Express routes, catalogued [here](#).

There were no changes to Link service, the I Line and T Line (Tacoma Link).

## New CEO Julie Timm Takes Helm

Sound Transit's new CEO Julie Timm, confirmed by the Board at its June, 2022 meeting after a national search, officially took the helm of the agency on September 26, 2022.

Timm previously served as CEO of Greater Richmond Transit Company in Richmond, Virginia; Chief Development Officer for WeGo Public Transit in Nashville, Tennessee; and Transit Development Officer and Title VI and Environmental Justice Compliance Officer for Hampton Roads Transit in Norfolk, Virginia.

Earlier in her career she held senior roles at firms with planning, design, and construction for major transit, highway and other projects, and as a contract employee managing projects and programs for the United States Air Force Air Combat Command Headquarters in Virginia.

Timm earned a Master of Business Administration from Vanderbilt University, as well as bachelor's and master's degrees in biology from Old Dominion University.

# Progress Report

## Link Light Rail Program



Link Light Rail leaving Mount Baker Station

September | 2022



Prepared by Project Controls | Portfolio Services Office

# Link Light Rail Program Overview



# Link Light Rail Program Overview

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

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

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

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

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

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

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

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

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

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

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

# Link Light Rail Program Overview



## Program Budget

Project figures for active projects are represented in millions below.

| Project                                  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Downtown Redmond Link Extension          | \$1,530.0                     | \$1,011.0          | \$654.3          | \$1,530.0                  | \$0.0                         |
| East Link Extension                      | \$3,677.2                     | \$3,284.5          | \$3,189.2        | \$3,677.2                  | \$0.0                         |
| Everett Link Extension                   | \$187.9                       | \$23.6             | \$18.0           | \$187.9                    | \$0.0                         |
| Federal Way Link Extension               | \$2,451.5                     | \$1,871.1          | \$1,256.8        | \$2,451.5                  | \$0.0                         |
| Hilltop Tacoma Link Extension            | \$282.7                       | \$259.5            | \$248.2          | \$282.7                    | \$0.0                         |
| Light Rail Vehicle (LRV) Fleet Expansion | \$740.7                       | \$687.1            | \$459.0          | \$740.7                    | \$0.0                         |
| Lynnwood Link Extension                  | \$2,771.6                     | \$2,487.6          | \$1,974.6        | \$2,771.6                  | \$0.0                         |
| NE 130th Street Infill Station           | \$240.2                       | \$54.5             | \$26.5           | \$240.2                    | \$0.0                         |
| North Corridor Maintenance of Way        | \$24.6                        | \$1.4              | \$1.2            | \$24.6                     | \$0.0                         |
| Tacoma Dome Link Extension               | \$126.4                       | \$104.1            | \$62.1           | \$126.4                    | \$0.0                         |
| West Seattle and Ballard Link Extensions | \$286.7                       | \$206.2            | \$130.0          | \$286.7                    | \$0.0                         |
| <b>Total</b>                             | <b>\$12,319.6</b>             | <b>\$9,990.6</b>   | <b>\$8,019.9</b> | <b>\$12,319.6</b>          | <b>\$0.0</b>                  |

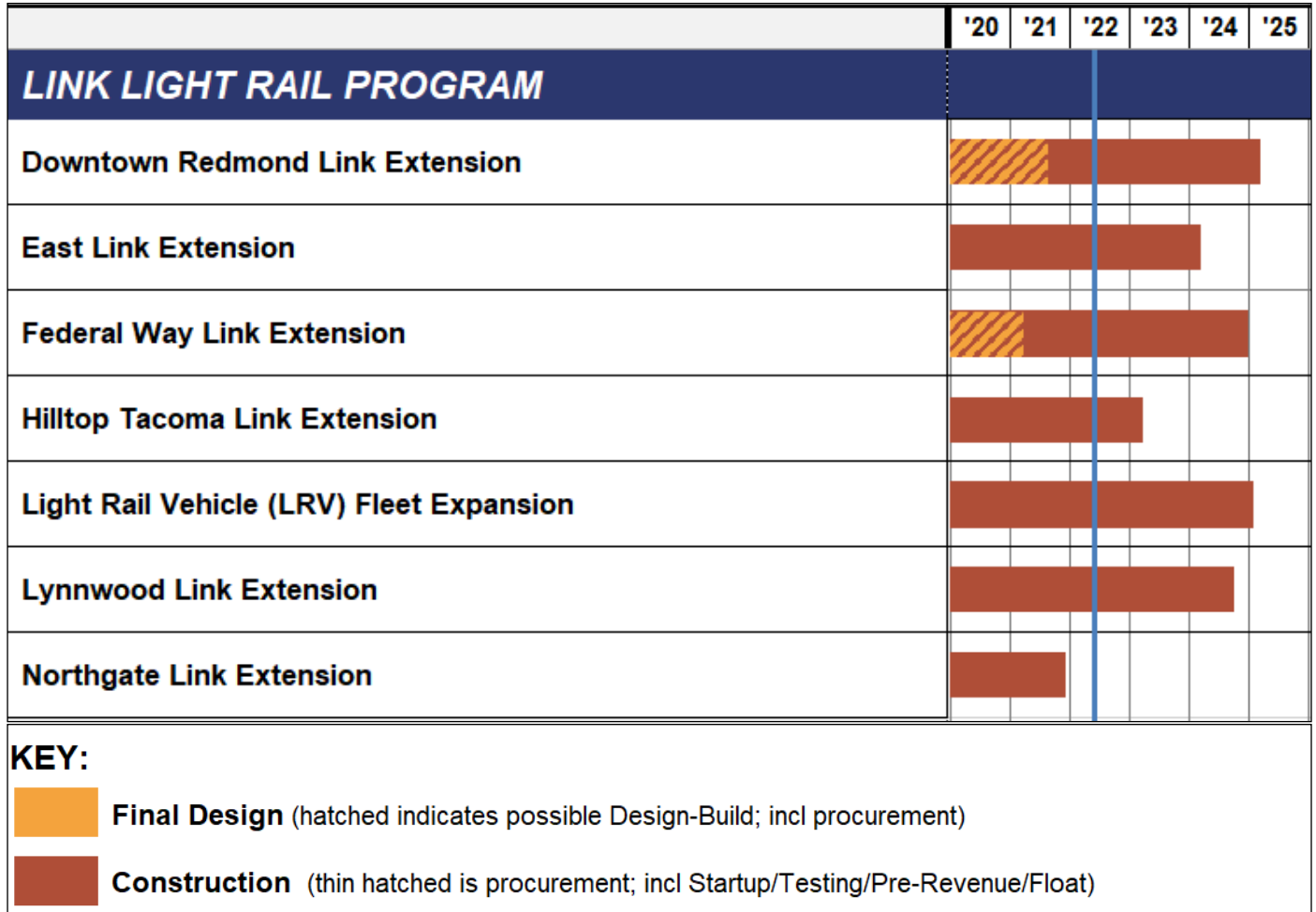
Tables across this report may have totals that do not equal line item sums due to decimal rounding.

# Link Light Rail Program Overview



## Program Schedule of Baseline Projects

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



# Link Light Rail Downtown Redmond Link Extension

## Project Summary

### Scope

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

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

**Stations** Two Stations: Marymoor Village and Downtown Redmond

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

**Phase** Construction

**Budget** \$1.53 Billion (Baselined October 2018)

**Schedule** Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

## Key Project Activities

- Opened NE 40th Street and NE 60th Street to traffic.
- Working with contractor to find efficiency in the submittal and Notice of Design Change/Final Design Consultant process.
- Working with King County on the proposed site for the mitigation project conditioned by the project Corps permit.
- Continued review of Certifiable Items List documentation of SSIMS.
- Reviewing conceptual PSE plan to connect a dedicated PSE fiber optic line to monitor and manage Light Rail Transit sub-stations.
- Test witness of the Vital Logic Simulation with the MRS sub-contractor in Jacksonville, FL.
- Working with King County Metro on changes requested at Marymoor Village and Downtown Redmond Stations related to their communications.
- Held quarterly Dispute Review Board meeting update and site tour. Held quarterly partnering meeting.

## Closely Monitored Issues

- PSE Permanent Power supply: Design and construction of new services and dedicated, fiber optic network to monitor and manage power supply.
- Design-Builder: The Design-Builder is reporting concern on future crew availability and supply chain impacts. DRLE team continues to look for opportunities to mitigate potential impacts.
- Labor and Industries support for system building design review. L&I has staffing shortages that may impact the duration of their review and inspection.
- Develop Rail Activation schedule in coordination with R200 schedule.
- Working with City of Redmond regarding tree mitigation.

# Link Light Rail Downtown Redmond Link Extension



## Project Cost Summary

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

In this period, DRLE incurred approximately \$21.3M of expenditure. Most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date rose from \$633M to \$654.3M.

### Cost Summary by Phase

| Project Phase           | Baseline Budget  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$77.0           | \$77.0                        | \$22.5             | \$22.2           | \$77.0                     | \$0.0                         |
| Preliminary Engineering | \$23.0           | \$23.0                        | \$19.6             | \$19.4           | \$23.0                     | \$0.0                         |
| Final Design            | \$4.5            | \$4.5                         | \$1.4              | \$1.1            | \$4.5                      | \$0.0                         |
| Construction Services   | \$58.0           | \$63.6                        | \$49.5             | \$28.3           | \$63.6                     | \$0.0                         |
| Third Party Agreements  | \$17.0           | \$17.0                        | \$10.7             | \$7.3            | \$17.0                     | \$0.0                         |
| Construction            | \$1,151.5        | \$1,145.9                     | \$798.6            | \$469.0          | \$1,145.9                  | \$0.0                         |
| ROW                     | \$199.0          | \$199.0                       | \$108.6            | \$107.0          | \$199.0                    | \$0.0                         |
| <b>Total</b>            | <b>\$1,530.0</b> | <b>\$1,530.0</b>              | <b>\$1,011.0</b>   | <b>\$654.3</b>   | <b>\$1,530.0</b>           | <b>\$0.0</b>                  |

### Cost Summary by SCC

| SCC Element                            | Baseline Budget  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track                    | \$332.4          | \$332.4                       | \$247.9            | \$147.3          | \$463.3                    | \$130.9                       |
| 20 Stations                            | \$261.9          | \$261.9                       | \$196.9            | \$102.7          | \$196.9                    | (\$65.0)                      |
| 30 Support Facilities                  | \$0.0            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 40 Sitework & Special Conditions       | \$287.1          | \$288.1                       | \$206.7            | \$107.3          | \$239.8                    | (\$48.3)                      |
| 50 Systems                             | \$108.6          | \$103.2                       | \$70.6             | \$37.0           | \$81.8                     | (\$21.4)                      |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$990.0</b>   | <b>\$985.6</b>                | <b>\$722.1</b>     | <b>\$394.3</b>   | <b>\$981.9</b>             | <b>(\$3.8)</b>                |
| 60 Row, Land                           | \$168.5          | \$168.5                       | \$108.6            | \$107.2          | \$168.5                    | \$0.0                         |
| 70 Vehicles (Non-Revenue)              | \$4.1            | \$4.1                         | \$0.6              | \$0.3            | \$4.1                      | \$0.0                         |
| 80 Professional Services               | \$289.3          | \$293.6                       | \$179.7            | \$152.5          | \$297.4                    | \$3.8                         |
| 90 Unallocated Contingency             | \$78.2           | \$78.2                        | \$0.0              | \$0.0            | \$78.2                     | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$1,530.0</b> | <b>\$1,530.0</b>              | <b>\$1,011.0</b>   | <b>\$654.3</b>   | <b>\$1,530.0</b>           | <b>\$0.0</b>                  |

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

# Link Light Rail Downtown Redmond Link Extension

## Risk Management

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

- **Externalities:** COVID-19 (supply chain interruptions, inefficiencies, labor availability); Inflationary pressure on construction supplies and materials.
- **Organizational Capacity:** Opening three other major light rail extensions in 2024, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified construction labor.
- **Late Design Changes During Construction:** Utilities; threat and vulnerability demands; preliminary hazard designs; owner changes.
- **Permitting and 3<sup>rd</sup> Party Requirements:** Construction adjacent to SR-520; flood-prone areas by Sammamish River and Bear Creek; archaeological discovery; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities for utility relocations and power service.
- **Unanticipated and Differing Site Conditions:** Geotechnical conditions could increase cost and delay schedule.



*Artist Rendering of Marymoor Station (above) and Bird's-eye View Current Progress (below)*

# Link Light Rail Downtown Redmond Link Extension

## Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency balance stands at \$233.6M. The current contingency balance is consistent with the project's planned contingency drawdown.

**Design Allowance (DA)** was established to account for unquantified scope at the time of the cost estimate. DA remains at \$4.2M. DA is expected to be fully drawn down at the end of the project.

**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC decreased to executed changes on construction Contract. The AC balance is at \$151.1M.

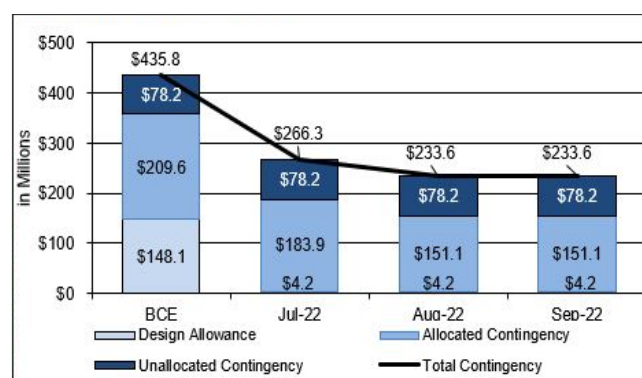
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$78.2M.

### Contingency Status

| Contingency Type        | Baseline       |                   | Current Status   |                     |
|-------------------------|----------------|-------------------|------------------|---------------------|
|                         | Amount         | % of Total Budget | Amount Remaining | % of Work Remaining |
| Design Allowance        | \$148.1        | 9.7%              | \$4.2            | 0.5%                |
| Allocated Contingency   | \$209.6        | 13.7%             | \$151.1          | 17.3%               |
| Unallocated Contingency | \$78.2         | 5.1%              | \$78.2           | 8.9%                |
| <b>Total</b>            | <b>\$435.8</b> | <b>28.5%</b>      | <b>\$233.6</b>   | <b>26.7%</b>        |

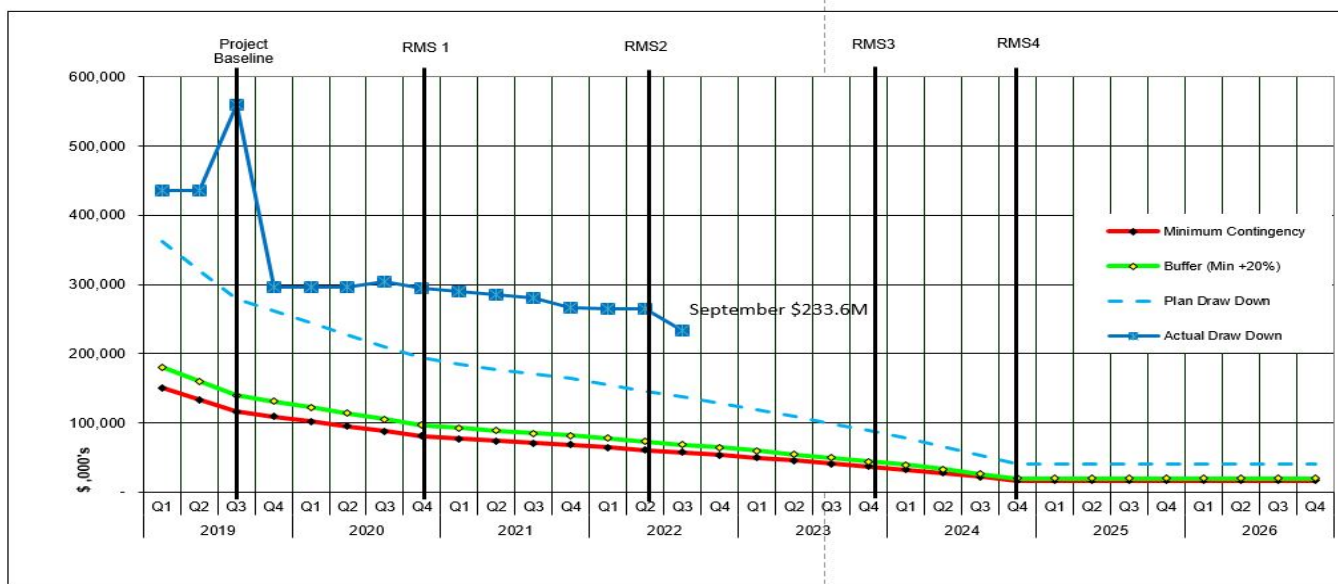
Table figures are shown in millions.

### Contingency by Type



## Contingency Drawdown

DRLE project's total contingency drawdown trends better than planned and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. September's contingency has not changed from August.



Contingency Drawdown as of September 30, 2022

# Link Light Rail Downtown Redmond Link Extension



## Project Schedule

Weighted percent complete of the major construction contracts is calculated at 57.8%.

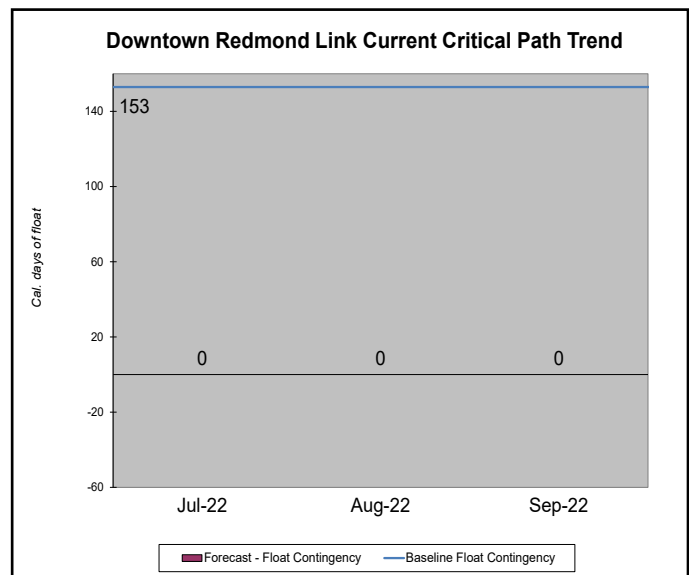
The September update is presented below. The contractor continued placing concrete throughout the alignment, working on soil nail walls, MSE panels, and the box structure for the 60th cut & cover tunnel, decks and curbs for elevated guideway, decks and shear walls at the Marymoor Village Garage, off-ramp construction for the new SR-520 interchange, and underground work at Downtown Redmond Station.

| Activity Name   | Start      | Finish     | 2023 |    |    |    | 2024 |    |    |    |    |  |  |  |  |
|---|------------|------------|------|----|----|----|------|----|----|----|----|--|--|--|--|
|   |            |            | Q4   | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 | Q3 | Q4 |  |  |  |  |
| Downtown Redmond Link Extension - Construction                                  | 09-Sep-19A | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| R200 - Downtown Redmond Link Extension - Design-Build Contract                  | 09-Sep-19A | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| CONTRACT MILESTONES & INCENTIVES  | 09-Sep-19A | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| NTP (9/9/19)  | 09-Sep-19A |            |      |    |    |    |      |    |    |    |    |  |  |  |  |
| MS-1 Project Ready for Pre-Revenue Operations (5/21/24) PLUS 5 MONTHS           |            | 01-Oct-24* |      |    |    |    |      |    |    |    |    |  |  |  |  |
| MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24) PLUS 5 MONTHS |            | 31-Dec-24* |      |    |    |    |      |    |    |    |    |  |  |  |  |
| OWNER FLOAT & PRE-REVENUE OPERATIONS  | 20-Jul-24  | 30-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| UNUSUALLY SEVERE WEATHER  | 27-Dec-21A | 19-Jul-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| GENERAL CONDITIONS  | 09-Sep-19A | 31-Jul-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| RIGHT OF WAY and EARLY WORK/EXPLORATORY   | 09-Sep-19A | 12-Jul-22A |      |    |    |    |      |    |    |    |    |  |  |  |  |
| PRE-CONSTRUCTION  | 09-Sep-19A | 02-Sep-21A |      |    |    |    |      |    |    |    |    |  |  |  |  |
| ALL CONSTRUCTION ACTIVITIES   | 01-Jul-20A | 05-Nov-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| OFF GUIDEWAY ROADWORK and RESTORATION   | 01-Sep-20A | 05-Nov-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| GUIDEWAY - ESTABLISH CORRIDOR   | 01-Jul-20A | 06-Mar-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| LINEAR GUIDEWAY WORK  | 07-Jan-22A | 19-Apr-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| OCC   | 28-Sep-23  | 28-Sep-23  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| PUNCHLIST   | 21-Feb-24  | 28-Apr-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| TESTING INTEGRATION / REVENUE SERVICES  | 16-Dec-22  | 18-Jul-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| CLOSEOUT  | 01-Oct-22  | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| COMMISSIONING   | 03-Oct-22  | 05-Sep-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| SAFETY & SECURITY CERTIFICATION   | 03-Jul-20A | 30-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Downtown Redmond Link Extension - Rail Activation/Closeout                      | 22-Jun-22A | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Systems Integration & Testing   | 22-Jun-22A | 01-Oct-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Safety and Security Certification   | 22-Sep-23  | 30-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Pre-Revenue Service   | 02-Oct-24  | 30-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Pre-Revenue Operations  | 02-Oct-24  | 30-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Revenue Service/Project Float   | 31-Dec-24  | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Downtown Redmond Link Revenue Service (Baseline 31-Dec-24)                      |            | 31-Dec-24* |      |    |    |    |      |    |    |    |    |  |  |  |  |
| Downtown Redmond Link Project Float (Baseline 153 Days)                         | 31-Dec-24  | 31-Dec-24  |      |    |    |    |      |    |    |    |    |  |  |  |  |

## Project Float

DRLE was baselined with 153 days of project float. After negotiating a settlement with the contractor to resolve impacts from the recent concrete strike and mitigate schedule impacts where possible, the project is forecasting to finish by the baselined finish date of December 31, 2024. While the project float value is at 0 days, there is an additional 104 days of float within the R200 contract.

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



# Link Light Rail Downtown Redmond Link Extension



## Critical Path Analysis

The critical path for R200 runs concurrently through Marymoor Village Parking Garage and Downtown Redmond Station civil and systems construction; then into testing and closeout.

| Activity Name   | Start       | Finish     | 2023 |    |    |    |    | 2024 |    |    |    |
|---|-------------|------------|------|----|----|----|----|------|----|----|----|
|   |             |            | Q4   | Q1 | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 |
| <b>Downtown Redmond Link Extension - D-B Contract</b>                 | 19-Sep-22 A | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>R200 - Downtown Redmond Link Extension - Design-Build Contract</b> | 19-Sep-22 A | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>CONTRACT MILESTONES &amp; INCENTIVES</b>                           | 19-Jul-24   | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>ALL CONSTRUCTION ACTIVITIES</b>                                    | 19-Sep-22 A | 19-Apr-24  |      |    |    |    |    |      |    |    |    |
| <b>GUIDEWAY - ESTABLISH CORRIDOR</b>                                  | 19-Sep-22 A | 27-Nov-23  |      |    |    |    |    |      |    |    |    |
| <b>SEG 4 - SE Redmond Parking Garage (MITIGATED)</b>                  | 30-Sep-22 A | 02-Aug-23  |      |    |    |    |    |      |    |    |    |
| <b>Downtown Redmond Station Construction (HP)</b>                     | 19-Sep-22 A | 27-Nov-23  |      |    |    |    |    |      |    |    |    |
| <b>LINEAR GUIDEWAY WORK</b>   | 03-Aug-23   | 19-Apr-24  |      |    |    |    |    |      |    |    |    |
| <b>MEC</b>  | 03-Aug-23   | 19-Apr-24  |      |    |    |    |    |      |    |    |    |
| <b>TESTING INTEGRATION / REVENUE SERVICES</b>                         | 22-Apr-24   | 18-Jul-24  |      |    |    |    |    |      |    |    |    |
| <b>CLOSEOUT</b>   | 31-Dec-24   | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>SAFETY &amp; SECURITY CERTIFICATION</b>                            | 30-Dec-24   | 30-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>Downtown Redmond Link Extension - Rail Activation</b>              | 02-Oct-24   | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>Downtown Redmond Link Extension - Rail Activation/Closeout</b>     | 02-Oct-24   | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>Pre-Revenue Service</b>  | 02-Oct-24   | 30-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>Pre-Revenue Operations</b>   | 02-Oct-24   | 30-Dec-24  |      |    |    |    |    |      |    |    |    |
| <b>Revenue Service/Project Float</b>                                  | 31-Dec-24   | 31-Dec-24  |      |    |    |    |    |      |    |    |    |
| Downtown Redmond Link Revenue Service (Baseline 31-Dec-24)            |             | 31-Dec-24* |      |    |    |    |    |      |    |    |    |
| Downtown Redmond Link Project Float (Baseline 153 Days)               | 31-Dec-24   | 31-Dec-24  |      |    |    |    |    |      |    |    |    |

## Right-of-Way

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

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

| Downtown Redmond Link Extension Property Acquisition Status*   |                 |                     |                   |                      |                               |
|--|-----------------|---------------------|-------------------|----------------------|-------------------------------|
| ACQUISITION  |                 |                     |                   | RELOCATION           |                               |
| Total Acquisitions*  | Board Approved* | Offers Made to date | Closings to date* | Relocations Required | Relocations Completed to date |
| 84   | 94              | 93                  | 73                | 1579                 | 1574                          |
| <p>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</p> <p>Total Acquisitions: Defined as parcels recognizing only land, not owners</p> <p>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</p> <p>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</p> <p>Relocations: Based on number of affected individuals, in the case of DRLE this includes relocation of storage units by impacted individuals.</p> |                 |                     |                   |                      |                               |

# Link Light Rail Downtown Redmond Link Extension



## Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the increasing construction activities.
- Ongoing conversations with 10 homeowners north of SE 51st Street regarding no cost easement along future sound wall.
- Ongoing communication with resident south of NE 60th Street along SR520 who is concerned about the height of the future sound wall.
- Communicated reopening of 60th Street and westbound Redmond Way to SR520 onramp.
- Ongoing communications with City of Redmond and Lake Washington School District.
- Ongoing coordination with WSDOT, Microsoft, and the City of Redmond to communicate reopening's of 40th, 60th, and SR 202 to WB SR 520 onramp.
- Sponsored and attended Move Redmond Open Streets Festival.

## Staffing Summary

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

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

| Resource Type   | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---|--------------------------------|-----------------------------------|----------|
| ST Staff  | 29.4                           | 24.8                              | 4.6      |
| Consultants   | 31.6                           | 24.8                              | 6.8      |
| TOTAL   | 61.0                           | 49.6                              | 11.4     |
| * An FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160. |                                |                                   |          |

## Sound Transit Board Actions

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

# Link Light Rail Downtown Redmond Link Extension



## Construction Safety

| Data/ Measure                           | September 2022 | Year to Date | Project to Date |
|---|----------------|--------------|-----------------|
| Recordable Injury/Illness Cases         | 2              | 10           | 18              |
| Days Away From Work Cases               | 0              | 1            | 1               |
| Total Days Away From Work               | 0              | 1            | 1               |
| First Aid Cases                         | 15             | 49           | 66              |
| Reported Near Mishaps                   | 2              | 8            | 18              |
| Average Number of Employees on Worksite | 620            | -            | -               |
| <b>Total # of Hours (GC &amp; Subs)</b> | 80,209         | 525,896      | 922,967         |
| OSHA Incident Rates                     | Month          | Year to Date | Project to Date |
| Recordable Injury Rate                  | 4.99           | 3.80         | 3.90            |
| LTI Rate                                | 0.00           | 0.38         | 0.22            |
| <b>Recordable National Average</b>      | 2.50           |              |                 |
| <b>LTI National Average</b>             | 1.10           |              |                 |
| <b>Recordable WA State Average</b>      | 5.20           |              |                 |
| <b>LTI WA State Average</b>             | 2.90           |              |                 |

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

# Link Light Rail Downtown Redmond Link Extension



## Contract R200 - DRLE Design Build

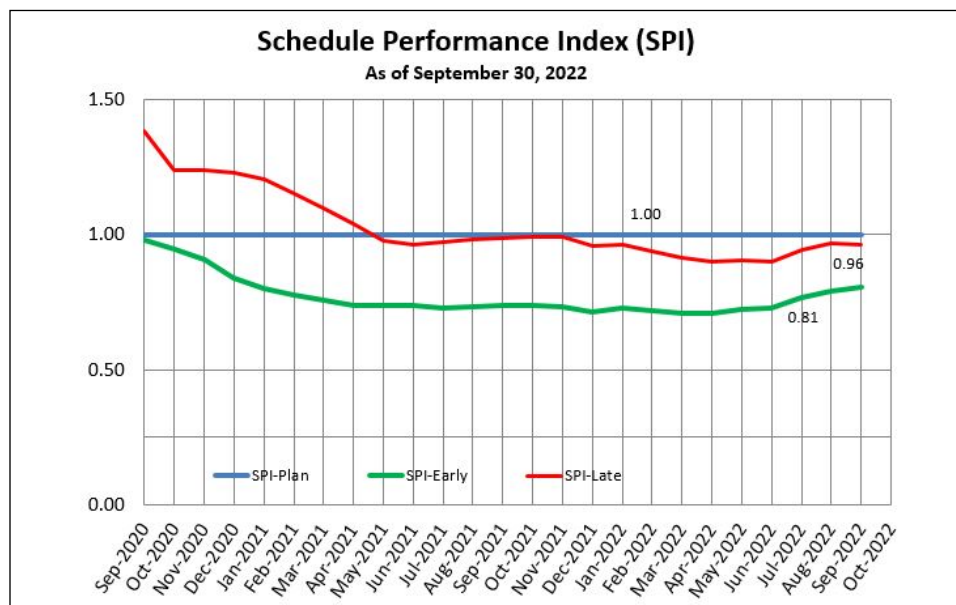
### Current Progress

#### Construction:

- Cut and Cover Construction: Continued form, rebar, concrete placement for wall under the bridge, and continue concrete placement for OCS Poles at 40th street C&C. Completed utility work of signal poles, conduit and manhole and continue restoration of the sidewalk curb, started sub ballast placement at 51st Street C&C. Continued utility work on north side, continued installation of deck falsework/overhangs at 60th C&C.
- Sammamish River to Marymoor Station: Continued construction of ballast wall, storm drain installation. Commenced Park restoration, adjacent to train way and continuing east along alignment.
- Marymoor village Station and Garage: Continued Installation of manholes and tying in TPSS duct bank to manholes, duct bank work, grounding installation at platform slab level and backfill for track slab. Completed steel post installation and HDPE drain pipe to drain TPSS basement installation.
- SR-520/SR-202 Interchange: Continued with moment slab and barrier Wall 1 construction on off-ramp, formwork installation at grade CIP Single Slope Barrier.
- Bear Creek to Downtown Redmond: Completed restoration work near bear creek area, formwork, rebar installation and concrete pour at Approach Slab Pier 1. Grading Trail Pedestrian Bridge to on-ramp approach and install underdrain and backfill. Continued concrete placement, installing cathodic protection and grounding deck slabs. Commenced domestic waterline installation, concrete placement at end diaphragms and installation of emergency guard rail.

### Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.81 for this period, and the late SPI is at 0.96. The contractor's production rate started to show recovery sign from the impact of Teamster Local 174 Strike and labor availability and supply chain impacts, yet the performance lagging behind baseline due to delay in road way restoration throughout the project and delay in utility work at 70th street and interchange SR202 also contractor missed some of planned concrete pours in this period.



# Link Light Rail Downtown Redmond Link Extension

## Next Period's Activities

- Continue NE 40th C&C construction, work on guideway deck along SR-520 and construction of vibration slabs walls. Continue UTB construction by form rebar and pour diaphragms and decks .
- Sammamish River to Marymoor Station: Continue installation of manholes and tying in TPSS duct bank to manholes, continue Park restoration adjacent to train way.
- Bear Creek to Downtown Redmond: Continue concrete placement at end diaphragms and installation of emergency guard rail.

## Closely Monitored Issues

- Design-Builder is reporting concern on future crew availability and supply chain impacts. DRLE team continues to look for opportunities to mitigate potential impacts.
- PSE Permanent Power for TPSS – PSE needs to complete design of the power supply to confirm if their system requires infrastructure upgrades. Work is progressing with designs and cost letters being completed.

## Cost Summary

| Present Financial Status                                      | Amount         |
|---|----------------|
| <b>R200 Contractor – Stacy Witbeck Kuney, a Joint Venture</b> |                |
| Original Contract Value                                       | \$ 719,936,000 |
| Change Order Value**  | \$ 56,297,969  |
| Current Contract Value  | \$ 776,233,969 |
| Total Actual Cost (Incurred to Date)                          | \$ 455,330,554 |
| Percent Complete  | 57.81%         |
| Alternative Concept Allowance                                 | \$ 30,208,071  |
| Authorized Contingency  | \$ 92,718,529  |
| Contingency Drawdown**  | \$ 56,297,969  |
| *Contingency Index  | 1.15           |

\*Excludes Betterments



Install CIP Walls at 40th Street - Cut and Cover.

# Link Light Rail East Link Extension

## Project Summary

### Scope

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

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

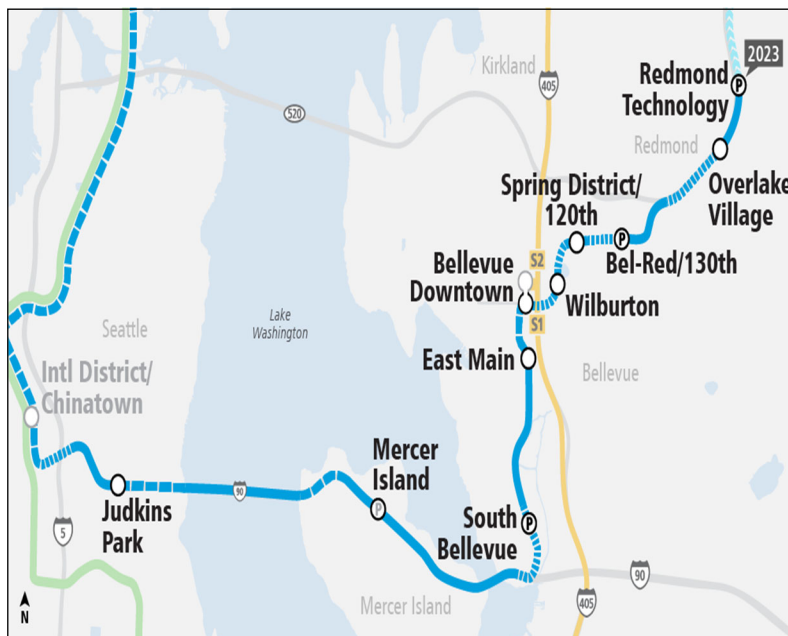
**Stations** Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

**Systems** Signals, traction electrification, and

**Phase** Construction

**Budget** \$3.68 Billion (Baseline April 2015)

**Schedule** Revenue Service: June 2023



Map of East Link Extension Alignment.

## Key Project Activities

- **Seattle to South Bellevue (E130):** Ongoing non-conforming direct fixated track plinth reconstruction from IDS to East Channel Bridge; continued cathodic protection re/de-energization system due to WSDOT anchor cable replacement; progressed punch list and commissioning activities throughout E130 segment. Ongoing nylon insert replacement on the floating bridge segment.
- **Mercer Island Transit Integration (E135):** Placed concrete pad for electrical cabinet, installed cabinets and wire pulled for lighting at N Mercer Way; progressed drainage, grading and paving preparation at 80th Ave. SE Plaza area; potholed for existing waterline and excavated irrigation line on 78th Ave SE; connected storm drain to existing bridge drain system at 80th SE; progressed grading for temporary trail paving at 80th Ave SE.
- **South Bellevue (E320):** Continued non-conforming track remediation; progressed remaining contract-wide punch list and maintenance activities. Executed final commercial settlement and defined terms of completion of contract and final cost.
- **Downtown Bellevue to Spring District (E335):** Continued Bellevue Tunnel emergency ventilation (jet fan), system and HVAC commissioning and troubleshooting; patched and skim coated sides for walkways Eastbound and Westbound Tunnel and duct banks; installed signs and sign panels at Bellevue Downtown Station. Completed hot mix asphalt pavement for City of Bellevue driveway.
- **Bel-Red (E340):** Rail-to-Earth (RTE) diagnostic test conducted on panel section and found to meet spec requirements. MS 4 Substantial Completion achieved on Sept. 30, 2022; Certificate of Conformance (track use by LRV) submitted for review and final approval; continued station punch list items.
- **SR520 to Redmond Technology Station (E360):** RTS bus loop panel replacement; decorative concrete plaza panels work; electrical testing and commissioning of lights and FACP; exterior cladding work; garage cleaning and sealing, surface prep, traffic coating, and painting. All other sites – continued punch list, NCR, and close-out documentation.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication installations at E130 to E360; performed local testing on comm and signaling equipment. Installation of feeder cables for energization and testing.

# Link Light Rail East Link Extension



## Closely Monitored Issues

- Repair work associated with contractor quality issues at the RTS garage, tunnel ventilation testing at downtown Bellevue tunnel, and E130 track plinths and nylon inserts.
- Design corrections, scope additions, contractor performance issues, COVID-19, and the concrete strike have contributed to completion delays of the civil contracts, necessitating unanticipated overlap with systems work.
- Contractor claims on E335 and E340 are measurable; E750 impacts are tied to E130's delay.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight "blind spots".
- Operational readiness - operational capacity to support transition from construction and then to operate and maintain Link.

## Project Cost Summary

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

The Estimated Final Cost (EFC) remains the same at approximately \$3.68B. This period's estimated expenditure was negligible, the total expenditure to date remained unchanged at roughly \$3.19B. Project commitment remains at approximately \$3.25B with all major construction contracts in place.

### Cost Summary by Phase

| Project Phase           | Baseline Budget  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$186.2          | \$186.2                       | \$128.1            | \$127.6          | \$186.2                    | \$0.0                         |
| Preliminary Engineering | \$55.9           | \$55.9                        | \$54.8             | \$54.8           | \$55.9                     | \$0.0                         |
| Final Design            | \$283.0          | \$283.0                       | \$251.9            | \$245.4          | \$283.0                    | \$0.0                         |
| Construction Services   | \$257.5          | \$254.6                       | \$222.9            | \$216.4          | \$254.6                    | \$2.8                         |
| 3rd Party Agreements    | \$52.2           | \$52.2                        | \$38.3             | \$35.6           | \$52.2                     | \$0.0                         |
| Construction            | \$2,544.3        | \$2,547.1                     | \$2,308.4          | \$2,229.6        | \$2,547.1                  | (\$2.8)                       |
| Light Rail Vehicles     | \$0.0            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$298.2          | \$298.2                       | \$280.2            | \$279.7          | \$298.2                    | (\$0.0)                       |
| <b>Total</b>            | <b>\$3,677.2</b> | <b>\$3,677.2</b>              | <b>\$3,284.5</b>   | <b>\$3,189.2</b> | <b>\$3,677.2</b>           | <b>(\$0.0)</b>                |

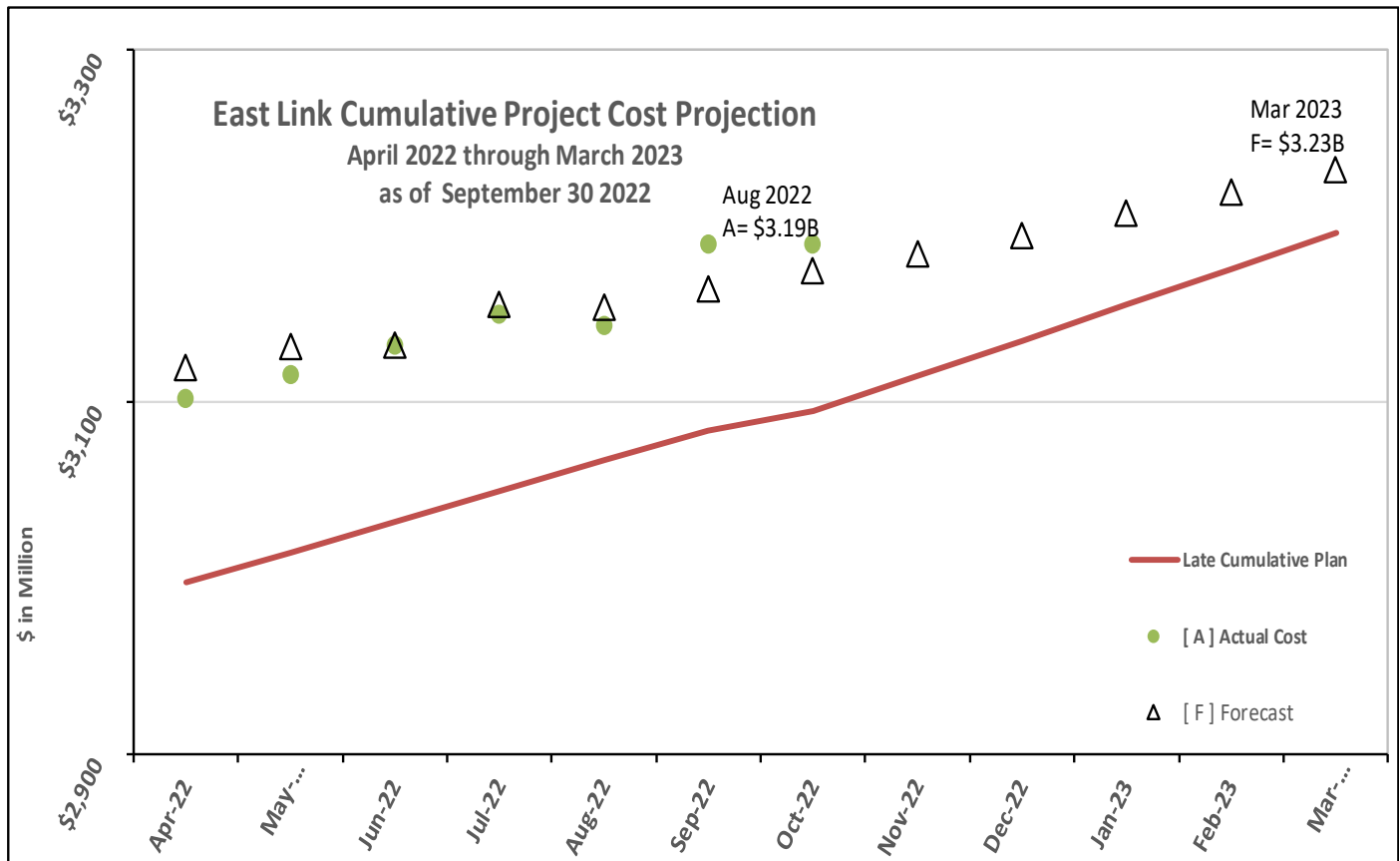
### Cost Summary by SCC

| 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                       | \$916.0            | \$914.8          | \$936.4                    | (\$191.8)                     |
| 20 Stations                            | \$397.7          | \$481.1                       | \$475.8            | \$461.5          | \$487.6                    | (\$89.9)                      |
| 30 Support Facilities                  | \$0.0            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 40 Sitework & Special Conditions       | \$808.5          | \$581.1                       | \$516.2            | \$490.6          | \$568.6                    | \$239.9                       |
| 50 Systems                             | \$353.8          | \$379.9                       | \$358.4            | \$326.7          | \$383.2                    | (\$29.4)                      |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$2,304.6</b> | <b>\$2,383.5</b>              | <b>\$2,266.4</b>   | <b>\$2,193.6</b> | <b>\$2,375.8</b>           | <b>(\$71.2)</b>               |
| 60 ROW, Land                           | \$288.5          | \$288.5                       | \$280.2            | \$279.7          | \$288.5                    | \$0.0                         |
| 70 Vehicles (non-revenue)              | \$2.8            | \$2.8                         | \$2.3              | \$1.0            | \$2.8                      | \$0.0                         |
| 80 Professional Services               | \$898.4          | \$885.3                       | \$735.7            | \$714.9          | \$886.1                    | \$12.3                        |
| 90 Unallocated Contingency             | \$182.9          | \$117.0                       | \$0.0              | \$0.0            | \$124.0                    | \$58.8                        |
| <b>Total (10 - 90)</b>                 | <b>\$3,677.2</b> | <b>\$3,677.2</b>              | <b>\$3,284.5</b>   | <b>\$3,189.2</b> | <b>\$3,677.1</b>           | <b>\$0.0</b>                  |

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

## Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pick up. This period's project expenditure \$45.9M. Total project cost incurred this period at \$3.19B, of which the Construction Phases share is now approaching \$2.24B. The project expenditures picked up this period and is predicted to reach to approximately \$3.24B by March 2023.



## Risk Management

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

- **Externalities:** COVID-19; unhoused encampments; potentially inflationary pressures on supply chain.
- **Design and Construction Changes:** Late emerging interface issues between civil and systems work; changing permit conditions with vertical transportation and tunnel systems; additional scope items required for new safety and/or operating requirements from both internal and third parties.
- **Late Discovery of Contractor Quality Issues:** Non-conforming DF plinth constructions on E130 and E320. The 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:** Pre-Revenue Schedule Clarity - A fully integrated schedule ensuring adequate duration and detailing all activities prerequisite to revenue operations is required to analyze risk to revenue service date; agency staffing, operator and maintainer labor capacity.
- **Organizational Capacity:** Loss of key personnel, including key consultants, to other projects creates risk around oversight and administration of project; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently.

# Link Light Rail East Link Extension



## Contingency Management

East Link project budget was baselined on April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$258.4M (previously \$285.5M). The current contingency balance is consistent with the project's planned contingency drawdown.

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

**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, the AC balance shows a net decrease of approximately \$27.1M primarily due to a construction claim settlement.

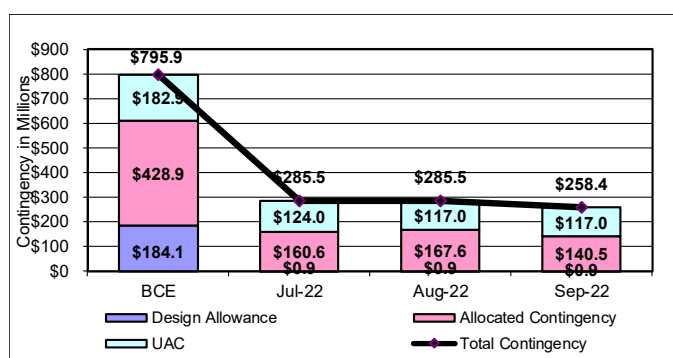
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC balance is decrease by \$7M due to a transfer to AC, spotting a balance at \$117M.

### Contingency Status

| Contingency Type        | Baseline       |                   | Current Status   |                     |
|-------------------------|----------------|-------------------|------------------|---------------------|
|                         | Amount         | % of Total Budget | Amount Remaining | % of Work Remaining |
| Design Allowance        | \$184.1        | 5.0%              | \$0.9            | 0.2%                |
| Allocated Contingency   | \$428.9        | 11.7%             | \$140.5          | 29.1%               |
| Unallocated Contingency | \$182.9        | 5.0%              | \$117.0          | 24.2%               |
| <b>Total</b>            | <b>\$795.9</b> | <b>21.6%</b>      | <b>\$258.4</b>   | <b>53.4%</b>        |

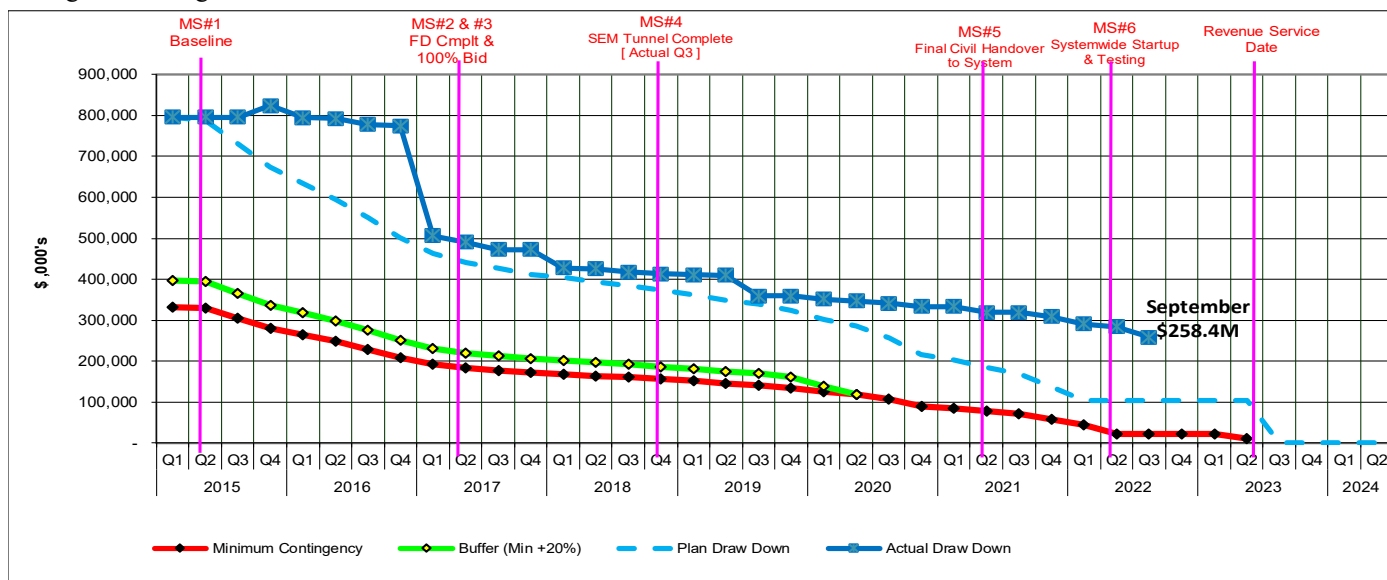
Table figures are shown in millions.

### Contingency by Type



### Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$258.4M (previously \$285.5M). With all major construction contracts procured, it remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of September represented the monthly net decrease of about \$27.1M due to various construction changes including a settlement with the E320 contractor.



Contingency Drawdown as of September 30, 2022

# Link Light Rail East Link Extension



## Project Schedule

The Integrated Master Schedule is presented below. Weighted percent complete of the major construction contracts is calculated at 98%.

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

**E320** continued track repair; project closeout.

**E330** has achieved final acceptance.

**E335** continued commissioning in stations and tunnel, electrical work at BDS, and punch list work throughout.

**E340** achieved Substantial Completion.

**E360** continued RTS garage repair / rebuild finish work.

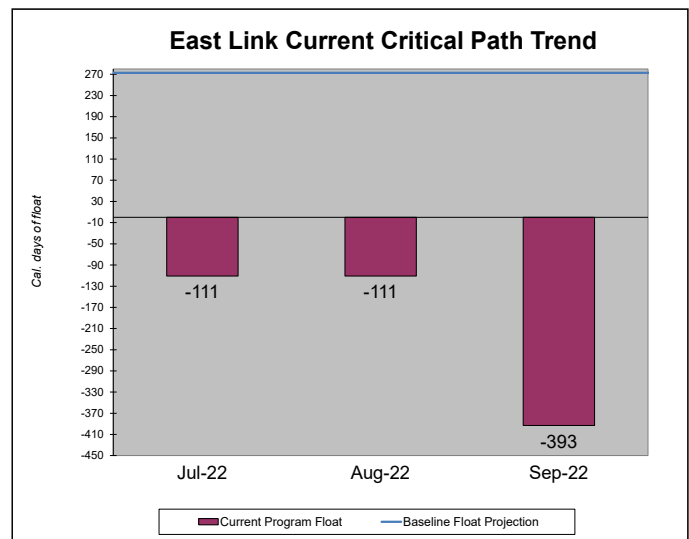
**E750** continued installation and local testing of radio TPSS, and communications systems at stations, signalization and train control, and SCADA.

| Activity Name   | Start       | Finish      | 2023 |    |    |    |    |    |    |    | 2024 |    |    |
|---|-------------|-------------|------|----|----|----|----|----|----|----|------|----|----|
|   |             |             | Q4   | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 |
| <b>Sound Transit</b>  | 13-Jul-16 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>Sound Transit 2</b>  | 13-Jul-16 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>East Corridor</b>  | 13-Jul-16 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>LRT Extension - East</b>   | 13-Jul-16 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>East Link</b>  | 13-Jul-16 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>East Link Construction</b>   | 13-Jul-16 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| EL 130 - Seattle to I90 Overpass (GC/CM)  | 10-Mar-17 A | 26-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| EL 320 - I90 Overpass to S. Bellevue (DBB)  | 05-Dec-16 A | 18-Sep-22   |      |    |    |    |    |    |    |    |      |    |    |
| EL 335 - Downtown Bellevue to Spring District (GC/CM)                                   | 24-Apr-17 A | 07-Apr-23   |      |    |    |    |    |    |    |    |      |    |    |
| EL 340 - Spring District to SR 520 (DBB)  | 24-Feb-17 A | 28-Jul-22   |      |    |    |    |    |    |    |    |      |    |    |
| EL 360 - SR 520 to Overlake Transit Center (DB)   | 13-Jul-16 A | 03-Apr-23   |      |    |    |    |    |    |    |    |      |    |    |
| EL 750 - Systems  | 12-Jun-17 A | 25-May-24   |      |    |    |    |    |    |    |    |      |    |    |
| East Link Master Schedule - Construction Interfaces                                     | 14-Jun-17 A | 29-Apr-24   |      |    |    |    |    |    |    |    |      |    |    |
| ELRACT - East Link Rail Activation/System Integration/Project Close out                 | 02-Aug-21 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>East Link Rail Activation/System Integration/Project Close out</b>                   | 02-Aug-21 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>Pre-Revenue Testing &amp; Start Up</b>   | 02-Aug-21 A | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| East Link System Integration Testing (LOE Summary)                                      | 02-Aug-21 A | 30-Jun-22 A |      |    |    |    |    |    |    |    |      |    |    |
| East Link Pre Revenue Operations - Operator Qualifications and Simulated Service (3 Mo) | 29-Apr-24   | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| <b>Revenue Service Window</b>   | 28-Jul-24   | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| East Link Program Float (Baseline 273 Days)   | 28-Jul-24   | 28-Jul-24   |      |    |    |    |    |    |    |    |      |    |    |
| East Link Revenue Service Date (Baseline 30-Jun-23)                                     |             | 28-Jul-24*  |      |    |    |    |    |    |    |    |      |    |    |

## Project Float

East Link was baselined with 273 days of program float, and is currently forecast to finish 393 days behind the target Revenue Service Date of June 30, 2023. Several factors that have impacted construction, such as COVID-19, the recent concrete strike, plinth repair work on the E320 segment, DF track reconstruction on E130 segment, and garage reconstruction at the Redmond Technology Station garage.

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

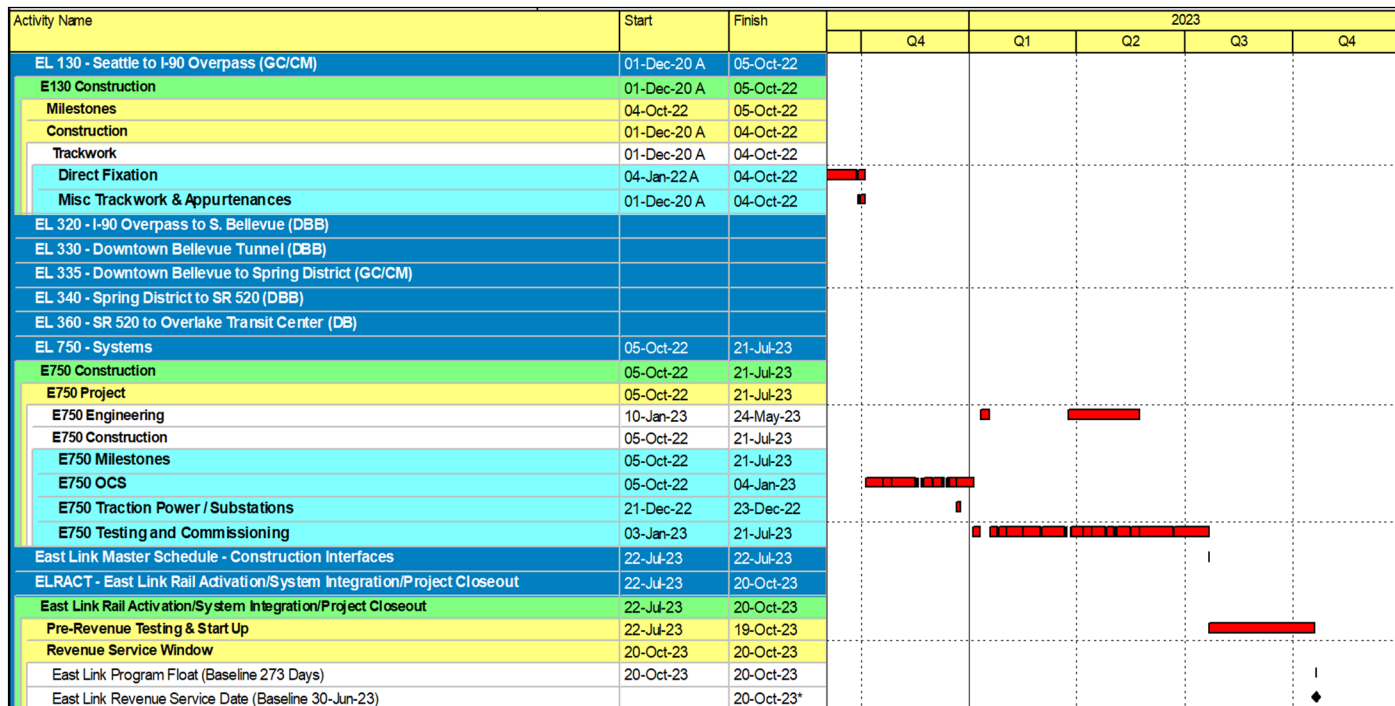


# Link Light Rail East Link Extension



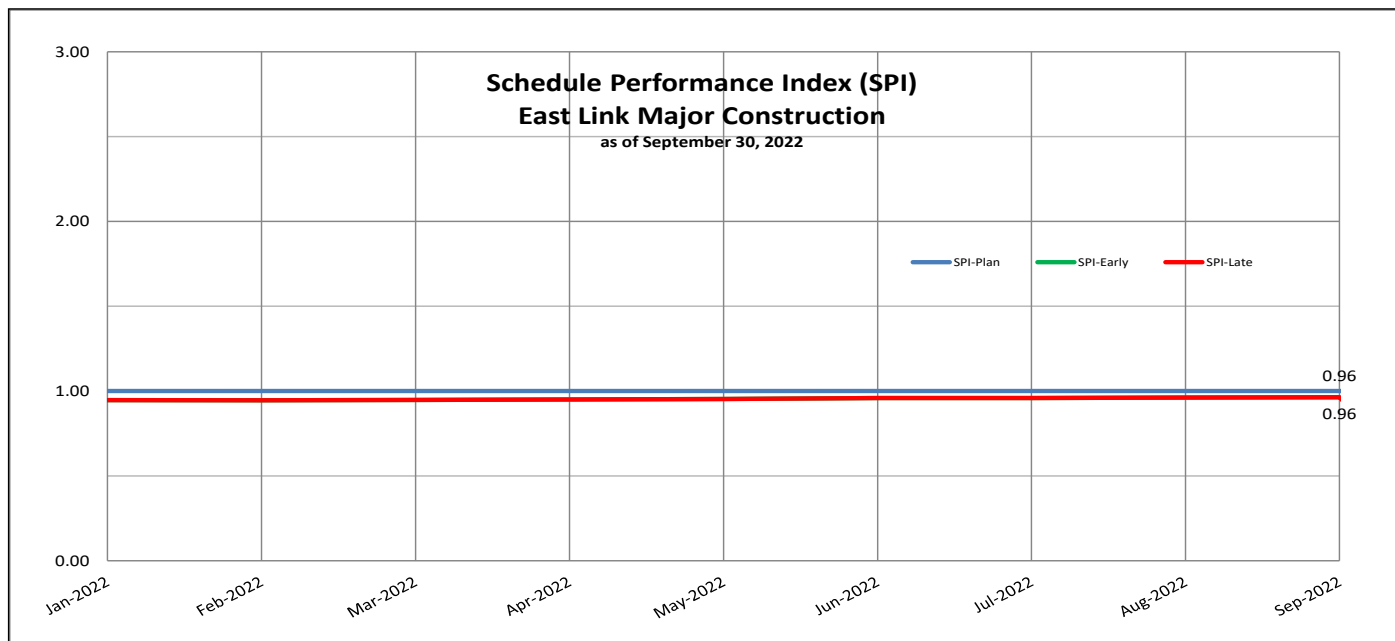
## Critical Path Analysis

The East Link critical path this month continues to run through track remediation on E130, which is holding up E750 access to complete OCS and signal installation. The time required to complete all repairs is still being determined, which may result in an even longer path to completion. Other East Link Civil Contracts continue to be closely monitored for potential impacts to the E750 schedule.



## Schedule Performance Index

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

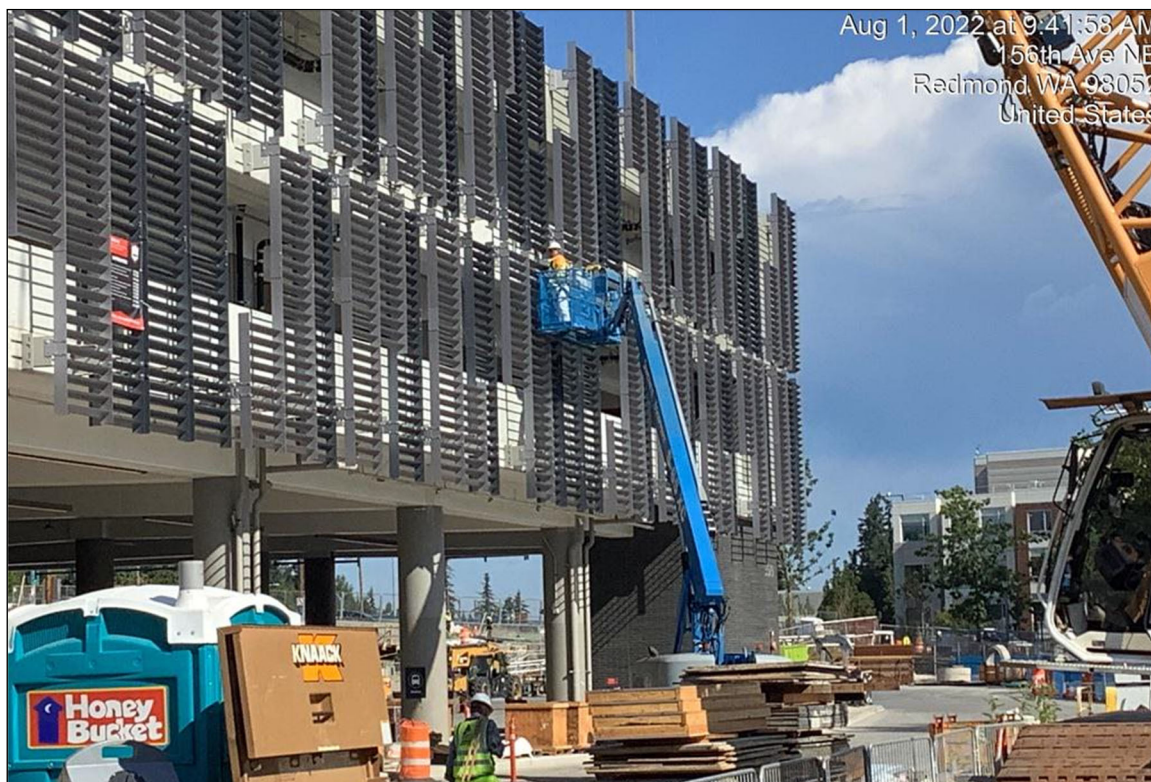
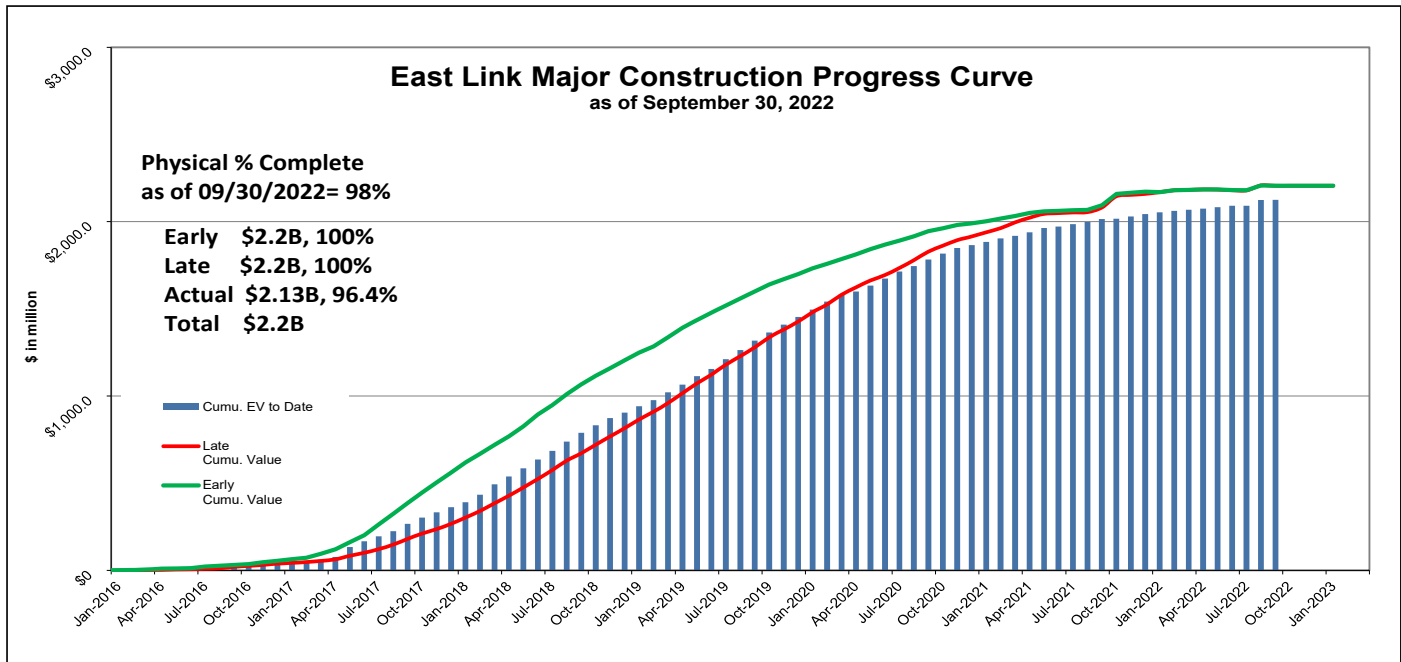


# Link Light Rail East Link Extension

## Major Construction Progress Curve

The overall physical percent complete for East Link construction is 98%.

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



*E360 SR520 to Redmond Technology Station: Redmond Technology Station Garage Exterior Finishes.*

## Right-of-Way

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

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

| East Link Extension Acquisition Status  |                 |                     |                  |                      |                               |
|---|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION   |                 |                     |                  | RELOCATION           |                               |
| Total Acquisitions*   | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 239   | 246             | 239                 | 239              | 229                  | 229                           |
| <p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p> |                 |                     |                  |                      |                               |

## Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for East Link.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including close-out activities, construction easements, traffic, access, and maintenance of traffic.
- Continued communications to reiterate the message of safety, primarily around construction on Mercer Island Transit Integration site.
- September's focus included, but not limited to; notifying impacted households on night work on I-90; continued coordination on Coca Cola Bottling Co. damaged ST Fence; lane closure on NE 20th and posted proposed land use sign at OVS entrance.

## 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<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 52.2                           | 55.8                              | (3.6)    |
| Consultants   | 97.5                           | 126.7                             | (29.2)   |
| TOTAL         | 149.7                          | 182.5                             | (32.8)   |

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

## Sound Transit Board Actions

| Board Action | Description  | Date       |
|--------------|--|------------|
| M2022-75     | Authorizes the Chief Executive Officer to increase the contingency for the East Link Extension Construction Contract with Shimmick-Parsons, Joint Venture, in the amount of \$7,000,000, for a full and final authorized contract amount not to exceed \$366,630,000 which includes \$960,027 in contingency for potential future costs. | 09/22/2022 |

## Construction Safety

| Data/ Measure                           | September 2022 | Year to Date        | Project to Date        |
|---|----------------|---------------------|------------------------|
| Recordable Injury/Illness Cases         | 0              | 1                   | 92                     |
| Days Away From Work Cases               | 0              | 0                   | 15                     |
| Total Days Away From Work               | 0              | 0                   | 1,337                  |
| First Aid Cases                         | 0              | 12                  | 366                    |
| Reported Near Mishaps                   | 0              | 2                   | 298                    |
| Average Number of Employees on Worksite | 173            | -                   | -                      |
| Total # of Hours (GC & Subs)            | 22,333         | 376,599             | 7,880,623              |
| <b>OSHA Incident Rates</b>              | <b>Month</b>   | <b>Year to Date</b> | <b>Project to Date</b> |
| Recordable Injury Rate                  | 0.00           | 0.53                | 2.33                   |
| LTI Rate                                | 0.00           | 0.00                | 0.38                   |
| <b>Recordable National Average</b>      | 2.50           |                     |                        |
| <b>LTI National Average</b>             | 1.10           |                     |                        |
| <b>Recordable WA State Average</b>      | 5.20           |                     |                        |
| <b>LTI WA State Average</b>             | 2.90           |                     |                        |

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

## Major Construction Contract Packages

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

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

*Status: Completed and Closed.*

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

*Status: See following pages under Contract E130.*

**E135 Mercer Island Transit Integration** – Road improvements to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station.

*Status: Construction in progress*

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

*Status: See following pages under Contract E320*

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

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

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

*Status: See following pages under Contract E335*

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

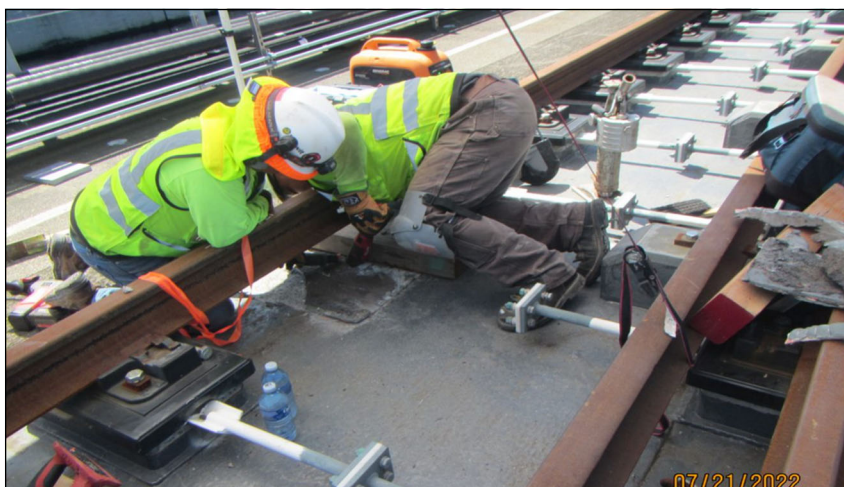
*Status: See following pages under Contract E340*

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

*Status: See following pages under Contract E360*

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

*Status: See following pages under Contract E750*



*E130 Seattle to South Bellevue: Removal of Dual Block Plinths on I-90 Floating Bridge Segment for Testing.*

# Link Light Rail East Link Extension



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

### Current Progress

- **West Segment:** Ongoing punch list and commissioning; started demolition for reconstruction of all of the direct fixation track plinths.
- **Center Segment:** Ongoing punch list and commissioning; direct fixation track plinth remediation work stopped. Work will shift to plinth reconstruction in future months (HMH floating bridge pre-cast blocks to remain); continue cathodic protection repolarization and monitoring at HMH bridge.
- **East Segment:** Ongoing miscellaneous punch list and commissioning; started demolition for reconstruction of all of the direct fixation track plinths.

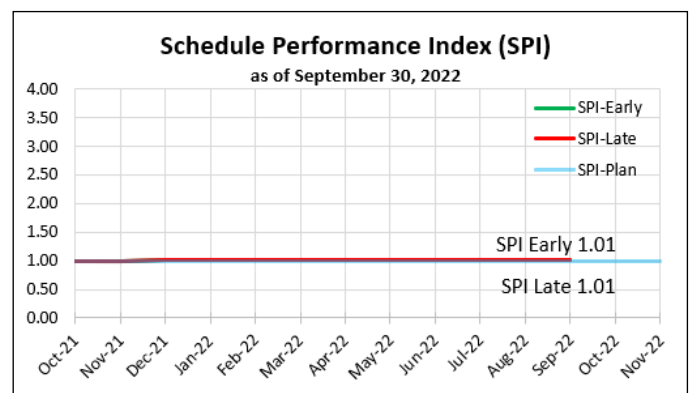
### Schedule Summary

The August update forecasts a Sept. 13, 2023, Substantial Completion date, 487 calendar days later than the contractual milestone date of May 13, 2022. As of the publication of this report, a September update has not yet been received. This month's update is the first to incorporate the proposed DF track plinth reconstruction plan, which drives the critical path to completion.

| Activity Name  | Start       | Finish      | 2023 |    |    |    |    |    |  |  |
|--|-------------|-------------|------|----|----|----|----|----|--|--|
|  |             |             | Q3   | Q4 | Q1 | Q2 | Q3 | Q4 |  |  |
| <b>E130 Construction</b>   | 10-Mar-17 A | 13-Oct-23   |      |    |    |    |    |    |  |  |
| <b>Milestones</b>  | 10-Mar-17 A | 13-Oct-23   |      |    |    |    |    |    |  |  |
| <b>Access Milestones</b>   | 10-Mar-17 A | 12-May-17 A |      |    |    |    |    |    |  |  |
| 16. Notice to Proceed - Package 1  | 10-Mar-17 A |             |      |    |    |    |    |    |  |  |
| 16. Notice To Proceed - Remaining Scope  | 12-May-17 A |             |      |    |    |    |    |    |  |  |
| <b>Major Project Complete Milestones</b>   | 21-Aug-19 A | 13-Oct-23   |      |    |    |    |    |    |  |  |
| 16. MS#02 - Substantial Completion of IDS Conversion - Reinstale NB Operations (10-Feb-20)   |             | 09-Feb-20 A |      |    |    |    |    |    |  |  |
| 16. MS#03 - Substantial Completion of IDS Conversion - Reinstale SB Operations (16-Mar-20)   |             | 23-Mar-20 A |      |    |    |    |    |    |  |  |
| 16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22) |             | 01-May-23*  |      |    |    |    |    |    |  |  |
| 16. MS#01 - Acceptance   |             | 31-May-23   |      |    |    |    |    |    |  |  |
| 16. MS#04 - Substantial Completion All Work (13-May-22)                                      |             | 13-Sep-23*  |      |    |    |    |    |    |  |  |
| 16. Acceptance   |             | 13-Oct-23   |      |    |    |    |    |    |  |  |
| 16. Post Acceptance  |             | 13-Oct-23   |      |    |    |    |    |    |  |  |
| <b>Milestone 1 Interim Dates</b>   | 21-Aug-19 A | 01-May-23   |      |    |    |    |    |    |  |  |
| <b>Construction</b>  | 20-Mar-17 A | 13-Sep-23   |      |    |    |    |    |    |  |  |
| <b>Preliminary Activities</b>  | 03-Apr-17 A | 08-Feb-21 A |      |    |    |    |    |    |  |  |
| <b>Sitework</b>  | 23-Aug-17 A | 13-Jul-20 A |      |    |    |    |    |    |  |  |
| <b>Demolition</b>  | 20-Jul-17 A | 08-Sep-22   |      |    |    |    |    |    |  |  |
| <b>Tunnel Modifications</b>  | 18-Sep-17 A | 10-Jan-23   |      |    |    |    |    |    |  |  |
| <b>Stations</b>  | 31-May-17 A | 31-May-23   |      |    |    |    |    |    |  |  |
| <b>OCS Bases/Frames</b>  | 02-Apr-18 A | 30-Sep-22   |      |    |    |    |    |    |  |  |
| <b>Civil/Utilities</b>   | 05-Jul-17 A | 13-Jan-23   |      |    |    |    |    |    |  |  |
| <b>Electrical</b>  | 20-Mar-17 A | 07-Oct-22   |      |    |    |    |    |    |  |  |
| <b>Structures Retrofit</b>   | 20-Mar-17 A | 18-Jan-23   |      |    |    |    |    |    |  |  |
| <b>Trackwork</b>   | 02-Jan-18 A | 13-Sep-23   |      |    |    |    |    |    |  |  |
| <b>Systems</b>   | 26-Jun-17 A | 30-Sep-22   |      |    |    |    |    |    |  |  |
| <b>IDS Modification</b>  | 16-Jan-19 A | 18-Jan-23   |      |    |    |    |    |    |  |  |
| <b>Pioneer Square Station Platform Removal</b>   | 03-Apr-21 A | 25-Apr-21 A |      |    |    |    |    |    |  |  |

### Schedule Performance Index

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



# Link Light Rail East Link Extension

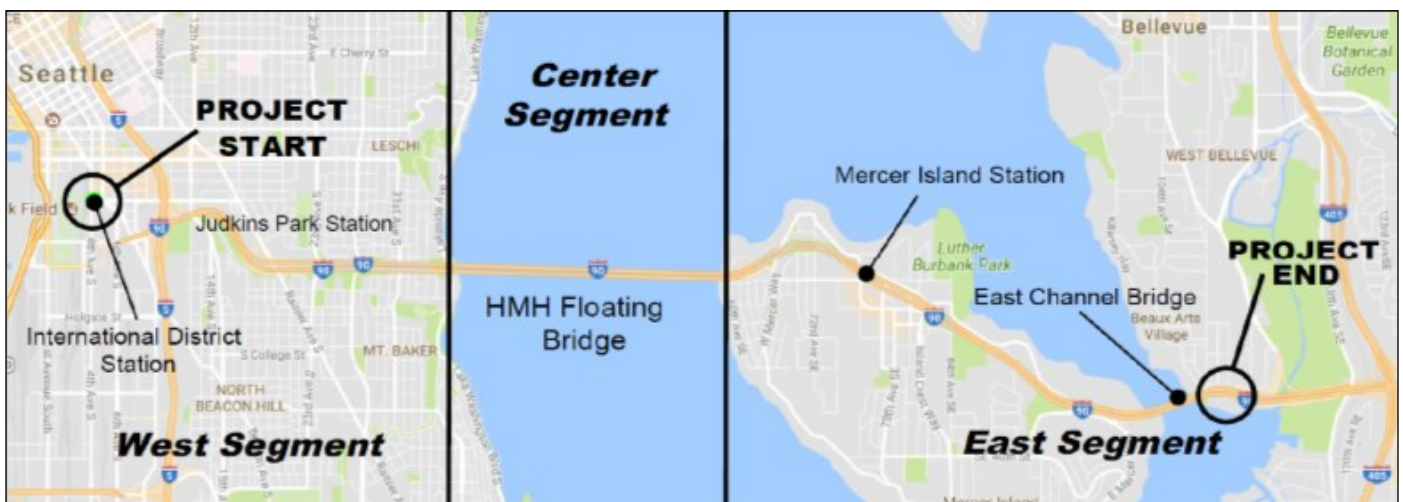
## Next Period's Activities

- **West Segment:** Continue punch list and commissioning; continue demolition for reconstruction of all of the direct fixated track plinths.
- **Center Segment:** Continue cathodic protection repolarization and monitoring at HMH bridge.
- **East Segment:** Continue punch list and commissioning at Mercer Island Station; continue demolition for reconstruction of all of the direct fixated track plinths.

## Closely Monitored Issues

- Activity progress to reach Milestones 1 & 4; resultant impacts to E750
- NCR mitigation timeline for direct fixation track plinth reconstruction, nylon insert replacement
- IDS: Milestone 3 resolution

## E130 Construction Segments



## Cost Summary

| Present Financial Status                     | Amount*       |
|--|---------------|
| <b>E130 Contractor - Kiewit-Hoffman</b>      |               |
| Original Contract Value (incl. Phase 2 MACC) | \$665,000,000 |
| Change Order Value                           | \$42,762,347  |
| Current Contract Value*                      | \$705,847,989 |
| Total Actual Cost (Incurred to Date)         | \$703,944,576 |
| Percent Complete                             | 97.5%         |
| Authorized Contingency                       | \$56,660,541  |
| Contingency Drawdown                         | \$42,762,347  |
| Contingency Index                            | 1.3           |

\* Contract Value excludes Betterments



Conducting GPR scanning to locate steel reinforcement prior to plinth reconstruction

# Link Light Rail East Link Extension



## Contract E320 – South Bellevue

### Current Progress

- Ongoing non-conforming track remediation; advance punch list and maintenance activities.
- Final Settlement and Release Agreement executed; defines terms of completion of contract and final costs.

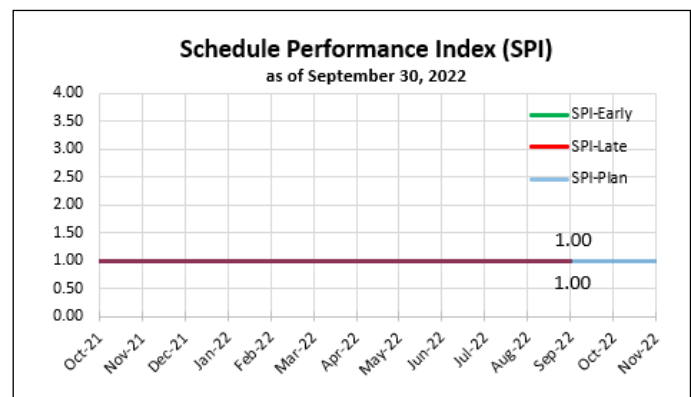
### Schedule Summary

The August update forecasts a Sept. 17, 2022, Substantial Completion Date, 617 calendar days later than the contractual milestone date of Jan. 8, 2021. As of the publication of this report, a September update has not yet been received; however, the project is forecast to achieve Substantial Completion by November 2022. The contractor needs to correct non-conforming scopes of work: 1) Pull test 2700 grout rail fastener bolt inserts and replace any failed inserts, and 2) Repair 250 undersized tub girder bearing pad seats.

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

### Schedule Performance Index

E320 contract substantial completion is anticipated to occur in Q4 2022. Remaining work to achieve substantial completion includes non-conforming track work remediation and other track related NCR work, as defined by the recently executed Settlement Agreement and Release. By definition, at substantial completion the schedule performance index is 1.0, which denotes planned work is completed.



# Link Light Rail East Link Extension

## Next Period's Activities

- Per Final Settlement and Release Agreement:  
Continued non-conforming track remediation; ongoing contract-wide punch list and maintenance activities

## Closely Monitored Issues

- All outstanding issues settled as a component of the Final Settlement and Release Agreement
- Completion of remaining punch list, maintenance, landscaping, and NCR remediation activities



## Cost Summary

| Present Financial Status                      | Amount        |
|---|---------------|
| <b>E320 Contractor - Shimmick/Parsons JV.</b> |               |
| Original Contract Value                       | \$319,859,000 |
| Change Order Value                            | \$37,571,973  |
| Current Contract Value*                       | \$358,669,973 |
| Total Actual Cost (Incurred to Date)          | \$358,709,973 |
| Percent Complete                              | 99.9%         |
| Authorized Contingency                        | \$38,532,000  |
| Contingency Drawdown                          | \$37,571,973  |
| Contingency Index                             | 1.0           |

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



Crews Coring Plinths for Fastener Insert Re-installation

# Link Light Rail East Link Extension



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

### Current Progress

- Continued Bellevue Tunnel emergency ventilation (jet) fan commissioning and troubleshooting, Patched and skim coated sides of walkways eastbound and westbound tunnel and duct banks at Tunnel, installation for signs and sign panels at Bellevue Downtown Station.
- Completed hot mix asphalt pavement for City of Bellevue driveway.

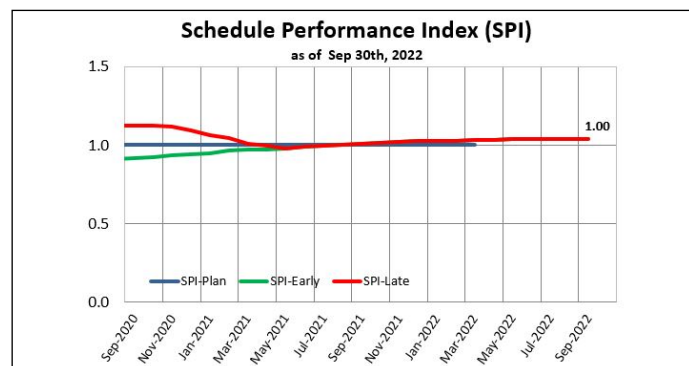
### Schedule Summary

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

| Activity Name   | Start       | Finish      |  |    |    |
|---|-------------|-------------|--|----|----|
| <b>E335 Construction</b>  | 24-Apr-17 A | 07-Apr-23   |  | Q4 | Q1 |
| <b>Milestones</b>   | 04-May-18 A | 07-Apr-23   |  |    |    |
| <b>Contract Milestones</b>  | 30-Sep-18 A | 07-Apr-23   |  |    |    |
| Milestone #1 - Complete North Portal Headwall Temporary Shoring                                   |             | 30-Sep-18 A |  |    |    |
| Milestone #2 - Complete SIFT's for Interface to SCADA   |             | 14-Jan-20 A |  |    |    |
| Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21) |             | 26-Jul-21 A |  |    |    |
| Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)               |             | 30-Nov-22*  |  |    |    |
| Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)          |             | 30-Nov-22*  |  |    |    |
| Milestone #6 - Substantial Completion of all Work (16-May-21)                                     |             | 07-Apr-23*  |  |    |    |
| <b>Calculated Milestones</b>  | 04-May-18 A | 07-Apr-23   |  |    |    |
| <b>Mobilization</b>   | 24-Apr-17 A | 24-Apr-17 A |  |    |    |
| <b>Construction</b>   | 24-Apr-17 A | 08-Mar-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 | 17-Nov-22   |  |    |    |
| Area 3: North Portal to Aerial Guideway (562+50 - 568+45)   | 24-Apr-17 A | 08-Mar-23   |  |    |    |
| Area 4: Aerial Guideway (568+45 - 606+59)   | 24-Apr-17 A | 16-Dec-22   |  |    |    |
| Area 5: Pine Forest to 120th (606+59 - 619+00)  | 07-Jul-17 A | 08-Oct-21 A |  |    |    |
| Area 6: 120th - End of Project (619+00 - 634+99)  | 01-Aug-17 A | 14-Oct-22   |  |    |    |
| 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 is currently anticipated to occur in Q1 2023. Remaining work to achieve substantial completion includes testing and commissioning of Bellevue Downtown Station and the emergency ventilation fans in the Bellevue tunnel. By definition, at substantial completion the schedule performance index is 1.0 - all planned work is completed.



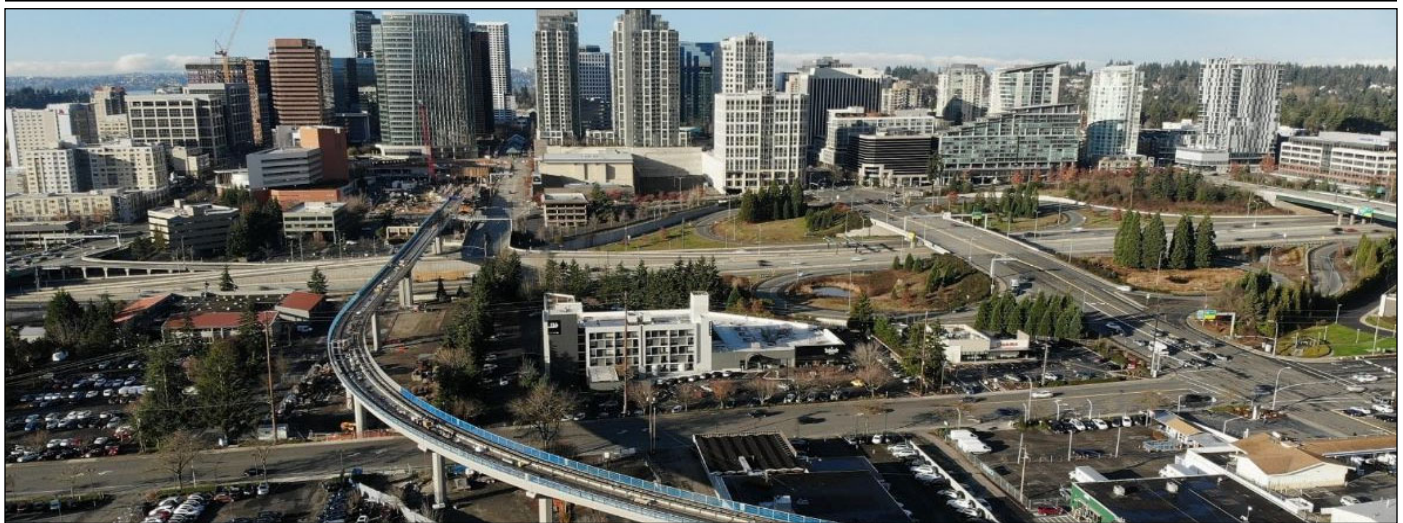
# Link Light Rail East Link Extension

## Next Period's Activities

- Tunnel Jet Fan and electrical and HVAC commissioning at BDS, continue fire alarm and light testing and commissioning plaza water feature.
- Complete electrical panel replacement and install bike runnel at 120th Station.
- Punch list work, general cleaning and landscaping continues at BDS, Wilburton, East Main, and 120th Stations.

## Closely Monitored Issues

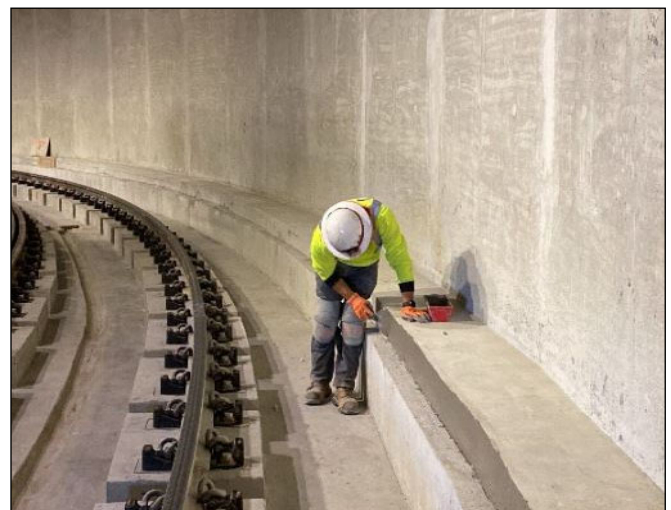
- Re-working conduits and conductors to allow saw cutting of walkway sections that contain conduits and do not meet required clearances. Wires in the affected conduits have been rerouted and re-terminated to their end devices and Concrete cutting is completed.
- The Contractor has received numerous correction notices from the City of Bellevue Electrical Inspector regarding code compliance issues. AMMMR was submitted and received favorable review by the City Of Bellevue with some conditions. The electrical permit has been approved for temporarily powering the smoke control panel for testing purposes.



*E335 Aerial Guideway*

## Cost Summary

| Present Financial Status   | Amount        |
|--|---------------|
| <b>E335 Contractor– Stacy &amp; Witbeck/Atkinson Joint Venture (SWA-JV).</b> |               |
| Original Contract Value (includes station scope)                             | \$393,798,210 |
| Change Order Value   | \$26,628,765  |
| Current Contract Value   | \$420,426,975 |
| Total Actual Cost (Incurred to Date)   | \$415,596,158 |
| Percent Complete   | 99.7%         |
| Authorized Contingency   | \$29,689,911  |
| Contingency Drawdown   | \$26,628,765  |
| Contingency Index  | 1.1           |



*Patched and skim coated sides for walkways in the Tunnel*

# Link Light Rail East Link Extension



## Contract E340 – Bel-Red

### Current Progress

- Milestone Substantial Completion achieved as of Sept. 30, 2022.
- Certificate of Conformance for Civil Readiness for Dynamic Train Testing on Segment 1 submitted for review and final approval.
- NE 20th Modular Rail Boot / Elastomeric installation work completed Sept. 27, 2022.
- RTE test conducted on panel section Sept. 30, 2022 and found to meet spec requirements. Final survey submitted and under review.
- 130 St Loop Detector work completed Sept. 28, 2022.

### Schedule Summary

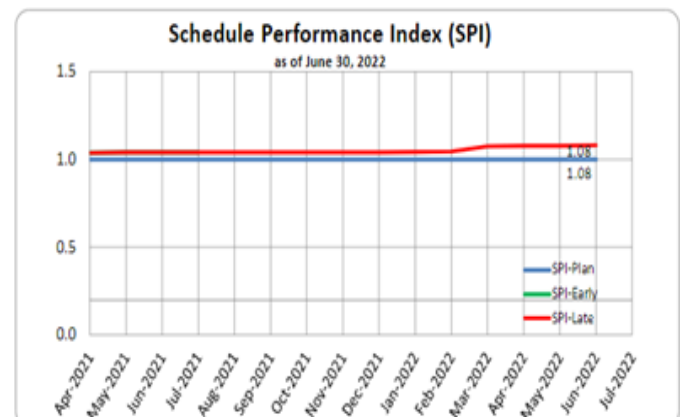
The February update, the most recent contractor schedule, forecasts a May 10, 2022, Substantial Completion date, 705 calendar days later than the contractual milestone date of June 5, 2020. Subsequent updates have not yet been received; however, the contractor achieved Substantial Completion on Sept. 30, 2022.

| Activity Name   | Start       | Finish      | Q1 | Q2 |
|---|-------------|-------------|----|----|
| <b>E340 Construction</b>  | 24-Feb-17 A | 10-May-22   |    |    |
| <b>CONSTRUCTION</b>   | 24-Feb-17 A | 10-May-22   |    |    |
| ~MILESTONES/EASEMENTS~  | 24-Feb-17 A | 10-May-22   |    |    |
| ~~Milestones  | 24-Feb-17 A | 10-May-22   |    |    |
| Contract Milestones   | 24-Feb-17 A | 10-May-22   |    |    |
| Limited Notice to Proceed (LNTF - Feb 24 2017)  | 24-Feb-17 A |             |    |    |
| Notice to Proceed (NTP - March 27, 2017)  | 27-Mar-17 A |             |    |    |
| MS #1 West Tributary Mitigation Site - NTP + 537 DAYS (September 15, 2018)              |             | 14-Sep-18 A |    |    |
| MS #2 Substantial West Tributary Mitigation Site - NTP + 826 DAYS (July 1, 2019) Ref. C |             | 10-Jun-19 A |    |    |
| MS #3 Acceptance of SDIT- NTP + 976 DAYS- (Nov 27, 2019)                                |             | 26-Nov-19 A |    |    |
| MS #4 Substantial Completion - NTP + 1166 DAYS- (June 05, 2020)                         |             | 10-May-22*  |    |    |
| Float   | 24-Mar-20 A | 04-May-20 A |    |    |
| ~SUBMITTALS/PRELIMINARY ACTIVITIES~   | 24-Feb-17 A | 09-Jun-21 A |    |    |
| ~MOBILIZATION~  | 24-Feb-17 A | 29-Jul-19 A |    |    |
| ~SITEWORK~  | 04-Apr-17 A | 02-Dec-21 A |    |    |
| ~RETAINING WALLS~   | 12-Feb-18 A | 07-Apr-21 A |    |    |
| ~AERIAL STRUCTURES~   | 15-May-17 A | 01-Dec-20 A |    |    |
| ~STATIONS~  | 01-Aug-18 A | 01-Mar-22   |    |    |
| ~ELECTRICAL/ITS~  | 02-Jan-18 A | 07-Jun-21 A |    |    |
| ~FINISHES~  | 31-Dec-19 A | 04-May-21 A |    |    |
| ~TRACKWORK~   | 13-Jul-18 A | 26-Apr-22   |    |    |
| ~LANDSCAPING/FLATWORK~  | 22-May-18 A | 07-Mar-22   |    |    |
| ~TESTING AND COMMISSIONING~   | 27-Aug-19 A | 07-Mar-22   |    |    |
| ~DEMOBILIZATION~  | 01-Aug-18 A | 08-Sep-20 A |    |    |

### Schedule Performance Index

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

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



# Link Light Rail East Link Extension

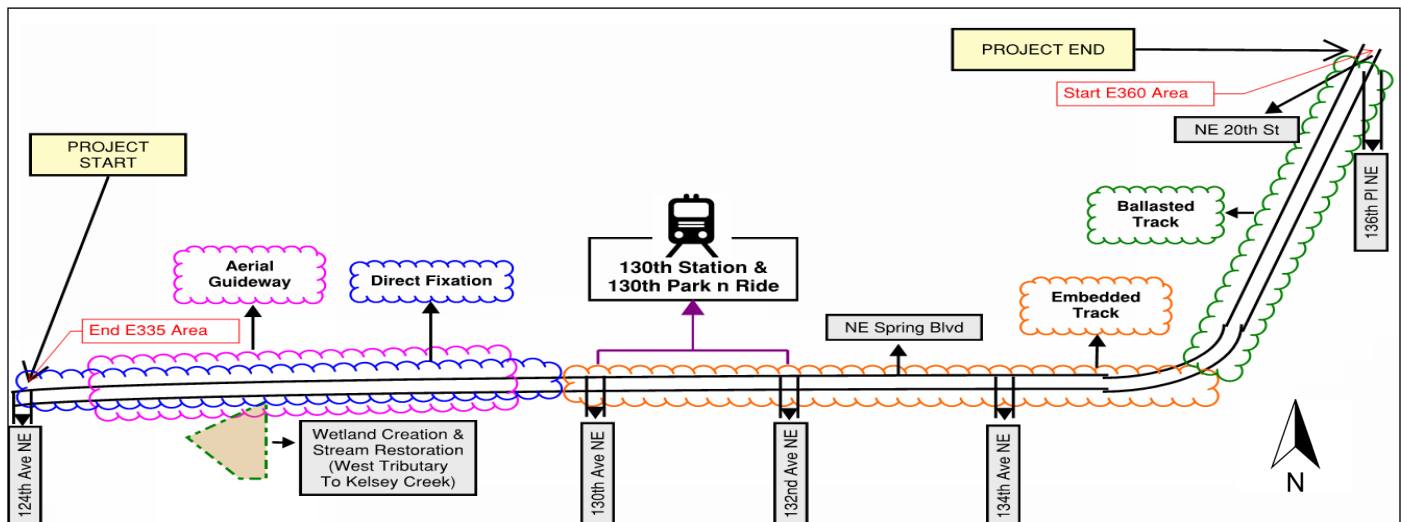
## Next Period's Activities

- Coordinating temporary construction easement closeout with local business.
- Damage to vault cover (BMW lot) being investigated.

## Closely Monitored Issues

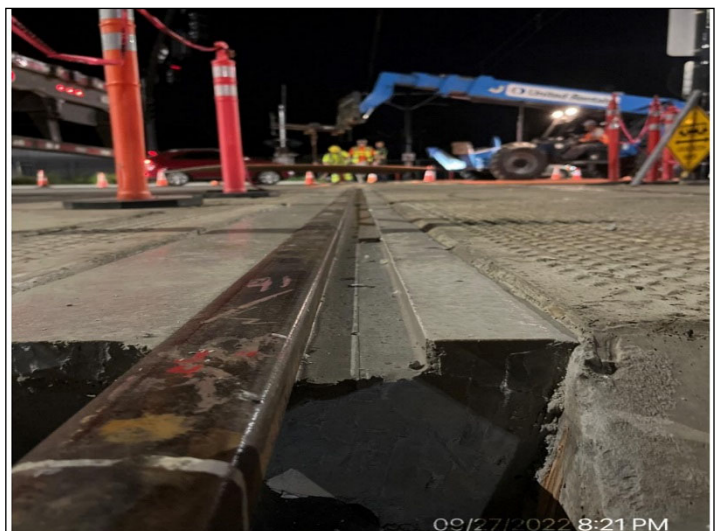
- Damage to vault cover and the property owner requested that Kuney repair/replace the vault cover, Kuney feels damaged occurred after they completed contract work and therefore not responsible.

## E340 Construction Work Areas



## Cost Summary

| Present Financial Status             | Amount        |
|--------------------------------------|---------------|
| <b>E340 Contractor – Max J Kuney</b> |               |
| Original Contract Value              | \$93,170,012  |
| Change Order Value                   | \$8,195,812   |
| Current Contract Value               | \$101,365,824 |
| Total Actual Cost (Incurred to Date) | \$100,635,456 |
| Percent Complete                     | 99.82%        |
| Authorized Contingency               | \$14,317,000  |
| Contingency Drawdown                 | \$8,195,812   |
| Contingency Index                    | 1.74          |



NE 20th Elastomeric Grout Pour backs, steel plates removed



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# Link Light Rail East Link Extension

## Next Period's Activities

- Continue MEP reinstall for affected areas of RTS garage.
- Complete RTS bus loop and decorative concrete work.
- Complete concrete finishing on exterior of RTS garage.
- Continue NCR/RFD work for the parking decks of RTS garage.
- Continue punch list, NCR, and close-out documentation for project areas outside of the RTS site.
- Complete coordination with ST and City of Redmond for OVS/RTS tree mitigation work.

## Closely Monitored Issues

- RTS garage deck clear cover work (RFD-020).
- Closeout work for completion and turnover of OVS site.
- Coordination with E750 for system activities in the garage.

## E360 Construction Work Areas



## Cost Summary

| Present Financial Status               | Amount        |
|--|---------------|
| <b>E360 Contractor— Kiewit-Hoffman</b> |               |
| Original Contract Value                | \$225,336,088 |
| Change Order Value                     | \$9,995,901   |
| Current Contract Value                 | \$235,331,989 |
| Total Actual Cost (Incurred to Date)   | \$212,676,046 |
| Percent Complete                       | 97.18%        |
| Authorized Contingency                 | \$22,533,609  |
| Contingency Drawdown                   | \$9,995,901   |
| Contingency Index                      | 2.2           |

Table Excludes Betterment



Shoring Removal at RTS Garage Rebuild

# Link Light Rail East Link Extension



## Contract E750 – Systems Heavy Civil GC/CM

### Current Progress

The E750 Contractor, Mass Electric Construction Co.:

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

### Schedule Summary

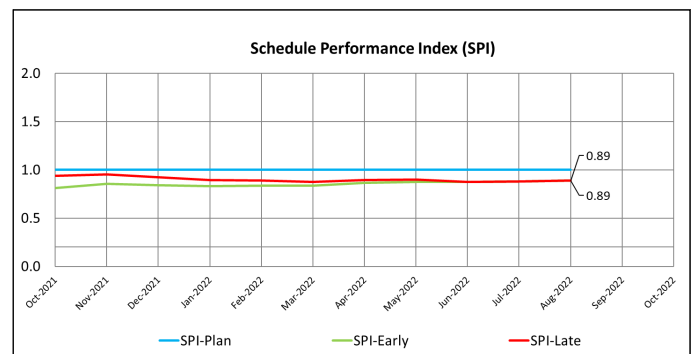
The September update projects an April 29, 2024, Substantial Completion date, 700 calendar days later than the contractual milestone date of May 30, 2022. Currently, the critical path is driven by track handover from the E130 contractor, which is significantly delayed.

| Activity Name  | Start       | Finish      | 2023 |    |    |    |    |    |    |  | 2024 |  |
|--|-------------|-------------|------|----|----|----|----|----|----|--|------|--|
|  |             |             | Q4   | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 |  |      |  |
| <b>E750 Construction</b>   | 12-Jun-17 A | 24-May-24   |      |    |    |    |    |    |    |  |      |  |
| <b>General</b>   | 12-Jun-17 A | 12-Jun-17 A |      |    |    |    |    |    |    |  |      |  |
| <b>Key Dates</b>   | 12-Jun-17 A | 12-Jun-17 A |      |    |    |    |    |    |    |  |      |  |
| NTP - Notice to Proceed (NTP) Northgate and East Link  | 12-Jun-17 A |             |      |    |    |    |    |    |    |  |      |  |
| <b>E750 Project</b>  | 11-Jul-17 A | 24-May-24   |      |    |    |    |    |    |    |  |      |  |
| E750 Engineering   | 11-Jul-17 A | 01-Mar-24   |      |    |    |    |    |    |    |  |      |  |
| E750 Construction  | 12-Sep-18 A | 24-May-24   |      |    |    |    |    |    |    |  |      |  |
| E750 Construction (General)  | 15-Mar-19 A | 19-Mar-19 A |      |    |    |    |    |    |    |  |      |  |
| E750 Milestones  | 12-Mar-19 A | 29-Apr-24   |      |    |    |    |    |    |    |  |      |  |
| E750 Project Milestones  | 30-Apr-21 A | 02-Oct-23   |      |    |    |    |    |    |    |  |      |  |
| E750 Access Dates  | 12-Mar-19 A | 13-Sep-23   |      |    |    |    |    |    |    |  |      |  |
| E750 Contract Milestones   | 09-Feb-20 A | 29-Apr-24   |      |    |    |    |    |    |    |  |      |  |
| MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)         |             | 09-Feb-20 A |      |    |    |    |    |    |    |  |      |  |
| MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)                       |             | 22-Mar-20 A |      |    |    |    |    |    |    |  |      |  |
| MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (08/02/21)         |             | 20-Oct-21 A |      |    |    |    |    |    |    |  |      |  |
| MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21) |             | 19-Jan-23*  |      |    |    |    |    |    |    |  |      |  |
| MS#09a East link: Install & Test completion of East Link Systems (03/31/22)                          |             | 01-Mar-24*  |      |    |    |    |    |    |    |  |      |  |
| MS#09B East link: Substantial completion of East Link Systems (05/30/22)                             |             | 29-Apr-24*  |      |    |    |    |    |    |    |  |      |  |
| E750 SCCRM   | 25-Jan-19 A | 16-Nov-22   |      |    |    |    |    |    |    |  |      |  |
| E750 OCS   | 14-Feb-19 A | 28-Sep-23   |      |    |    |    |    |    |    |  |      |  |
| E750 Traction Power/ Substations   | 01-Oct-18 A | 28-Sep-23   |      |    |    |    |    |    |    |  |      |  |
| E750 Signals   | 12-Sep-18 A | 02-Oct-23   |      |    |    |    |    |    |    |  |      |  |
| E750 Communications  | 13-Nov-18 A | 20-Dec-22   |      |    |    |    |    |    |    |  |      |  |
| E750 Radio   | 28-Jan-19 A | 19-Jan-23   |      |    |    |    |    |    |    |  |      |  |
| E750 SCADA   | 12-Jul-22 A | 07-Dec-22   |      |    |    |    |    |    |    |  |      |  |
| E750 Trunk Fiber   | 19-Dec-18 A | 25-Oct-22   |      |    |    |    |    |    |    |  |      |  |
| E750 Testing and Commissioning   | 27-May-20 A | 24-May-24   |      |    |    |    |    |    |    |  |      |  |

### Schedule Performance Index

Performance is for July 2022. The SPI-Early is 0.89 and SPI-Late is 0.89. The SPI index indicates the contractor is behind early planned work and is starting to somewhat slip on the late plans compared to the baseline plans.

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



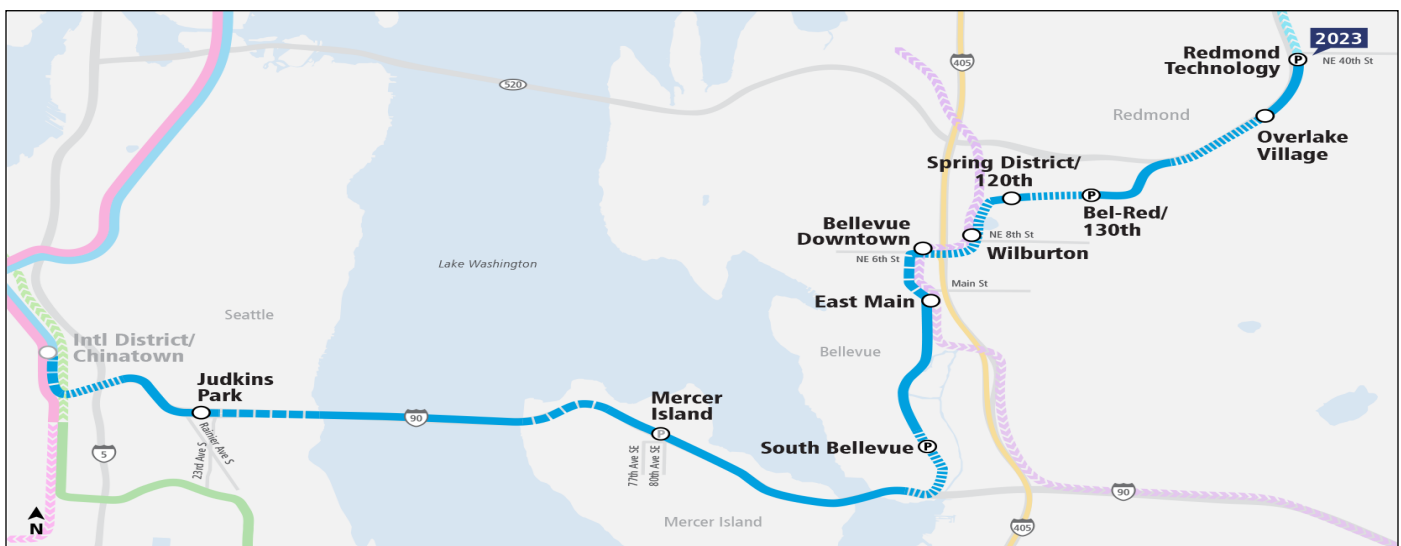
# Link Light Rail East Link Extension

## Next Period's Activities

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

## Closely Monitored Issues

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



## Cost Summary

| Present Financial Status                                | Amount        |
|---|---------------|
| <b>E750 Contractor - Mass Electric Construction Co.</b> |               |
| Original Contract Value                                 | \$255,768,128 |
| Change Order Value                                      | \$7,692,391   |
| Current Contract Value                                  | \$263,460,519 |
| Total Actual Cost (Incurred to Date)                    | \$233,823,504 |
| Percent Complete  | 93.3%         |
| Authorized Contingency                                  | \$12,788,406  |
| Contingency Drawdown                                    | \$7,692,391   |
| Contingency Index                                       | 1.58          |

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



Installation of conduit at Kirkland Wye West for Power.

# Link Light Rail

## Everett Link Extension

### Project Summary

#### Scope

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

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

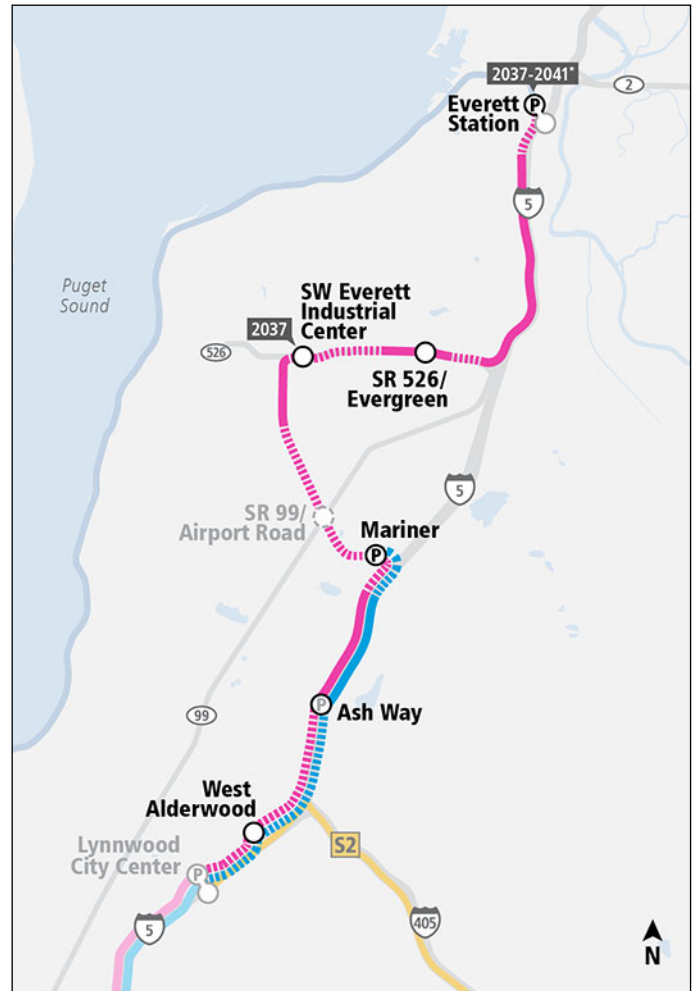
**Stations** The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen, and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

**Phase** Planning

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

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



Map of Everett Link Extension

### Key Project Activities

- Held the fifth meeting of the Elected Leadership Group.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding alternatives development process.

# Link Light Rail Everett Link Extension



## Project Cost Summary

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

During the annual budget cycle \$2.9M was added to the project to fund work for deliverable related to the FTA TOD pilot program. The current Authorized Project Allocation is for completion of preliminary engineering. In September 2022, \$1.1M was incurred. The major project expenditures were for administration and preliminary engineering.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$34.2                        | \$5.0              | \$4.7            | \$34.2                     | \$0.0                         |
| Preliminary Engineering | \$128.5                       | \$17.3             | \$12.1           | \$128.5                    | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 3rd Party Agreements    | \$13.2                        | \$0.4              | \$0.2            | \$13.2                     | \$0.0                         |
| Construction            | \$1.0                         | \$0.6              | \$0.6            | \$1.0                      | \$0.0                         |
| Light Rail Vehicles     | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$11.1                        | \$0.3              | \$0.3            | \$11.1                     | \$0.0                         |
| <b>Total</b>            | <b>\$188.0</b>                | <b>\$23.6</b>      | <b>\$17.9</b>    | <b>\$188.0</b>             | <b>\$0.0</b>                  |

### 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                         |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$1.0</b>                  | <b>\$0.6</b>       | <b>\$0.6</b>     | <b>\$1.0</b>               | <b>\$0.0</b>                  |
| 60 Row, Land                           | \$10.0                        | \$0.3              | \$0.3            | \$10.0                     | \$0.0                         |
| 80 Professional Services               | \$160.9                       | \$22.7             | \$17.0           | \$160.8                    | \$0.0                         |
| 90 Unallocated Contingency             | \$16.1                        | \$0.0              | \$0.0            | \$16.1                     | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$188.0</b>                | <b>\$23.6</b>      | <b>\$17.9</b>    | <b>\$188.0</b>             | <b>\$0.0</b>                  |

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

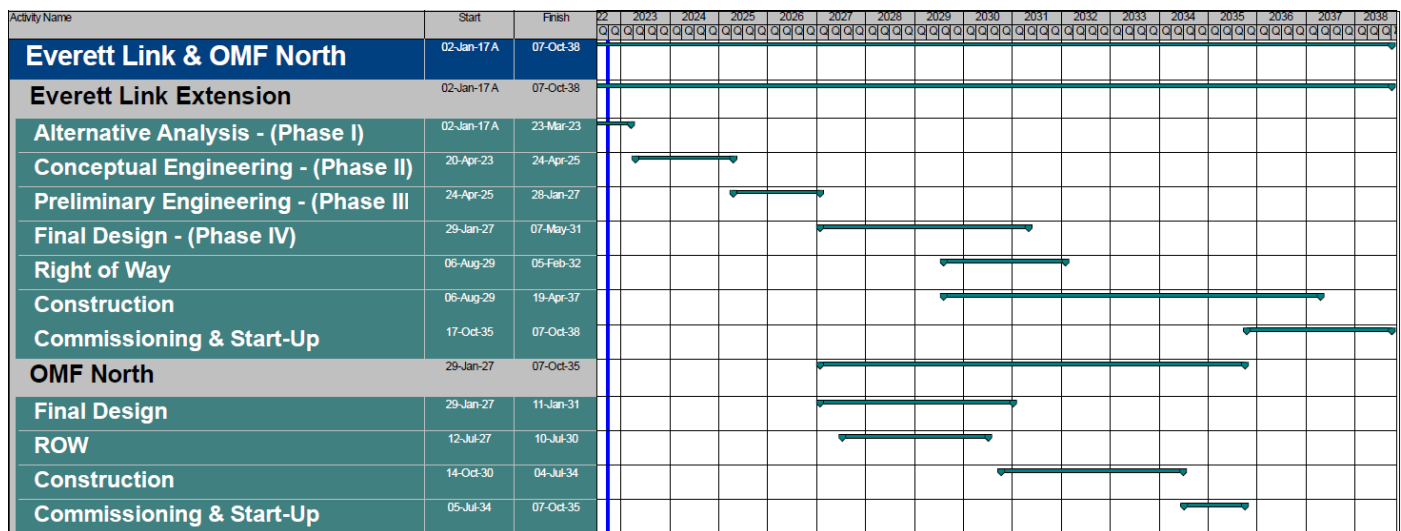
## Risk Management

The following are the top cost and schedule project risks:

- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks due to confirming environmental review process with third parties.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.

## Project Schedule

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



## Community Engagement

- Hosted a table at the Everett Farmers Market to share project and agency information.
- Continued coordination with the Community Foundation of Snohomish County and Connect Casino Road.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding community engagement.

## Staffing Summary

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

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

| Resource Type  | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|--|--------------------------------|-----------------------------------|----------|
| ST Staff   | 18.9                           | 12.48                             | 6.4      |
| Consultants  | 27.0                           | 25.1                              | 1.9      |
| TOTAL  | 45.9                           | 37.58                             | 8.3      |
| <i>* Effective Sept 2022, an FTE is the equivalent of 1920 hours. YTD performance FTE hours are divided by a monthly factor of 160.00.</i> |                                |                                   |          |

## Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Link Light Rail Federal Way Link Extension

## Project Summary

### Scope

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

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

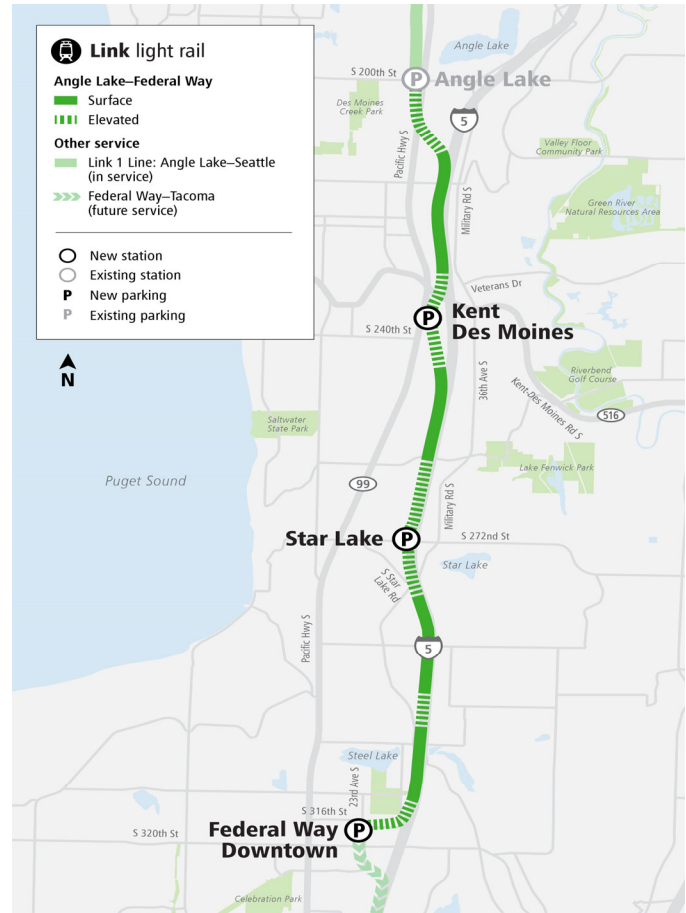
**Stations** Station and garages at Kent Des Moines (KDM), Star Lake (SL), and the Federal Way Downtown (FWD)

**Systems** Signals, traction power, and communications (SCADA)

**Phase** Final Design/Construction

**Budget** \$2.451 Billion (ST Baseline Sep 2018)

**Schedule** Revenue Service: December 2024



Map of Federal Way Link Extension

## Key Project Activities

- F200 progress detail highlights are reflected on last two pages of the FWLE section and concrete work continues throughout the alignment.
- Work at Structure C on hold as the team assesses the viability of the temporary construction methods. Design Builder developing alternative design options.
- Traffic mitigation design highlights are reflected in another section of this report.
- Awaiting review comments from the City of SeaTac for the Consolidated Transit Way Agreement; Board approval and execution planned for Q4 2022.
- Revised scope language for minor revisions to the City of SeaTac Development Agreement memorializing agreed street lighting at South 211 Street & 32 Avenue South comments were received from the City of SeaTac.
- Project team continues coordinating utility relocations that are necessary in future station areas.
- Ongoing ROW acquisition and relocations continued related to Traffic Mitigation and F200 parcels.

# Link Light Rail Federal Way Link Extension



## Project Cost Summary

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

This period approximately \$31.4M was incurred of which \$27.5M for Construction phase comprised mainly of \$27.4M for F200 Design Build construction contract and \$0.1M for Utility Relocation by Others. Construction Services was \$1.7M; \$0.4M for Third Party; and \$0.9M was for Right-of-Way. Remaining major expenditures reside in Preliminary Engineering, Third Party and Administration. Overall the project Estimate at Completion continues to reflect \$2.45B.

## Cost Summary by Phase

| Project Phase           | Baseline Budget  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$96.5           | \$96.5                        | \$42.3             | \$41.9           | \$96.5                     | \$0.0                         |
| Preliminary Engineering | \$46.5           | \$46.1                        | \$45.6             | \$45.3           | \$46.1                     | \$0.0                         |
| Final Design            | \$3.1            | \$4.8                         | \$3.9              | \$2.6            | \$4.8                      | \$0.0                         |
| Construction Services   | \$107.0          | \$116.0                       | \$101.6            | \$67.7           | \$116.0                    | \$0.0                         |
| 3rd Party Agreements    | \$27.7           | \$27.7                        | \$25.3             | \$17.0           | \$27.7                     | \$0.0                         |
| Construction            | \$1,831.9        | \$1,821.5                     | \$1,432.8          | \$863.5          | \$1,821.5                  | \$0.0                         |
| ROW                     | \$338.8          | \$338.8                       | \$219.6            | \$218.8          | \$338.8                    | \$0.0                         |
| <b>Total</b>            | <b>\$2,451.5</b> | <b>\$2,451.5</b>              | <b>\$1,871.1</b>   | <b>\$1,256.8</b> | <b>\$2,451.5</b>           | <b>\$0.0</b>                  |

## 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                       | \$404.8            | \$228.7          | \$512.7                    | -\$357.5                      |
| 20 Stations                            | \$318.9          | \$105.2                       | \$300.3            | \$156.7          | \$334.5                    | -\$229.3                      |
| 30 Support Facilities                  | \$5.3            | \$4.6                         | \$11.6             | \$6.6            | \$4.9                      | -\$0.4                        |
| 40 Sitework & Special Conditions       | \$558.4          | \$1,154.4                     | \$477.8            | \$296.7          | \$559.4                    | \$595.0                       |
| 50 Systems                             | \$153.8          | \$49.6                        | \$124.4            | \$68.1           | \$152.2                    | -\$102.6                      |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$1,559.4</b> | <b>\$1,468.9</b>              | <b>\$1,318.9</b>   | <b>\$756.7</b>   | <b>\$1,563.7</b>           | <b>-\$94.9</b>                |
| 60 Row, Land                           | \$341.6          | \$338.8                       | \$219.6            | \$218.8          | \$338.8                    | \$0.0                         |
| 70 Vehicles                            | \$1.8            | \$1.8                         | \$0.0              | \$0.0            | \$1.8                      | \$0.0                         |
| 80 Professional Services               | \$370.7          | \$396.9                       | \$332.7            | \$281.2          | \$302.1                    | \$94.8                        |
| 90 Unallocated Contingency             | \$178.1          | \$245.2                       | \$0.0              | \$0.0            | \$245.2                    | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$2,451.5</b> | <b>\$2,451.5</b>              | <b>\$1,871.1</b>   | <b>\$1,256.8</b> | <b>\$2,451.5</b>           | <b>\$0.0</b>                  |

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

# Link Light Rail Federal Way Link Extension



## Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. Additional contingency of \$460M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is \$472.3M.

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

**Allocated Contingency (AC)** is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period the AC overall was increased slightly by approximately \$0.093M due to an executed F200 change orders and Admin reimbursement from WSDOT for betterment work.

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

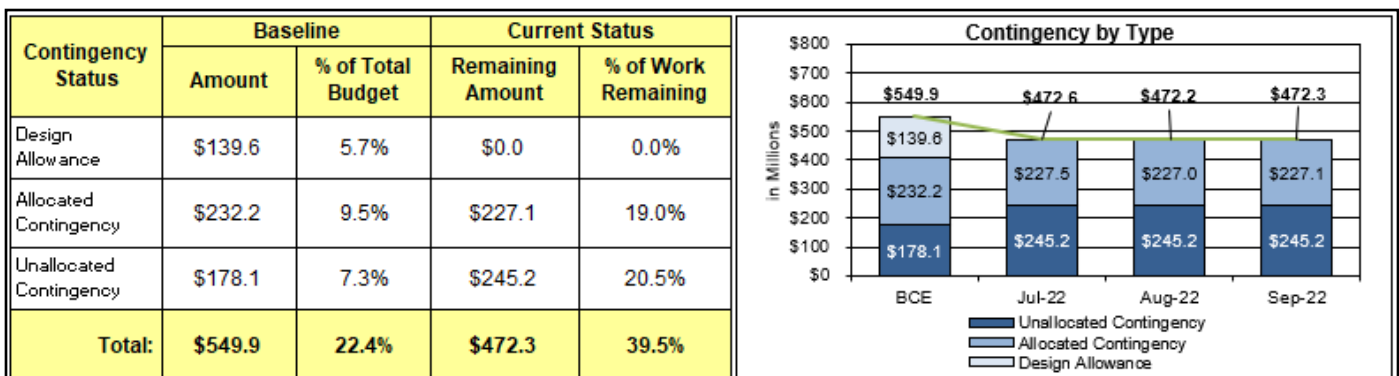
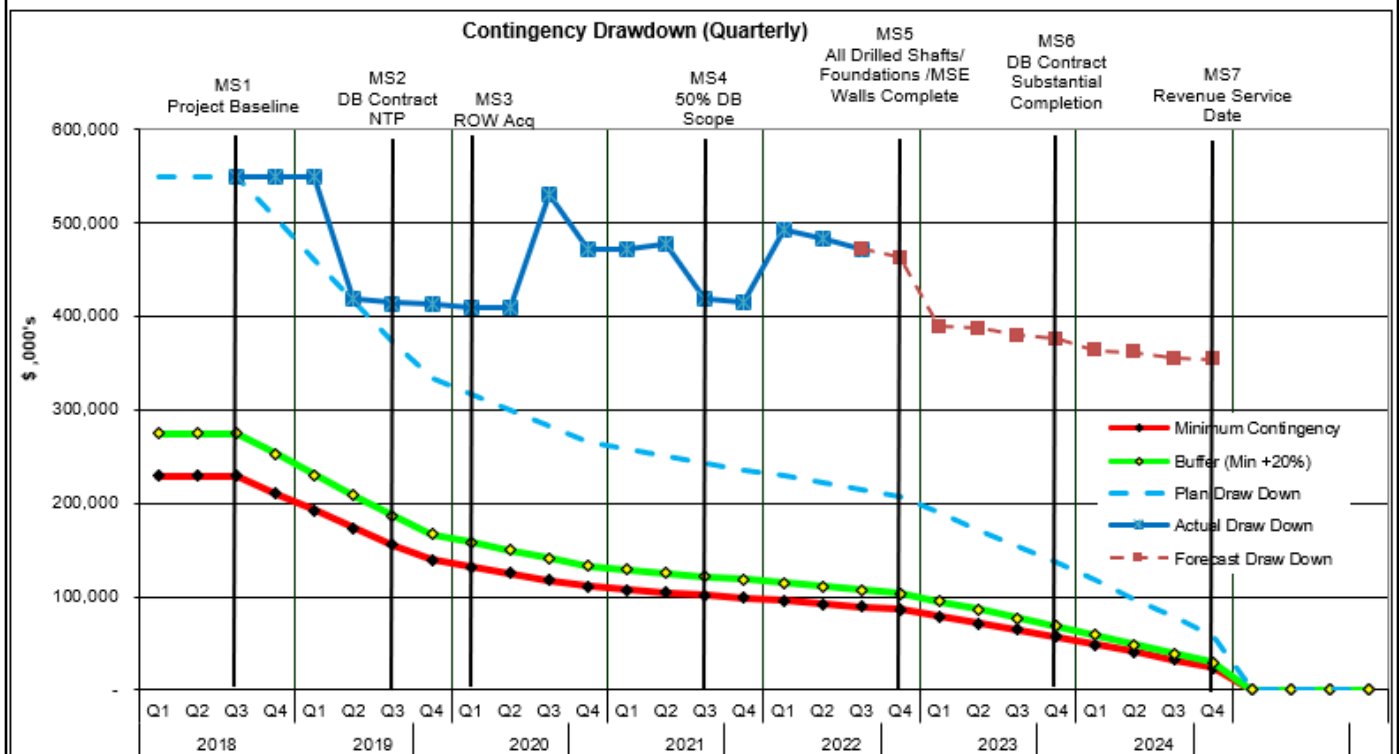


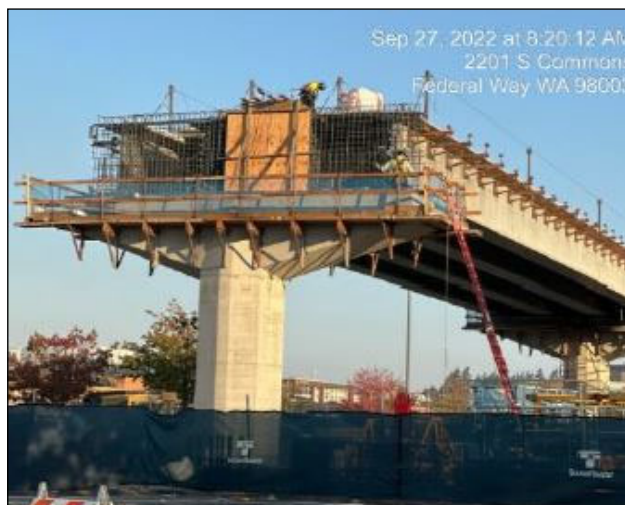
Table figures are shown in millions.



## Risk Management

The following are the top project wide risks:

- A liquefaction zone identified at Structure C and the identified design solution added new scope to the DB contract, resulting in cost and schedule impacts to the project.
- Unstable soil conditions encountered along the Structure C alignment to perform temporary works for construction access could result in additional cost and schedule impacts to the project.
- Several ST projects will be competing for programmatic ST resources in 2024 to oversee work activities.
- PSE Fiber is required to provide continuous monitoring of power supply to FWLE TPSS sites. This additional fiber required by PSE, may impact construction schedule (MS#3) and potentially the project RSD.
- The integration of additional requirements for facilities and/or systems (by ST and AHJs) could not only result in increased costs, but could also impact construction completion.
- AHJs request additional design modifications, above and beyond the original scope, may result in cost and schedule impacts to Traffic Mitigation (FD or Construction-F210) and FWLE completion.
- The required number of LRVs is not available to support pre-revenue service, resulting in delays to F200 Final Acceptance.
- Additional scope is identified at the end of construction (above current expectations and scope) resulting in cost and schedule impacts to the project.
- As a result of limited resource availability (L&I inspectors) to achieve Gold Seal certification, certification may be delayed, impacting RSD.
- Hazardous materials are discovered during F210 construction, delaying ROW acquisition, and resulting in cost and schedule impacts to the project.



*WA3.8 Span G29 Diaphragm Prog*



*WA1.1 SR99 Bridge Grading South*

# Link Light Rail Federal Way Link Extension



## Project Schedule

The calculated weighted percent complete of the major construction contracts is 60.1%. This weighted percent complete does not account for potential cost and schedule impact of Structure C.

The project schedule presented below is still under review. Right-of-Way acquisitions for F200 are nearly complete. F210 (traffic mitigation) properties are driving FFGA Milestone MS 03 – ROW Acquisitions Complete, which is trending to be finished by Q1 2024. The F210 ROW team has started appraisals for some of the needed properties, is finalizing the Appraisal Matrix, and is waiting for Letters of Concurrence (LOC) from the City of Kent and Federal Way. The Final Designer is progressing with the 90% design and is preparing the draft geotechnical report, draft wetland/critical areas report, and WSDOT channelization plan. Lastly, continued delay in the Light Rail Vehicle (LRV) schedule may impact Sound Transit's ability to commence with simulated service. The project schedules are under review to assess the impacts to the revenue service date of December 2024 from COVID and the concrete strike. The project schedules will be revised accordingly.

| Activity Name  | Start       | Finish      |      |    |  |      |    |    |    |      |    |    |    |      |
|--|-------------|-------------|------|----|--|------|----|----|----|------|----|----|----|------|
|  |             |             | 2022 |    |  | 2023 |    |    |    | 2024 |    |    |    | 2025 |
|  |             |             | Q3   | Q4 |  | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   |
| <b>Sound Transit</b>   | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>Sound Transit 2</b>   | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>South Corridor</b>  | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>LRT Extension - South</b>   | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>Federal Way - Main Schedule</b>   | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>Federal Way Link Extension - Integrated Main Schedule</b>                     | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>Federal Way Link Extension - Integrated Main Schedule</b>                     | 01-Jul-16 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| <b>Baseline/FFGA Milestones</b>  | 27-Sep-18 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| 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)              |             | 19-Jul-23   |      |    |  |      |    |    |    |      |    |    |    |      |
| MS 03 - ROW Acquisitions Complete (Q1 2020)                                      |             | 25-Mar-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)             |             | 07-Sep-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| MS 07 - Revenue Service w/Float (Q4 2024)  |             | 31-Dec-24*  |      |    |  |      |    |    |    |      |    |    |    |      |
| 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 | 23-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Federal Way - Construction   | 01-Jun-19 A | 07-Nov-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Federal Way - F200 - Guideway and Stations - D/B S schedule Update               | 01-Jun-19 A | 07-Nov-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Federal Way - F210 - Traffic Mitigation  | 04-Jan-21 A | 07-Nov-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Federal Way - Rail Activation  | 28-Jun-19 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Federal Way Link Extension - Rail Activation                                     | 28-Jun-19 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Federal Way Link Extension - Rail Activation                                     | 28-Jun-19 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Rail Activation  | 28-Jun-19 A | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Rail Activation by Task  | 03-Feb-20 A | 25-Oct-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| LRV Conditional Acceptance - FWLE  | 21-May-24   | 31-Oct-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| FWLE IT Coordination   | 28-Jun-19 A | 06-Nov-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Systems Integration & Testing  | 20-Apr-23   | 06-Sep-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Pre-Revenue Service  | 08-Sep-24   | 06-Nov-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Project Float  | 08-Nov-24   | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |
| Revenue Service  | 31-Dec-24   | 31-Dec-24   |      |    |  |      |    |    |    |      |    |    |    |      |

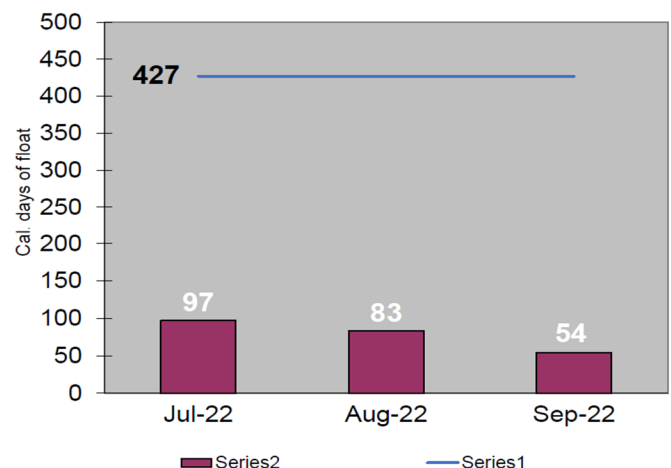
## Project Float

Federal Way Link Extension was baselined with 427 days of project float contingency. Currently, the project is reporting 54 days of project float contingency remaining. The decrease in project float contingency is caused by the continued impact of poor soil conditions at Structure C.

The F200 September 2022 schedule update is still under review. Sound Transit and the Design Builder are collaborating to mitigate the impact of the Structure C delay, which includes alternative design solutions.

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

## FWLE Current Float Contingency Trend



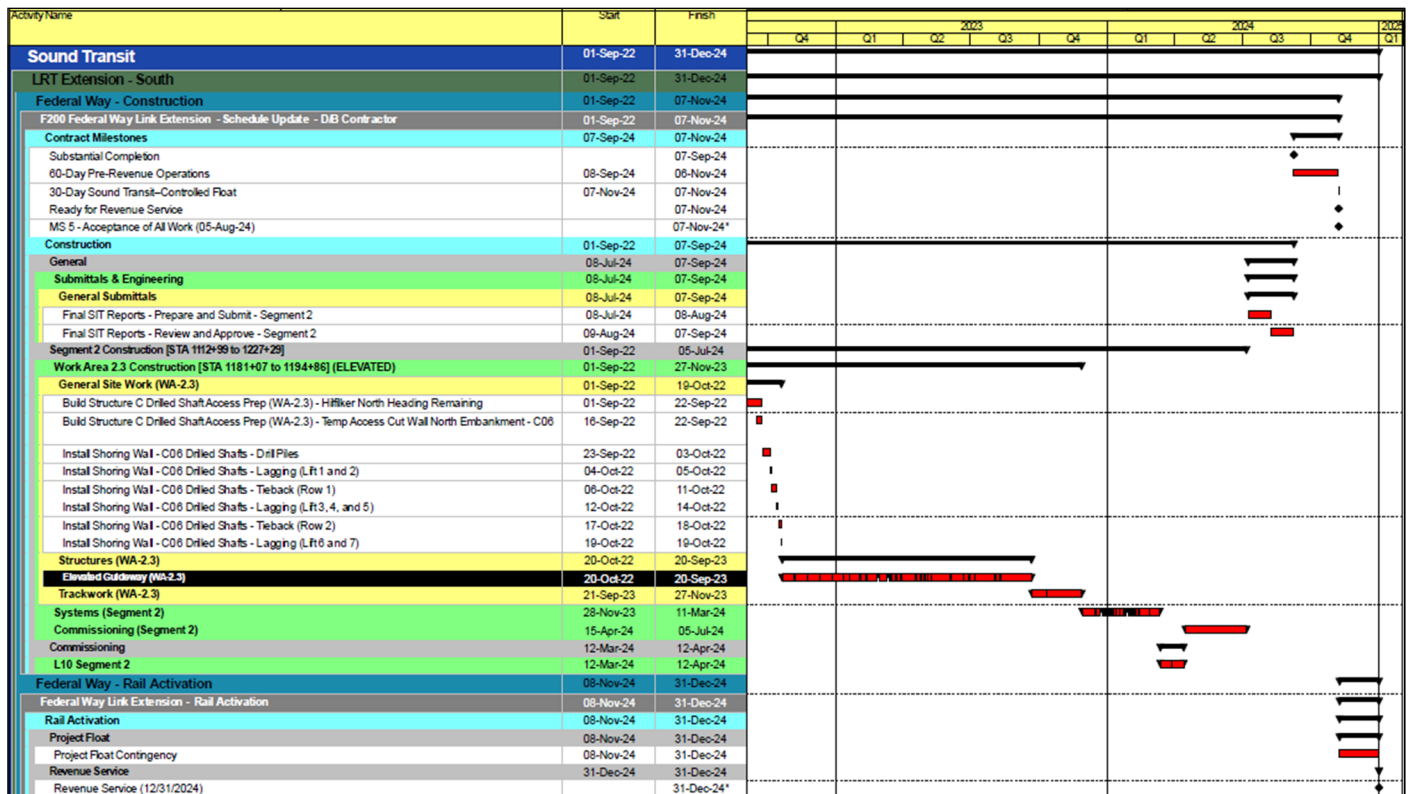
# Link Light Rail Federal Way Link Extension



## Critical Path Analysis

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

The Army Corps of Engineers issued a permit for the Design Builder to stabilize the soil at Structure C with quarry spalls. Lastly, the Design Builder is progressing with the Long Span 90% design for Structure C.



## Traffic Mitigation Design

### Key Traffic Mitigation Issues:

- Continued/ongoing coordination with utilities, particularly focused on conflict resolution for ROW plans.
- Continued collaboration with the City and WSDOT on FEIS information to determine if mitigation is required at SR99 & S.320<sup>th</sup> St.
- The Traffic Mitigation project is at 50% design, comments received from Local jurisdiction and WSDOT .
- Revised LOC documents are in review with the City of Kent.
- 13 of 15 properties have started appraisal process.

## Closely Monitored Issues

- Traffic Mitigation Design and F210 ROW acquisition.

# Link Light Rail Federal Way Link Extension

## Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions 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 |
| 276   | 366             | 448                 | 356              | 457                  | 440                           |
| <p>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</p> <p>Total Acquisitions: Defined as parcels recognizing only land, not owners</p> <p>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</p> <p>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</p> <p>Relocations: Based on number of affected individuals</p> <p>18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022</p> |                 |                     |                  |                      |                               |

## Community Engagement

- Working with representatives from Kiewit, met Mark Twain Elementary students at various crossing points to help safely navigate the walking detour put in place for this school year. Interacted with numerous students and parents.
- Responded to numerous complaints from businesses and residents on 30th Ave. Met with all businesses and presented a construction schedule and provided the phasing plan for repaving of the street.
- Performed door-to-door outreach in numerous neighborhoods to communicate construction activities.
- Tabled at events including:
  - Crossroads Farmer's Market
  - Back to school Night at Mark Twain Elementary
  - Back to School Fair in SeaTac
- Developed a Project Update for the Highline College work in collaboration with the city of Des Moines.



*Partnered with Kiewit to Hold a Neighborhood Touch a Truck Event in Camelot Square*

## Staffing Summary

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

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

Overall, the project FTE is 18.1 below the staffing plan for this period. DBPM Services is slightly higher than plan this period while addressing Design-Build contractor activities for change management, minor design and major construction oversight that involves drilled shafts, guideway, parking garages, stations, utility work and other civil work. ST staff is 19.0 under plan, however there are a few vacancies in the project that are in the process of being filled.

| Resource Type   | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---|-----------------------------|--------------------------------|----------|
| ST Staff  | 44.7                        | 25.7                           | 19       |
| Consultants   | 77.0                        | 77.9                           | -0.9     |
| TOTAL   | 121.7                       | 103.6                          | 18.1     |
| <i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i> |                             |                                |          |

## Sound Transit Board Actions

| Board Action | Description                | Date |
|--------------|----------------------------|------|
|              | None to report this Period |      |

# Link Light Rail Federal Way Link Extension



## Construction Safety

| Data/ Measure                           | September 2022  | Year to Date | Project to Date |
|---|-----------------|--------------|-----------------|
| Recordable Injury/Illness Cases         | 1               | 5            | 10              |
| Days Away From Work Cases               | 1               | 3            | 5               |
| Total Days Away From Work               | 3               | 9            | 12              |
| First Aid Cases                         | 5               | 26           | 38              |
| Reported Near Mishaps                   | 2               | 4            | 10              |
| Average Number of Employees on Worksite | 540             | -            | -               |
| Total # of Hours (GC & Subs)            | 78,922          | 688,475      | 1,507,219       |
| OSHA Incident Rates                     | Monthly Average | Year to Date | Project to Date |
| Recordable Injury Rate                  | 2.53            | 1.45         | 1.33            |
| Lost Time Injury (LTI) Rate             | 2.53            | 0.87         | 0.66            |
| <b>Recordable National Average</b>      | <b>2.5</b>      |              |                 |
| <b>LTI National Average</b>             | <b>1.10</b>     |              |                 |
| <b>Recordable WA State Average</b>      | <b>5.20</b>     |              |                 |
| <b>LTI WA State Average</b>             | <b>2.90</b>     |              |                 |

*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 September 2022: The F200 Design-Build Contractor (DB), Kiewit, significant construction progress occurred on all segments in relation to: Guideway (track construction, systems duct bank, sub-ballast, superstructure, and substructure), Kent Des Moines (KDM) Station and Garage, Star Lake Station & Garage, and Federal Way Downtown (FWD) garage, station, and End of Line Facility (EOL).

#### Design:

- DB progressing long span design, tiered wall work stopped. Potential bilateral or unilateral CO for Structure C costs to date. Need update on RCA for slope failure. ST requested schedule for structure C work and how it ties into overall project schedule. ST is working on costs eligible to reimburse DB.

#### Construction:

- Guideway substructure and superstructure construction continued; Percentage complete (all Segments):

| Details        | Progress | Details | Progress | Details            | Progress | Details         | Progress | Details   | Progress | Details | Progress |
|----------------|----------|---------|----------|--------------------|----------|-----------------|----------|-----------|----------|---------|----------|
| Drilled Shafts | 93%      | Columns | 96%      | Caps and Straddles | 93%      | Girder Erection | 92%      | Abutments | 83%      | Decks   | 79%      |

Extensive substructure and superstructure in: WA 1.1, 1.3, 2.4, 3.4, and 3.8.

- Track: Corridor Wide: Direct fixed track – plinths = 8%, Sub Ballast = 9%, Slabs and Matts = 42% WA 1.2 Rail distribution. WA 1.3 Skeletonize track and form plinths.
- Noise wall, MSE wall, and CIP wall construction in work areas 1.2, 2.2, 3.3, 3.5, and 3.7.
- Work completed: SR99 Bridge, Structure A trackwork and OCS foundations (MS#3)
- TPSS S02: Form and pour footings.
- KDM Station (32.2% complete): plumbing testing. Escalator structure & elevator machine room. Door, frame, and deck installations. Hanging roof steel.
- KDM Garage (62.0% complete): Install canopy roof and coiling doors. Plumbing and fire suppression inspections and tests. Exterior steel work includes elevator structure and photovoltaic, roof installation and painting.
- Structure C: Minor TESC work being maintained.
- Star Lake Station (12.0% complete): Mechanical and electrical room. Platform beam installation & ongoing plumbing tests.
- Star Lake Garage (40.3% complete): L3-L4 decks, ramps, walls, and column work.
- FWD and EOL (20.7% complete): Hang platform canopy and plaza steel. Install underground plumbing and electrical. Ongoing plumbing testing. Civil construction including vaults, structure support, and roadway restoration.
- FWD Garage modification (6.9% complete): Wall & column. Form crane footing and erect tower crane. Plumbing testing.
- Milestone 2: Super structure finishes and civil work.



WA3.8 FWTCS Platform Canopy Steel



WA1.3 KDMG Cladding Support

# Link Light Rail Federal Way Link Extension



## Schedule Summary

The F200 progress schedule for September 2022 is still under review. The Design Builder reported no change to contract Milestones #2 and #3. Sound Transit will execute a Change Order for severe weather that occurred in December 2021 that extended the required dates, which match the current forecasted Milestone #2 and #3 dates. Next, Milestone #5 (acceptance of all work) is forecasted to be delayed due to poor soil conditions at Structure C. Alternative design solutions for this work area are underway. The total impact of the Structure C delay has yet to be determined. Sound Transit will continue to work with the Design Builder to reduce the impact of this delay.

| Activity Name   | Start       | Finish      | 2022 |    | 2023 |    |    |    | 2024 |    |    |    | 2025 |
|---|-------------|-------------|------|----|------|----|----|----|------|----|----|----|------|
|   |             |             | Q3   | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   |
| <b>F200 Federal Way Link Extension - Schedule Update - D/B Contractor</b>                     | 01-Jun-19 A | 07-Nov-24   |      |    |      |    |    |    |      |    |    |    |      |
| <b>Contract Milestones</b>  | 07-Jun-19 A | 07-Nov-24   |      |    |      |    |    |    |      |    |    |    |      |
| Limited Notice to Proceed   | 07-Jun-19 A |             |      |    |      |    |    |    |      |    |    |    |      |
| Contractual Notice to Proceed   | 28-Feb-20 A |             |      |    |      |    |    |    |      |    |    |    |      |
| Notice to Proceed   | 04-May-20 A |             |      |    |      |    |    |    |      |    |    |    |      |
| Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)                                   | 07-Dec-20 A |             |      |    |      |    |    |    |      |    |    |    |      |
| MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22) |             | 01-Mar-22 A |      |    |      |    |    |    |      |    |    |    |      |
| MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)        |             | 07-Nov-22   |      | ◆  |      |    |    |    |      |    |    |    |      |
| MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)                                    |             | 02-Jun-23   |      |    |      | ◆  |    |    |      |    |    |    |      |
| MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)       |             | 23-Oct-23   |      |    |      |    | ◆  |    |      |    |    |    |      |
| EOL Building - Completion 365d Before Milestone 5   |             | 12-Dec-23   |      |    |      |    |    | ◆  |      |    |    |    |      |
| Substantial Completion  |             | 07-Sep-24   |      |    |      |    |    |    |      |    |    | ◆  |      |
| 60-Day Pre-Revenue Operations   | 08-Sep-24   | 06-Nov-24   |      |    |      |    |    |    |      |    |    |    |      |
| 30-Day Sound Transit-Controlled Float   | 07-Nov-24   | 07-Nov-24   |      |    |      |    |    |    |      |    |    |    |      |
| MS 5 - Acceptance of All Work (05-Aug-24)   |             | 07-Nov-24*  |      |    |      |    |    |    |      |    |    |    | ◆    |
| <b>Design</b>   | 07-Jun-19 A | 30-Jun-23   |      |    |      |    |    |    |      |    |    |    |      |
| <b>Design Milestones</b>  | 07-Jun-19 A | 30-Jun-23   |      |    |      |    |    |    |      |    |    |    |      |
| Corridor Wide   | 07-Jun-19 A | 01-Sep-22   |      |    |      |    |    |    |      |    |    |    |      |
| Design Packages - Kent Des Moines Segment 1   | 07-Jun-19 A | 15-Jul-21 A |      |    |      |    |    |    |      |    |    |    |      |
| Design Packages - Star Lake Segment 2   | 07-Jun-19 A | 01-Sep-22   |      |    |      |    |    |    |      |    |    |    |      |
| Design Packages - Federal Way Transit Segment 3   | 07-Jun-19 A | 21-Sep-22   |      |    |      |    |    |    |      |    |    |    |      |
| <b>Construction</b>   | 01-Jun-19 A | 07-Sep-24   |      |    |      |    |    |    |      |    |    |    |      |
| General   | 01-Jun-19 A | 07-Sep-24   |      |    |      |    |    |    |      |    |    |    |      |
| Segment 1 Construction [STA 990+10 to 1112+99]  | 28-Jun-19 A | 06-Sep-24   |      |    |      |    |    |    |      |    |    |    |      |
| Segment 2 Construction [STA 1112+99 to 1227+29]   | 28-Jun-19 A | 06-Sep-24   |      |    |      |    |    |    |      |    |    |    |      |
| Segment 3 Construction [STA 1227+29 to 1401+87]   | 28-Jun-19 A | 06-Sep-24   |      |    |      |    |    |    |      |    |    |    |      |
| Commissioning   | 10-May-21 A | 02-May-24   |      |    |      |    |    |    |      |    |    |    |      |
| Provisional Sums  | 01-Dec-19 A | 19-Apr-24   |      |    |      |    |    |    |      |    |    |    |      |
| Change Orders   | 01-Jul-19 A | 09-Sep-24   |      |    |      |    |    |    |      |    |    |    |      |

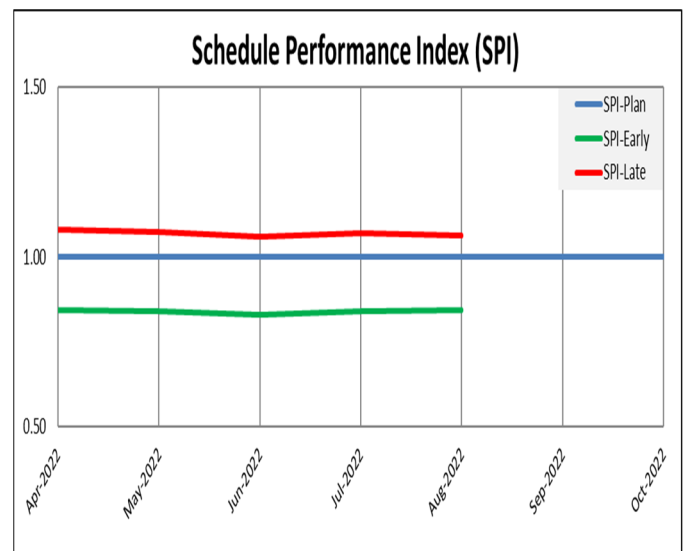
## Schedule Performance Index

September EV report has not been submitted.

For the August reporting period, the Early SPI is 0.84 and Late SPI is 1.06 and is calculated based on draft EVM which is an approximation (previously: 0.84 and 1.07 respectively). Cumulative cost based on draft is in between the Cumulative Early and Late date planned value.

Kiewit cost performance for the month of August is below the late revised planned value due to lack of direct manpower.

Kiewit SPI Performance is below acceptable early range of 0.90 – 1.10 due to lack of direct manpower.



# Link Light Rail Federal Way Link Extension

## Next Period's Activities

### Design:

- Structure C: DB progressing with long span design.

### Construction:

- Guideway substructure and extensive superstructure construction continues (all segments).
- Trackwork: Distributed rail, skeletonize track, form plinths, final alignment, place sub ballast and ballast mat.
- SR99 Bridge: Construct sidewalks, remove temporary drainage and water. Install permanent irrigation and begin landscaping.
- TPSS S02: Form footing; TPSS S05: Kiewit and PSE permitting. Factory testing
- KDM Garage: Install coiling doors and hardware, begin painting. Set elevator equipment. Plumbing and fire suppression tests.
- KDM Station: Hanging roof steel and install pan deck. Elevator machine room construction
- Highline College: No work
- Midway landfill: Wall R1135 pig seal, setting panels at wall R28 and landscaping.
- Star Lake Garage: Construction effort for wall and columns. PT decks level 4.

### Construction (*continued*):

- Star Lake Station: Elevator machine, mechanical and electrical room. Setting platform beams. Begin construction on ancillary building. Plumbing testing.
- FWTC Garage: Crane footings, and pile caps. North columns and shear walls. Plumbing testing.
- FWTC Station: Plaza & canopy steel erection, underground plumbing, and mat caps. Plumbing testing.
- Milestone 2 and 3 (near term activities): A13 straddle bent construction and falsework for decks A13

### Closely Monitored Issues (F200)

- Structure C: Rigid pier design encountered constructability issues due to an embankment failure and I-5 lane closure that stopped work until further design analysis was completed. DB proceeding long span design. ST requested schedule for structure C work.
- PSE utility easement approval needed to ensure TPSS S02 power by Jan 2023. Fiber for medium voltage switch must be installed prior to revenue service.
- Track plinth's structure A: Cracks in Plinths mix modified for future work. Structure A repair process under review. DB shared crack maps, ST recommending that all cracks be sealed.
- As-builts: ST communicated concerns regarding contractor's as-built methods approving and recording changes.

## Cost Summary

| Present Financial Status                               | Amount          |
|--|-----------------|
| <b>F200 Contractor - Kiewit Infrastructure West Co</b> |                 |
| Original Contract Value                                | \$1,285,200,000 |
| Change Order Value                                     | \$164,108,452   |
| Current Contract Value                                 | \$1,449,308,452 |
| Total Actual Cost (Incurred to Date)                   | \$840,753,210   |
| Percent Complete                                       | 60.1%           |
| Authorized Contingency + Add'l Ctg                     | \$248,297,519   |
| Contingency Drawdown                                   | \$164,108,452   |
| Contingency Index (Excl. ATC/NTD)                      | 1.36            |



WAI.3 Direct Fix Track Inspection

# Link Light Rail Hilltop Tacoma Link Extension

## Project Summary

### Scope

**Limits** City of Tacoma

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

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

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

**Phase** Construction

**Budget** \$282.7 Million (Increased February 2022)

**Schedule** Revenue Service: Q1 2023



Map of Hilltop Tacoma Link Extension

## Key Project Activities

**Final Design:** Design Consultant continued design services during construction.

**Construction:** The contractor is nearing completion of civil and systems work and preparing for systems integration testing.

- **Heading 1:** Completed civil and systems work at the 9th and Commerce St. cutover area with testing and training remaining pending resolution of rail to earth test issues.
- **Heading 2:** Completed sanitary sewer manhole relocation at Division and MLK and began work on crosswalks. Completed fiber splicing at traffic signal cabinets. Installed screening at TPSS No. 2.
- **Heading 3:** Installed security screens at TPSS No. 3 and No. 4. Completed fiber splicing at traffic signal cabinets. Installed track drain at S. 10th and MLK through JOC work order.
- **OMF:** Continued work on Milestone No. 1 punch list items with four open items remaining. Continued betterment work on E. 25th St.

## Closely Monitored Issues

- Staff continues to monitor LRV conditional acceptance timelines to support pre-revenue service.
- Staff continues to assist contractor planning and execution efforts for required systems tests and support agency integrated testing effort.

# Link Light Rail Hilltop Tacoma Link Extension



## Project Cost Summary

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

This period approximately \$7.2M was incurred. The majority of the expenditures were in the Vehicles phase for the LRV Procurement Contract.

### 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          | \$22.7             | \$22.5           | \$28.9                     | \$0.0                         |
| Preliminary Engineering | \$5.6           | \$5.6              | \$5.6            | \$5.6                      | \$0.0                         |
| Final Design            | \$16.2          | \$15.1             | \$14.9           | \$16.2                     | \$0.0                         |
| Construction Services   | \$16.7          | \$15.4             | \$13.6           | \$16.7                     | \$0.0                         |
| Third Party Agreements  | \$1.4           | \$1.3              | \$1.0            | \$1.4                      | \$0.0                         |
| Construction            | \$172.3         | \$159.4            | \$156.2          | \$172.3                    | \$0.0                         |
| Vehicles                | \$39.7          | \$38.2             | \$32.4           | \$39.7                     | \$0.0                         |
| ROW                     | \$1.9           | \$1.9              | \$1.9            | \$1.9                      | \$0.0                         |
| Contingency             | \$0.0           | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| <b>Total</b>            | <b>\$282.7</b>  | <b>\$259.5</b>     | <b>\$248.2</b>   | <b>\$282.7</b>             | <b>\$0.0</b>                  |

### Cost Summary by SCC

| SCC Element                            | Baseline Budget | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Adopted Budget vs. EFC |
|--|-----------------|--------------------|------------------|----------------------------|------------------------|
| 10 Guideway & Track                    | \$33.0          | \$30.5             | \$29.9           | \$33.0                     | \$0.0                  |
| 20 Stations                            | \$3.7           | \$3.4              | \$3.3            | \$3.7                      | \$0.0                  |
| 30 Support Facilities                  | \$43.8          | \$40.5             | \$39.7           | \$43.8                     | \$0.0                  |
| 40 Sitework & Special Conditions       | \$55.0          | \$51.0             | \$50.0           | \$55.1                     | \$0.1                  |
| 50 Systems                             | \$36.8          | \$34.0             | \$33.3           | \$36.8                     | \$0.0                  |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$172.3</b>  | <b>\$159.4</b>     | <b>\$156.2</b>   | <b>\$172.3</b>             | <b>-\$0.1</b>          |
| 60 ROW, Land                           | \$1.8           | \$1.9              | \$1.9            | \$1.9                      | \$0.2                  |
| 60 Vehicles                            | \$39.4          | \$38.2             | \$32.4           | \$39.7                     | \$0.3                  |
| 80 Professional Services               | \$67.4          | \$60.0             | \$57.6           | \$68.8                     | \$1.4                  |
| 90 Unallocated Contingency             | \$2.0           | \$0.0              | \$0.0            | \$0.0                      | -\$2.0                 |
| <b>Total (10 - 90)</b>                 | <b>\$282.7</b>  | <b>\$259.5</b>     | <b>\$248.2</b>   | <b>\$282.7</b>             | <b>\$0.0</b>           |

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

# Link Light Rail Hilltop Tacoma Link Extension



## Contingency Management

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

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

**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by approximately \$5.1M due to executed change orders on the T100 LRV Procurement contract. The current balance is \$11.2M.

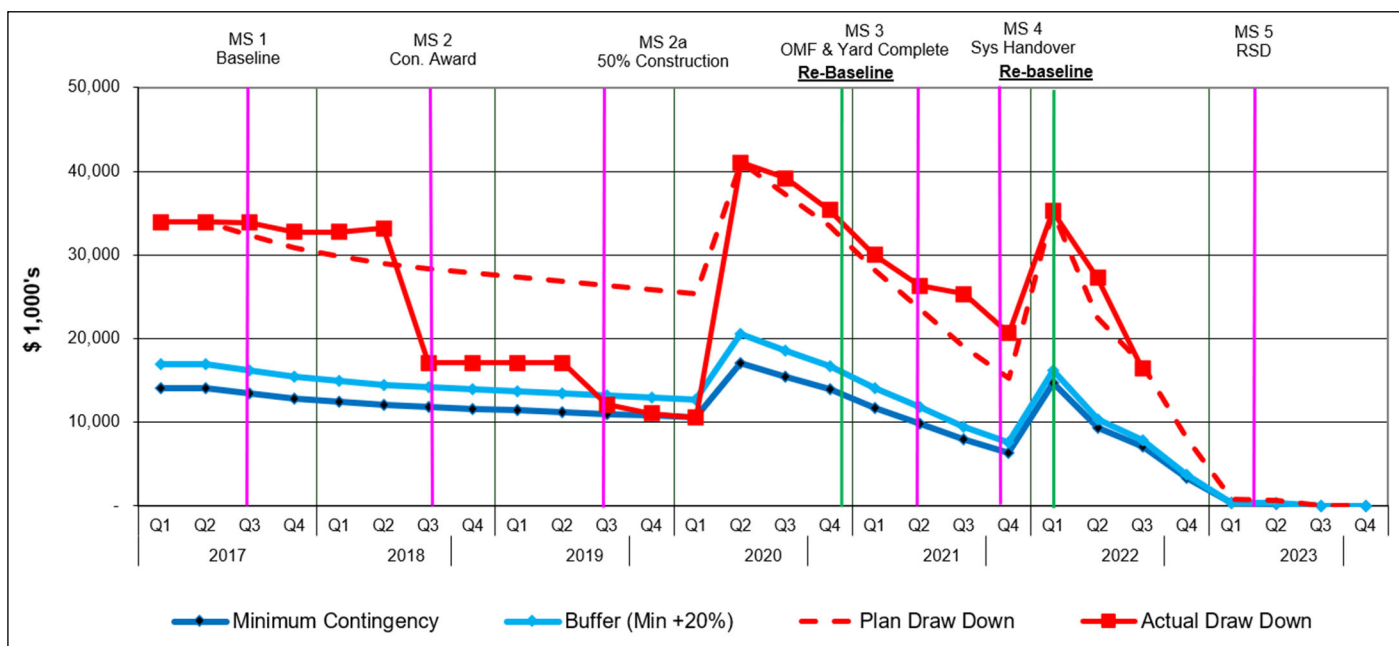
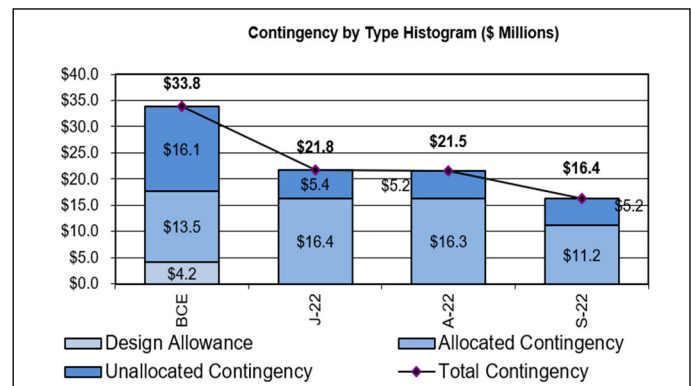
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC balance was unchanged this period.

### Contingency Status (Monthly)

| Type                    | Baseline      |              | Re-Baseline   |              |
|-------------------------|---------------|--------------|---------------|--------------|
|                         | Amount        | % of Total   | Amount        | % of Total   |
| Design Allowance        | \$4.2         | 2.2%         | \$0.0         | 0.0%         |
| Allocated Contingency   | \$13.5        | 6.8%         | \$11.2        | 32.4%        |
| Unallocated Contingency | \$16.1        | 8.2%         | \$5.2         | 15.0%        |
| <b>Total</b>            | <b>\$33.8</b> | <b>17.2%</b> | <b>\$16.4</b> | <b>47.4%</b> |

*Table figures are shown in millions.*

### Contingency by Type (\$ Millions)



*Contingency Drawdown as of September 30, 2022*

## Risk Management

The following are the top project wide risks:

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.
- LRV manufacturer may not submit completed documentation on time and thereby delay conditional acceptance of cars.
- Lack of detail in T100 construction schedule may impede adequate resource planning for rail activation, safety certification, System Integration Testing (SIT), and vehicle testing and commissioning.
- LRV testing complications may delay conditional acceptance.
- Delays in commissioning could impact training capacity, delaying revenue service.



*Conducting RTE testing on Commerce*

# Link Light Rail Hilltop Tacoma Link Extension



## Project Schedule

The project completion schedule was updated through the end of August 2022 and shows the project is 98% percent physically complete.

**Revenue Service:** Revenue service is scheduled for March 31, 2023, but current forecast indicates revenue service one week earlier. Revenue service requires conditional acceptance of all five LRVs. Any changes to this logic would be addressed as a work-around.

**BEC LRV:** LRVs 1-4 were delivered to Tacoma with the fifth and last LRV arriving late October 2022.

**T100:** The contractor's September 2022 CPM schedule has not been submitted as of this report. The August 2022 schedule update was used for planning purposes and logic updates. Sound Transit continues to estimate T100 substantial completion in January 2023.

The critical cutover at 9<sup>th</sup> and Commerce was forecast for completion Sept. 19, 2022 but was delayed to October 10 due to non-passing rail to earth test results at 7th and Commerce.

**Rail Activation:** The rail activation schedule includes the system integration test matrix which contains both T100 and LRV testing activities. The rail activation schedule also includes safety certification activities required post-cutover and in advance of revenue service date.

**Quantitative Risk Analysis (QRA)** Last risk review meeting was held on Sept. 20, 2022.

| Activity Name   | Start       | Finish      | 2022 |  |  | 2023 |  |  |
|---|-------------|-------------|------|--|--|------|--|--|
|   |             |             | Q4   |  |  | Q1   |  |  |
| <b>HTLE - Master Schedule Project Completion- Sept 2022 Update</b>          | 02-Feb-15 A | 31-Mar-23   |      |  |  |      |  |  |
| <b>Project Milestones</b>   | 28-Sep-17 A | 31-Mar-23   |      |  |  |      |  |  |
| MS-01 - Project Baseline  |             | 28-Sep-17 A |      |  |  |      |  |  |
| MS-02 - Construction Contract Award   |             | 27-Aug-18 A |      |  |  |      |  |  |
| MS-03 - Submit Design & Delivery Schedule for the Automatic Vehicle Locator |             | 21-Nov-18 A |      |  |  |      |  |  |
| BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)               |             | 22-Mar-22 A |      |  |  |      |  |  |
| BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)               |             | 10-May-22 A |      |  |  |      |  |  |
| MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)                  |             | 22-May-22 A |      |  |  |      |  |  |
| T100 - 9th and Commerce Cutover Start                                       |             | 01-Aug-22 A |      |  |  |      |  |  |
| BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)               |             | 26-Aug-22 A |      |  |  |      |  |  |
| BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)               |             | 30-Sep-22 A |      |  |  |      |  |  |
| BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)               |             | 26-Oct-22*  |      |  |  |      |  |  |
| MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)   |             | 12-Jan-23   |      |  |  |      |  |  |
| MS-05 Revenue Service Date (FTA Grant RSD Mar 31 2023)                      |             | 31-Mar-23   |      |  |  |      |  |  |
| <b>Preliminary Engineering</b>  | 02-Feb-15 A | 04-Nov-16 A |      |  |  |      |  |  |
| <b>Final Design</b>   | 04-Jan-16 A | 31-May-18 A |      |  |  |      |  |  |
| <b>ROW</b>  | 01-Oct-15 A | 11-Jan-19 A |      |  |  |      |  |  |
| <b>Owner Furnished Materials / Equipment Procurement</b>                    | 02-Oct-17 A | 29-Dec-22   |      |  |  |      |  |  |
| <b>Light Rail Vehicles (Qty 5)</b>  | 11-Oct-16 A | 30-Jan-23   |      |  |  |      |  |  |
| <b>Construction</b>   | 23-Jan-18 A | 28-Feb-23   |      |  |  |      |  |  |
| <b>Rail Grinding</b>  | 17-Oct-22   | 28-Oct-22   |      |  |  |      |  |  |
| <b>Rail Grinding Window</b>   | 17-Oct-22*  | 28-Oct-22   |      |  |  |      |  |  |
| <b>Track Drain Work</b>   | 01-Sep-22 A | 09-Jan-23   |      |  |  |      |  |  |
| Track Drain Work - MLK Way and 10th St                                      | 01-Sep-22 A | 04-Oct-22   |      |  |  |      |  |  |
| Track Drain Work - MLK Way and 14th St                                      | 29-Sep-22 A | 11-Oct-22   |      |  |  |      |  |  |
| Track Drain Work - MLK Way and 14th St                                      | 03-Jan-23*  | 09-Jan-23   |      |  |  |      |  |  |
| <b>SIT</b>  | 01-Dec-21 A | 12-Dec-22   |      |  |  |      |  |  |
| <b>OMF AND YARD</b>   | 01-Dec-21 A | 06-Jan-22 A |      |  |  |      |  |  |
| 9th Street Cutover - Pre Cut Over Requirements SIT                          | 11-Jul-22 A | 12-Jul-22 A |      |  |  |      |  |  |
| <b>MAINLINE SIT</b>   | 13-Oct-22   | 12-Dec-22   |      |  |  |      |  |  |
| <b>Pre-Revenue Service</b>  | 23-Jan-23   | 23-Mar-23   |      |  |  |      |  |  |
| Pre-Revenue Service (Based on 4 LRVs being CA)                              | 23-Jan-23   | 23-Mar-23   |      |  |  |      |  |  |
| <b>Project Float - Owner Controlled</b>                                     | 24-Mar-23   | 31-Mar-23   |      |  |  |      |  |  |
| Project Float - Baseline Project Float                                      | 24-Mar-23   | 31-Mar-23   |      |  |  |      |  |  |
| <b>Revenue Service</b>  | 31-Mar-23   | 31-Mar-23   |      |  |  |      |  |  |
| Revenue Service Begins (FTA Grant RSD Mar 31 2023)                          |             | 31-Mar-23*  |      |  |  |      |  |  |

# Link Light Rail Hilltop Tacoma Link Extension

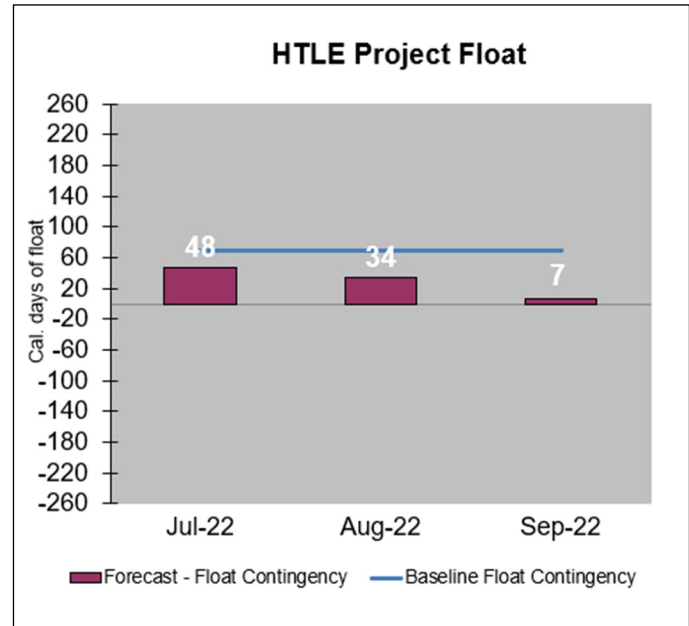


## Project Float

For reporting and analysis purposes, schedule float is calculated based on the latest schedule data and revenue service on March 31, 2023. Sound Transit anticipates identifying a specific revenue service date in late Q4 2022.

Project float was reduced from 34 days to 7 days. The September update indicates four of the LRVs being conditionally accepted by Jan. 23, 2023, marking the start of pre-revenue service.

The integrated master schedule continues to be refined to accommodate prioritization of cutover work and onsite testing of new LRVs. It is likely the float contingency will be updated further in subsequent periods.



## Critical Path Analysis

The project completion schedule contains multiple critical paths.

The first critical path pertains to LRV deliveries and conditional acceptance of car #4 required for pre-revenue service on Jan. 23, 2023.

The second critical path pertains to the completion of the OCS commissioning, TPSS testing, and the completion of the 9th and Commerce cutover.

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

| Activity Name  | Start     | Finish     | 2022 | 2023 |    |
|--|-----------|------------|------|------|----|
|  |           |            | Q4   | Q1   | Q2 |
| <b>HTLE - Master Schedule Project Completion- Sept 2022 Update</b> | 23-Jan-23 | 31-Mar-23  |      |      |    |
| <b>Project Milestones</b>  | 31-Mar-23 | 31-Mar-23  |      |      |    |
| MS-05 Revenue Service Date (FTA Grant RSD Mar 31 2023)             |           | 31-Mar-23  |      |      |    |
| <b>Light Rail Vehicles (Qty 5)</b>                                 | 23-Jan-23 | 23-Jan-23  |      |      |    |
| <b>Light Rails Vehicles</b>  | 23-Jan-23 | 23-Jan-23  |      |      |    |
| Light Rail Vehicles - Manufacture , Ship and On Site Testing       | 23-Jan-23 | 23-Jan-23  |      |      |    |
| <b>Car 4</b>   | 23-Jan-23 | 23-Jan-23  |      |      |    |
| Conditional Acceptance   | 23-Jan-23 | 23-Jan-23  |      |      |    |
| Conditional Acceptance - LRV 4                                     |           | 23-Jan-23* |      |      |    |
| <b>Pre-Revenue Service</b>   | 23-Jan-23 | 23-Mar-23  |      |      |    |
| Pre-Revenue Service ( Based on 4 LRVs being CA)                    | 23-Jan-23 | 23-Mar-23  |      |      |    |
| <b>Project Float - Owner Controlled</b>                            | 24-Mar-23 | 31-Mar-23  |      |      |    |
| Project Float - Baseline Project Float                             | 24-Mar-23 | 31-Mar-23  |      |      |    |
| <b>Revenue Service</b>   | 31-Mar-23 | 31-Mar-23  |      |      |    |
| Revenue Service Begins (FTA Grant RSD Mar 31 ,2023)                |           | 31-Mar-23* |      |      |    |

# Link Light Rail Hilltop Tacoma Link Extension



## Community Engagement

- Briefed key stakeholders regarding work at S. 11th St. and MLK.
- Held weekly meetings with MultiCare representatives to go over construction impacts and coordination.
- Briefed the Hilltop Action Coalition on Hilltop Tacoma Link project status.
- Held ongoing discussions with nearby stakeholders regarding potential damage claims.

## Staffing Summary

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

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

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 20.7                           | 16.2                              | 4.5      |
| Consultants   | 23.4                           | 21.2                              | 2.2      |
| TOTAL         | 44.1                           | 37.4                              | 6.7      |

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

## Sound Transit Board Actions

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

# Link Light Rail Hilltop Tacoma Link Extension



## Construction Safety

| Data/ Measure                           | September 2022 | Year to Date | Project to Date |
|---|----------------|--------------|-----------------|
| Recordable Injury/Illness Cases         | 0              | 1            | 13              |
| Days Away From Work Cases               | 0              | 0            | 0               |
| Total Days Away From Work               | 0              | 0            | 0               |
| First Aid Cases                         | 1              | 2            | 25              |
| Reported Near Mishaps                   | 0              | 2            | 70              |
| Average Number of Employees on Worksite | 71             | -            | -               |
| Total # of Hours (GC & Subs)            | 11,907         | 79,483       | 420,235         |
| OSHA Incident Rates                     | Month          | Year to Date | Project to Date |
| Recordable Injury Rate                  | 0.00           | 2.52         | 6.19            |
| Lost Time Injury (LTI) Rate             | 0.00           | 0.00         | 0.00            |
| <b>Recordable National Average</b>      | 2.50           |              |                 |
| <b>LTI National Average</b>             | 1.10           |              |                 |
| <b>Recordable WA State Average</b>      | 5.20           |              |                 |
| <b>LTI WA State Average</b>             | 2.90           |              |                 |

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

# Link Light Rail Hilltop Tacoma Link Extension



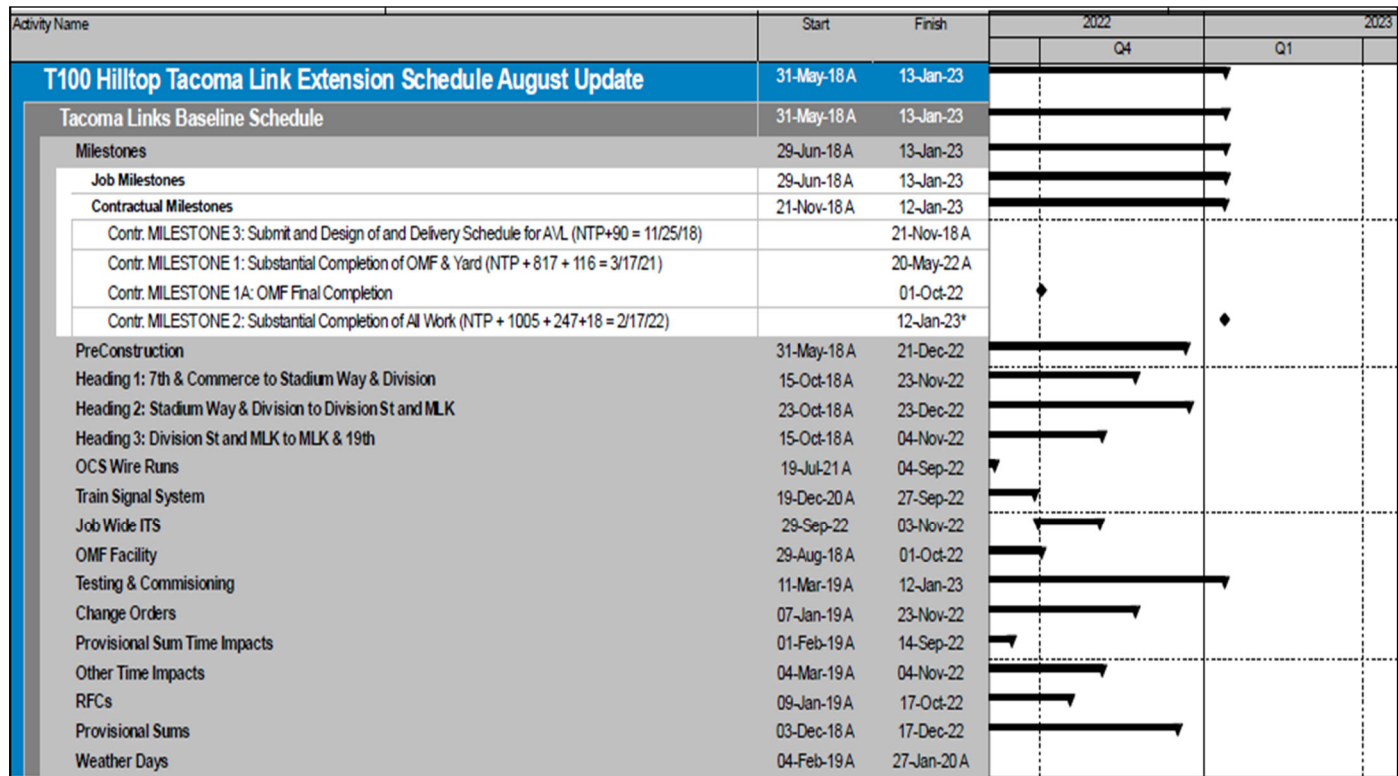
## Contract T100 — Hilltop Tacoma Link Extension

### Current Progress

- **Heading 1:** Completed civil and systems construction work at 9th and Commerce cutover area allowing vehicular traffic through the intersection. Resumption of Tacoma Link passenger service is on hold pending contractor rework to address non-passing rail to earth test results at 7th and Commerce. Installed trash and recycle bins at the Old City Hall station.
- **Heading 2:** Raised and adjusted utilities in the Division and MLK intersection. Finished installation of illumination arms on Division Ave and completed paving at the Division and MLK intersection. Paved the east side of MLK and S. 9th.
- **Heading 3:** Completed installation of communication equipment at Tacoma General station. Finished installation of illumination arms on MLK. Completed installation of track drain at S. 10th and MLK and began installation of additional track drain at S. 14th and MLK through job order contract (JOC) work order.
- **OMF Bldg. and Yard:** Continued Milestone #1 punch list work. Continued betterment work on north side of E 25th St.

### Schedule Summary

The T100 August 2022 schedule is being used for planning purposes. T100 September 2022 is still under development. Current 9th and Commerce Cutover began on Aug. 1, 2022 and will be complete on Oct. 10, 2022. Milestone #2 Substantial Completion of all work is forecasted for Jan. 13, 2023.



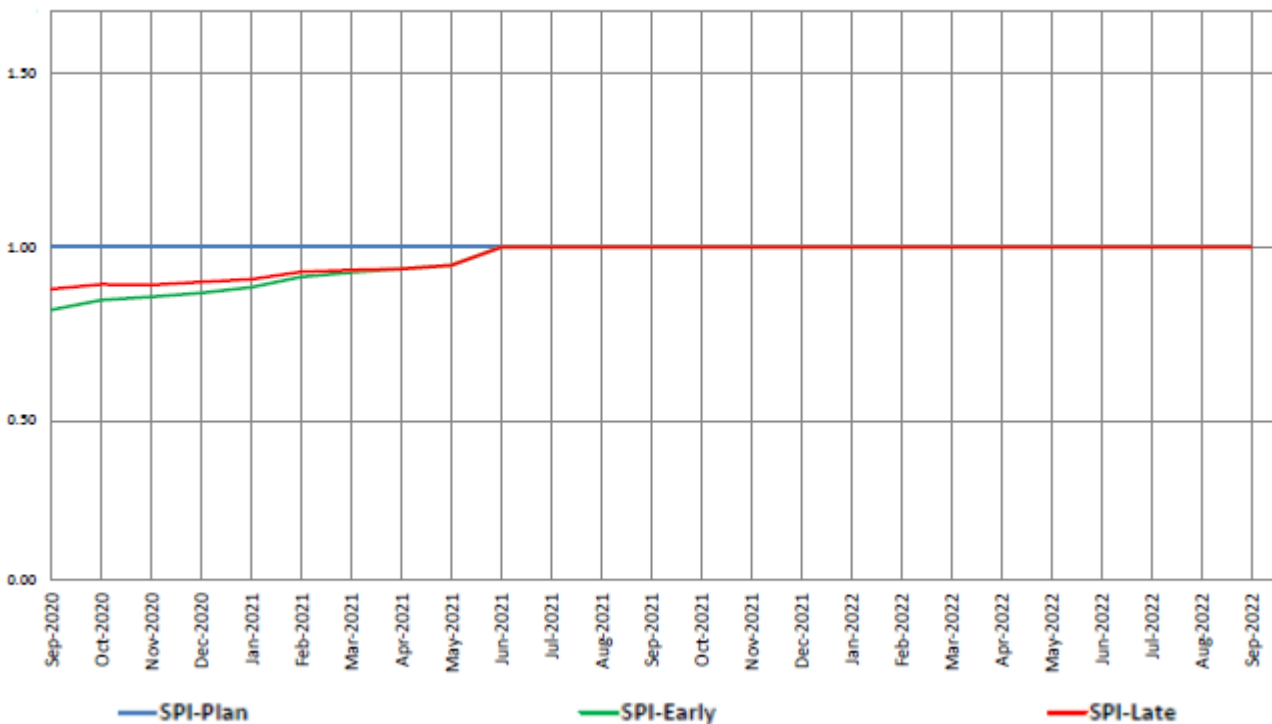
# Link Light Rail

## Hilltop Tacoma Link Extension

### Schedule Performance Index

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

Schedule Performance Index (SPI)



### Next Period's Activities

- **Heading 1:** Complete 7th and Commerce rail to earth (RTE) testing and rework. Complete system integration testing and operator training at cutover. Resume Tacoma Link Passenger service. Begin rail grinding activities.
- **Heading 2:** Begin rail grinding. Begin grading for paving in the N. J Street and Division Ave. intersection. Begin grading for paving at the Yakima and Division intersection.
- **Heading 3:** Begin grading for crosswalk and final paving at east side of S. 11th and MLK. Complete installation of additional track drain at S. 14th and MLK. Finish OCS adjustments at S. 9th and MLK.
- **OMF Bldg. and Yard:** Complete Milestone #1 punch list items. Complete betterment work on E. 25<sup>th</sup> St.

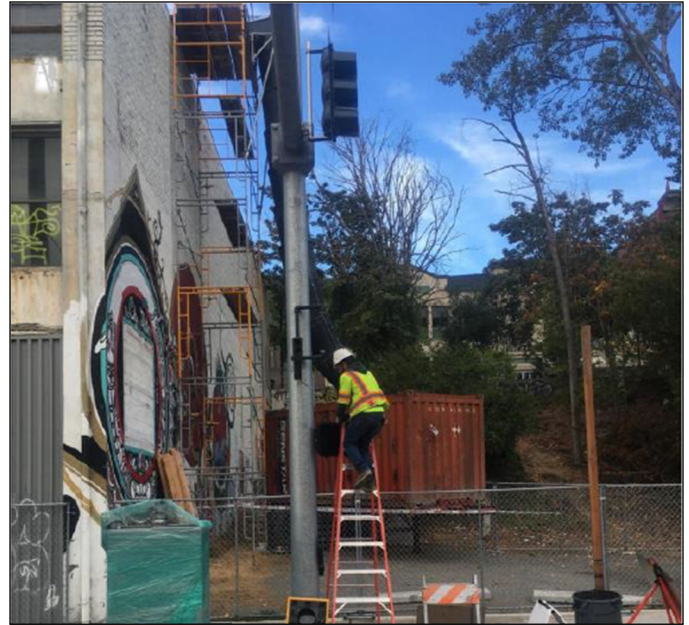
### Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- ST continues to monitor timeline of conditional acceptance of LRVs to support start of pre-revenue service.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street Plan.

# Link Light Rail Hilltop Tacoma Link Extension

## Cost Summary

| Present Financial Status                           | Amount        |
|--|---------------|
| <b>T100 Contractor— Walsh Construction Company</b> |               |
| Original Contract Value                            | \$108,295,000 |
| Change Order Value                                 | \$32,341,036  |
| Current Contract Value                             | \$140,636,036 |
| Total Actual Cost (Incurred to Date)               | \$138,940,360 |
| Percent Complete                                   | 99%           |
| Authorized Contingency                             | \$40,114,750  |
| Contingency Drawdown                               | \$32,341,036  |
| Contingency Index<br>(CI = % Complete/% Ctg Spent) | 1.23          |



*Installing LRT signal at S. 7th*

# Link Light Rail Hilltop Tacoma Link Extension



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

### Current Progress

- LRV #1: Conditional acceptance forecasted for Jan. 07, 2022.
- LRV #2: Conditional acceptance forecasted for Jan. 11, 2022.
- LRV #3: Conditional acceptance forecasted for Jan. 16, 2022.
- LRV #4: Delivered on Sept. 19, 2022 and conditional acceptance is forecast on Jan. 23, 2022.
- LRV #5: Delivery is forecast for Oct. 19, 2022 and conditional acceptance is forecast on Jan. 30, 2022.

### Schedule Summary

Brookville's September 2022 progress update is represented in the narrative. Onsite testing will resume following completion of the cutover completion in mid-October 2022.

LRV #1: Continued vehicle bond static test.

LRV #2: Continued vehicle routine performance tests.

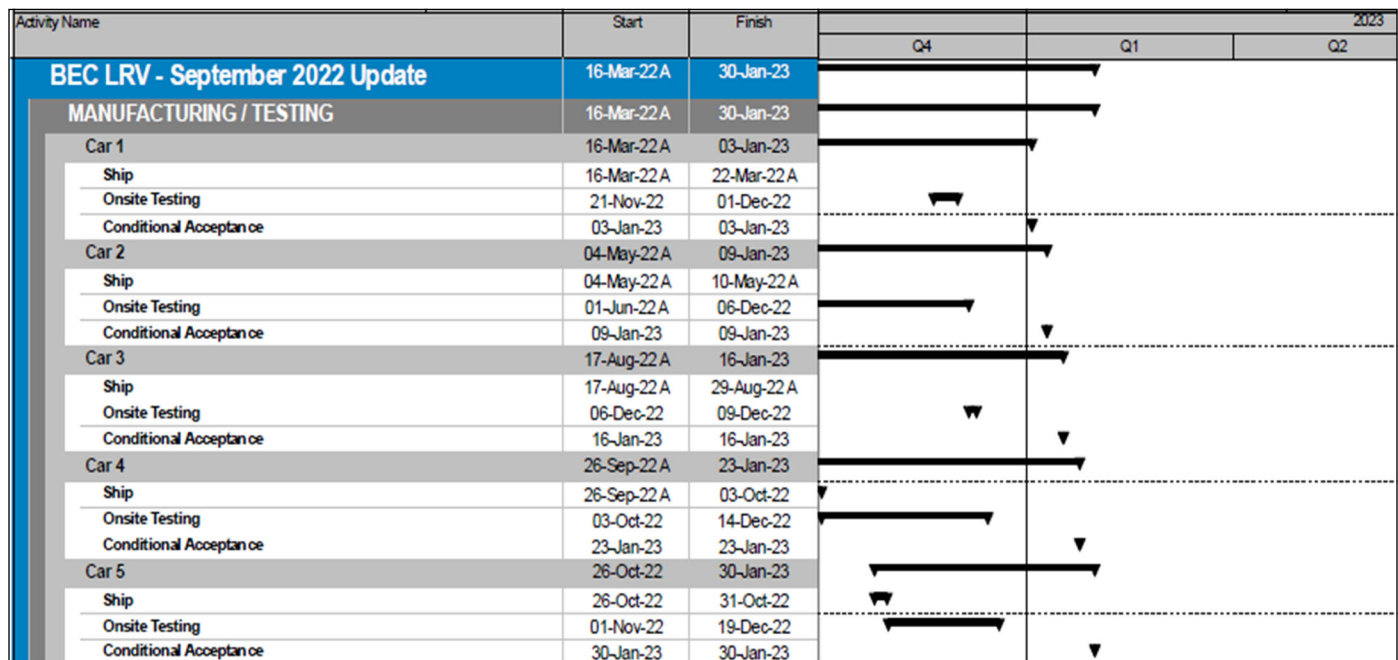
LRV #3: Continued vehicle static tests.

LRV #4: Started vehicle static tests.

LRV #5: Final paint and inspection, ship and deliver to Tacoma in late October 2022.

The schedule graphic below indicates that 4 of the vehicles will be conditionally accepted in early Q1 2023 ahead of scheduled revenue service in Q1 2023.

A one-month delay to conditional acceptance is the result of lack of access (during the cutover, which took approximately 3 weeks longer than originally planned) for LRV testing on the extension.



# Link Light Rail

## Light Rail Vehicle Fleet Expansion

### Project Summary

|                 |   |
|-----------------|---|
| <b>Scope</b>    | 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. |
| <b>Phase</b>    | Manufacturing, delivering, testing & commissioning  |
| <b>Budget</b>   | \$740.7 Million (Baseline September 2015, Amended April 2017)   |
| <b>Schedule</b> | Project Completion: Q3 2024   |



*Conditional Accepted Siemens light rail vehicle placed into service.*

### Key Project Activities

- Continued LRV deliveries to ST's operations and maintenance facilities – two LRVs were delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued shuttling of LRVs between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to address overflow in OMF Central yard storage.
- Continued final assembly and car shell fabrication in Sacramento facilities – currently there are 25 cars at various stages of final assembly and car shells.
- Thirteen Series 1 LRV ATP mechanically retrofitted in OMF East. First Series 1 LRV qualification tests trouble-shooting continue at OMF Central.

### Closely Monitored Issues

- Nine fleet defects have been declared; the commissioning team effort in responding to defects is contributing to delay in Conditional Acceptance (CA) of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- OMF Central Yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions and submitted a general notice for War in Ukraine and COVID-19 pandemic impacts. Weekly meeting with Siemens to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated.
- 100% Spare Part Delivery milestone scheduled to complete by the end of September 2022 has not been achieved. ST and Siemens are working on getting a realistic spare parts completion delivery schedule.

# Link Light Rail Light Rail Vehicle Fleet Expansion



## Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project total expenditure incurred to date is approximately \$459M to which a majority of the cost is attributed to the vehicles phase budget of \$439.6M. The current period expenditure is \$3.4M, where \$2.9M is attributable to the LRV manufacturing and the remaining expenditures were attributed to engineering and inspection and administrative efforts.

### Cost Summary by Phase

| Project Phase         | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-----------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration        | \$9.6           | \$9.6                         | \$7.0              | \$6.9            | \$9.8                      | \$0.0                         |
| Construction Services | \$18.0          | \$18.0                        | \$15.1             | \$12.5           | \$17.8                     | \$0.0                         |
| Vehicles              | \$713.1         | \$713.1                       | \$665.0            | \$439.6          | \$713.1                    | \$0.0                         |
| <b>Total</b>          | <b>\$740.7</b>  | <b>\$740.7</b>                | <b>\$687.1</b>     | <b>\$459.0</b>   | <b>\$740.7</b>             | <b>\$0.0</b>                  |

### Cost Summary by SCC

| SCC Elements                        | Baseline Budget | Authorized Project | Commitment to Date | Incurred to Date | Estimated Final Cost | Authorized Allocation |
|-------------------------------------|-----------------|--------------------|--------------------|------------------|----------------------|-----------------------|
| Construction Subtotal (SCC 10 - 50) | <b>\$0.0</b>    | <b>\$0.0</b>       | <b>\$0.0</b>       | <b>\$0.0</b>     | <b>\$0.0</b>         | <b>\$0.0</b>          |
| 60 ROW, Land, Existing Improvements | \$0.0           | \$0.0              | \$0.0              | \$0.0            | \$0.0                | \$0.0                 |
| 70 Vehicles                         | \$705.3         | \$705.2            | \$673.2            | \$445.2          | \$705.1              | \$0.0                 |
| 80 Professional Services            | \$23.2          | \$23.8             | \$13.9             | \$13.8           | \$23.8               | \$0.0                 |
| 90 Contingency                      | \$12.2          | \$11.8             | \$0.0              | \$0.0            | \$11.8               | \$0.0                 |
| <b>Capital Total (SCC 10 - 90)</b>  | <b>\$740.7</b>  | <b>\$740.7</b>     | <b>\$687.1</b>     | <b>\$459.0</b>   | <b>\$740.7</b>       | <b>\$0.0</b>          |

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

# Link Light Rail Light Rail Vehicle Fleet Expansion



## Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services, Systems Integration Testing (SIT) and upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Series 1 LRV ATP retrofit schedule has substantial impact on commissioning of 90th Series 2 LRV onwards.
- Delay in access to East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create both cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- Continued discovery of fleet defects contributing to the delay of Conditional Acceptance (CA) of additional LRVs.
- War in Ukraine and COVID-19 remains a fluid situation, monitoring reported disruption to manufacturer's supply chain and assembly plant.

## Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$51.7M or approximately 18.3% of remaining work in the project.

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

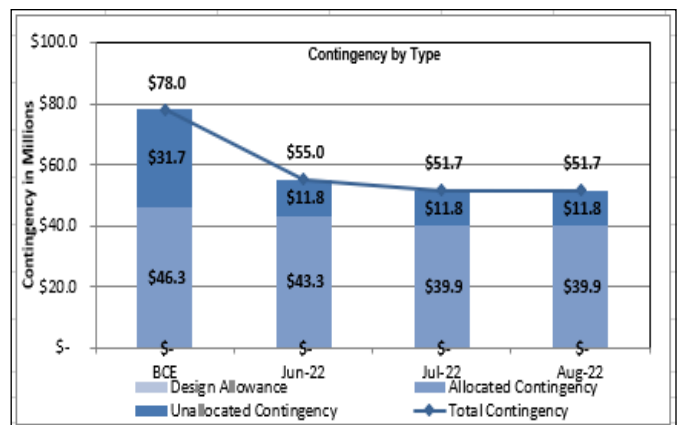
**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. A negligible contingency amount was drawn during this period; hence the allocated contingency remains at \$39.9M.

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

### Contingency Status (Monthly)

| Contingency Status      | Baseline      |                   | Current          |                     |
|-------------------------|---------------|-------------------|------------------|---------------------|
|                         | Amount        | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance        | \$ -          | 0.0%              | \$ -             | 0.0%                |
| Allocated Contingency   | \$ 46.3       | 6.3%              | \$ 39.9          | 14.2%               |
| Unallocated Contingency | \$ 31.7       | 4.3%              | \$ 11.8          | 4.2%                |
| <b>Total</b>            | <b>\$78.0</b> | <b>10.7%</b>      | <b>\$ 51.7</b>   | <b>18.3%</b>        |

### Contingency by Type



# Link Light Rail Light Rail Vehicle Fleet Expansion



## Project Schedule

Percent complete of the contract payment milestones is calculated at 67.4%.

The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from Siemens' monthly schedule update. The LRV manufacturer (Siemens) has delivered 88 cars of which 56 cars were Conditionally Accepted. In addition, there are 24 cars fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly. Final Acceptance of the contract is projected for July 1, 2025.

Sound Transit and Siemens anticipate that all the 152 LRVs will have been delivered, commissioned and Conditionally Accepted by of December 2024 which may impact the start of revenue service for each line extension. As was the case with Northgate Link, mitigation measures for managing simulated service during Pre-Revenue may need to be identified and implemented. The interface is monitored closely.

Lastly, ATP retrofit schedule may have substantial impact on Conditional Acceptance rate for LRVs 46 through 100.

| Activity Name  | Start       | Finish      |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
|--|-------------|-------------|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|
|  |             |             | 22 | 2023 |    |    |    | 2024 |    |    |    | 2025 |    |    |    | 2026 |    | 7  |
|  |             |             | Q3 | Q4   | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 |
| <b>ST LRV Fleet Expansion - Siemens Summary by LINK Contract</b> | 31-Aug-18 A | 15-Dec-26   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>Siemens Contract Milestones</b>                               | 15-Dec-26   | 15-Dec-26   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| FinalAcceptance_LRV #152   |             | 15-Dec-26   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>Northgate Link - LRV Summary (Car #1 - #40)</b>               | 31-Aug-18 A | 18-Feb-22 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Factory Test - Northgate Summary                             | 31-Aug-18 A | 27-Feb-20 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Delivery to OMF - Northgate Summary                          | 29-Aug-19 A | 26-Feb-21 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| 28 LRV's conditionally accepted                                  | 03-Sep-21 A | 03-Sep-21 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV ConditionalAcceptance - Northgate Summary                    | 30-Mar-21 A | 18-Feb-22 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>East Link - LRV Summary (Car #41-#86)</b>                     | 28-Feb-20 A | 11-Jul-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Factory Test - East Link Summary                             | 28-Feb-20 A | 11-Jun-21 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Delivery to OMF - East Link Summary                          | 24-May-21 A | 08-Aug-22 A |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV ConditionalAcceptance - East Link Summary                    | 07-Mar-22 A | 11-Jul-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>Lynnwood Link - LRV Summary (Car #87-#120)</b>                | 19-Jul-21 A | 25-Apr-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Factory Test - Lynnwood Summary                              | 19-Jul-21 A | 01-Mar-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Delivery to OMF - Lynnwood Summary                           | 22-Aug-22 A | 19-Apr-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV ConditionalAcceptance - Lynnwood Summary                     | 24-Jul-23   | 25-Apr-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>Extra - LRV Summary (Car #121-#122)</b>                       | 28-Feb-23   | 13-May-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Factory Test - Extra Summary                                 | 28-Feb-23   | 14-Apr-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Delivery to OMF - Extra Summary                              | 20-Apr-23   | 15-May-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV ConditionalAcceptance - Extra Summary                        | 03-May-24   | 13-May-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>Federal Way Link- LRV Summary (Car #123-#142)</b>             | 13-Apr-23   | 31-Oct-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Factory Test - Federal Way Summary                           | 13-Apr-23   | 19-Dec-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Delivery to OMF - Federal Way Summary                        | 01-Jun-23   | 05-Feb-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV ConditionalAcceptance - Federal Way Summary                  | 21-May-24   | 31-Oct-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>Downtown Redmond Link- LRV Summary (Car #143-#152)</b>        | 13-Dec-23   | 28-Jan-25   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Factory Test - Downtown Redmond Summary                      | 13-Dec-23   | 12-Apr-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV Delivery to OMF - Downtown Redmond Summary                   | 14-Feb-24   | 16-May-24   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| LRV ConditionalAcceptance - Downtown Redmond Summary             | 12-Nov-24   | 28-Jan-25   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |
| <b>LRV ATP Retrofit Summary - Siemens</b>                        | 12-Jul-21 A | 26-Jul-23   |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |

# Link Light Rail Light Rail Vehicle Fleet Expansion

## Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test and acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit site. Delivery and Conditional Acceptance testing of 56 light rail vehicles has been completed to support Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed by late January 2025. Current forecasts are that Conditional Acceptance rates may impact start of pre-revenue service for Lynnwood, Downtown Redmond, and Federal Way Link extension projects. As was the case with Northgate Link, measures for managing simulated service during pre-revenue may need to be identified and implemented.

| Activity Name  | Start       | Finish      | 22 Q3 | 2023 Q4 | 2023 Q1 | 2023 Q2 | 2023 Q3 | 2024 Q1 | 2024 Q2 | 2024 Q3 | 2025 Q1 | 2025 Q2 | 2025 Q3 | 2026 Q1 | 2026 Q2 | 2026 Q3 | 2026 Q4 |
|--|-------------|-------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| <b>ST LRV Fleet Expansion - Siemens Summary by LINK Contract</b> | 30-Mar-21 A | 15-Dec-26   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>Siemens Contract Milestones</b>                               | 15-Dec-26   | 15-Dec-26   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| Final Acceptance_LRV #152  |             | 15-Dec-26   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>Northgate Link - LRV Summary (Car #1 - #40)</b>               | 30-Mar-21 A | 18-Feb-22 A |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| LRV Conditional Acceptance - Northgate Summary                   | 30-Mar-21 A | 18-Feb-22 A |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>East Link - LRV Summary (Car #41-#86)</b>                     | 07-Mar-22 A | 11-Jul-23   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| LRV Conditional Acceptance - East Link Summary                   | 07-Mar-22 A | 11-Jul-23   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>Lynnwood Link - LRV Summary (Car #87-#120)</b>                | 24-Jul-23   | 25-Apr-24   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| LRV Conditional Acceptance - Lynnwood Summary                    | 24-Jul-23   | 25-Apr-24   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>Extra - LRV Summary (Car #121-#122)</b>                       | 03-May-24   | 13-May-24   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| LRV Conditional Acceptance - Extra Summary                       | 03-May-24   | 13-May-24   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>Federal Way Link- LRV Summary (Car #123-#142)</b>             | 21-May-24   | 31-Oct-24   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| LRV Conditional Acceptance - Federal Way Summary                 | 21-May-24   | 31-Oct-24   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>Downtown Redmond Link- LRV Summary (Car #143-#152)</b>        | 12-Nov-24   | 28-Jan-25   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| LRV Conditional Acceptance - Downtown Redmond Summary            | 12-Nov-24   | 28-Jan-25   |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |
| <b>LRV ATP Retrofit Summary - Siemens</b>                        |             |             |       |         |         |         |         |         |         |         |         |         |         |         |         |         |         |

## LRV Delivery and Testing Progress as of September 30, 2022

| LRV status        | Received / Delivered | Testing in progress | Conditionally Accepted | Entered Revenue |
|-------------------|----------------------|---------------------|------------------------|-----------------|
| Planned           | 125                  | 12                  | 113                    | 113             |
| Actual (Seattle)  | 61                   | 5                   | 56                     | 56              |
| Actual (Bellevue) | 28                   | 28                  | 0                      | 0               |



Car 304 Preparing for Shipment in Sacramento, CA



Car 280 Undercar Clearance Check in Seattle, WA

# Link Light Rail

## Light Rail Vehicle Fleet Expansion



### Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTE 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 September 2022. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants.

| Resource Type | Planned FTE<br>Monthly Average* | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|---------------------------------|-----------------------------------|----------|
| ST Staff      | 9.2                             | 0.0                               | 9.2      |
| Consultants   | 6.9                             | 7.9                               | (1.0)    |
| TOTAL         | 16.1                            | 7.9                               | 8.2      |

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

### Sound Transit Board Actions

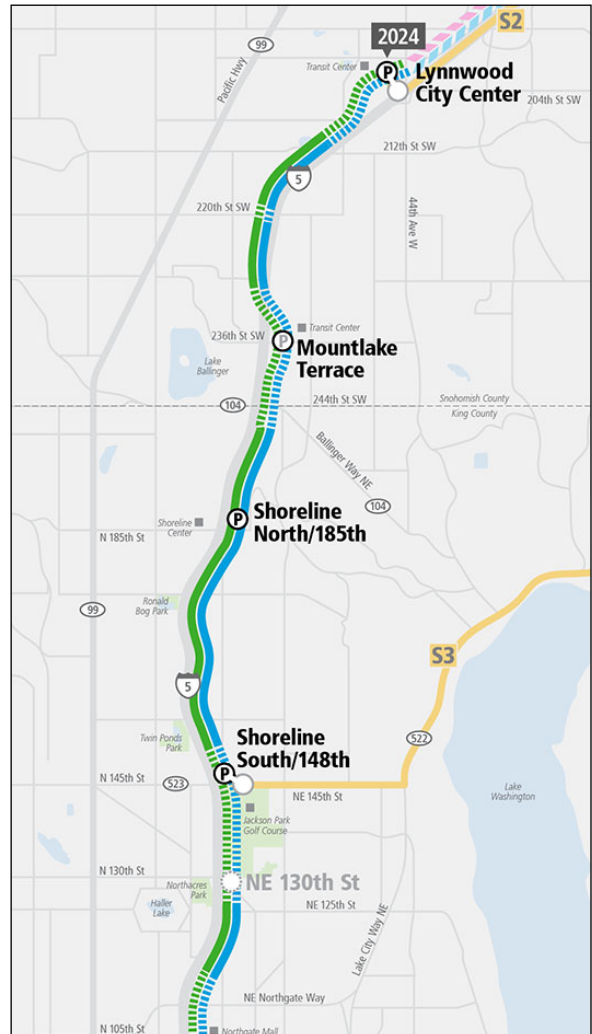
| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Link Light Rail Lynnwood Link Extension

## Project Summary

### Scope

|                  |   |
|------------------|---|
| <b>Limits</b>    | North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center  |
| <b>Alignment</b> | 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. |
| <b>Stations</b>  | Shoreline South/148th<br>Shoreline North/185th<br>Mountlake Terrace<br>Lynnwood City Center   |
| <b>Systems</b>   | Signals, traction power, communications, and SCADA.   |
| <b>Phase</b>     | Construction  |
| <b>Budget</b>    | \$2.77 Billion (Baseline May 2018)  |
| <b>Schedule</b>  | Revenue Service: July 2024  |



Map of Lynnwood Link Extension Alignment

## Key Project Activities

- Continued construction of the Shoreline South / 148th Station with precast stair installation and electrical rough-in, as well as floor sealant for the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including elevator installation as well as electrical rough-in for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including platform edge installation (L300).
- Continued construction of the Lynnwood City Center Station public restrooms, as well as vehicle barrier concrete for the adjacent parking garage (L300).
- Ongoing rail installation on both L200 and L300 along with OCS poles (L800) along the southern stretch of guideway.

## Closely Monitored Issues

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

# Link Light Rail Lynnwood Link Extension



## Project Cost Summary

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

For this period, \$55.2M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third-party coordination, and staff.

### Cost Summary by Phase

| Project Phase           | Baseline Budget  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$98.2           | \$98.2                        | \$58.5             | \$58.4           | \$98.2                     | \$0.0                         |
| Preliminary Engineering | \$39.1           | \$39.1                        | \$39.1             | \$39.1           | \$39.1                     | \$0.0                         |
| Final Design            | \$164.2          | \$164.2                       | \$149.7            | \$145.3          | \$164.2                    | \$0.0                         |
| Construction Services   | \$128.4          | \$139.0                       | \$126.0            | \$89.2           | \$139.0                    | \$0.0                         |
| 3rd Party Agreements    | \$14.6           | \$17.6                        | \$13.1             | \$12.4           | \$17.6                     | \$0.0                         |
| Construction            | \$1,921.4        | \$2,094.6                     | \$1,919.1          | \$1,451.9        | \$2,094.6                  | \$0.0                         |
| Light Rail Vehicles     | \$0.0            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$235.7          | \$219.1                       | \$182.2            | \$178.5          | \$219.1                    | \$0.0                         |
| Project Contingency     | \$170.2          | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| <b>Total</b>            | <b>\$2,771.6</b> | <b>\$2,771.6</b>              | <b>\$2,487.6</b>   | <b>\$1,974.6</b> | <b>\$2,771.6</b>           | <b>\$0.0</b>                  |

### Cost Summary by SCC

| SCC Element                            | Baseline Budget  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track                    | \$791.8          | \$1,109.1                     | \$681.6            | \$543.7          | \$807.4                    | -\$301.7                      |
| 20 Stations                            | \$333.8          | \$218.8                       | \$416.7            | \$303.6          | \$442.5                    | \$223.6                       |
| 30 Support Facilities                  | \$2.0            | \$2.0                         | \$0.2              | \$0.2            | \$2.0                      | \$0.0                         |
| 40 Sitework & Special Conditions       | \$421.1          | \$520.3                       | \$613.7            | \$519.9          | \$573.9                    | \$53.6                        |
| 50 Systems                             | \$244.4          | \$194.3                       | \$196.6            | \$89.9           | \$218.7                    | \$24.5                        |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$1,793.0</b> | <b>\$2,044.5</b>              | <b>\$1,908.7</b>   | <b>\$1,457.3</b> | <b>\$2,044.5</b>           | <b>\$0.0</b>                  |
| 60 ROW, Land                           | \$235.7          | \$219.1                       | \$182.2            | \$178.5          | \$219.1                    | \$0.0                         |
| 70 Vehicles (Non-Revenue)              | \$1.4            | \$1.4                         | \$0.0              | \$0.0            | \$1.4                      | \$0.0                         |
| 80 Professional Services               | \$449.3          | \$475.4                       | \$396.8            | \$352.7          | \$475.4                    | \$0.0                         |
| 90 Unallocated Contingency             | \$292.2          | \$31.3                        | \$0.0              | \$0.0            | \$31.3                     | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$2,771.6</b> | <b>\$2,771.6</b>              | <b>\$2,487.6</b>   | <b>\$1,988.4</b> | <b>\$2,771.6</b>           | <b>\$0.0</b>                  |

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

# Link Light Rail Lynnwood Link Extension



## 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.

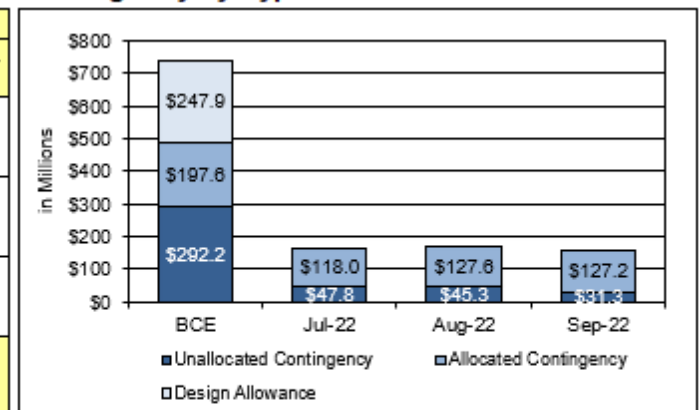
During the current period, Allocated Contingency decreased by a net amount of \$14.4M due to construction change orders and an unallocated contingency budget transfer in preparation for the 200th Street SW traffic improvements change.

### Contingency Status

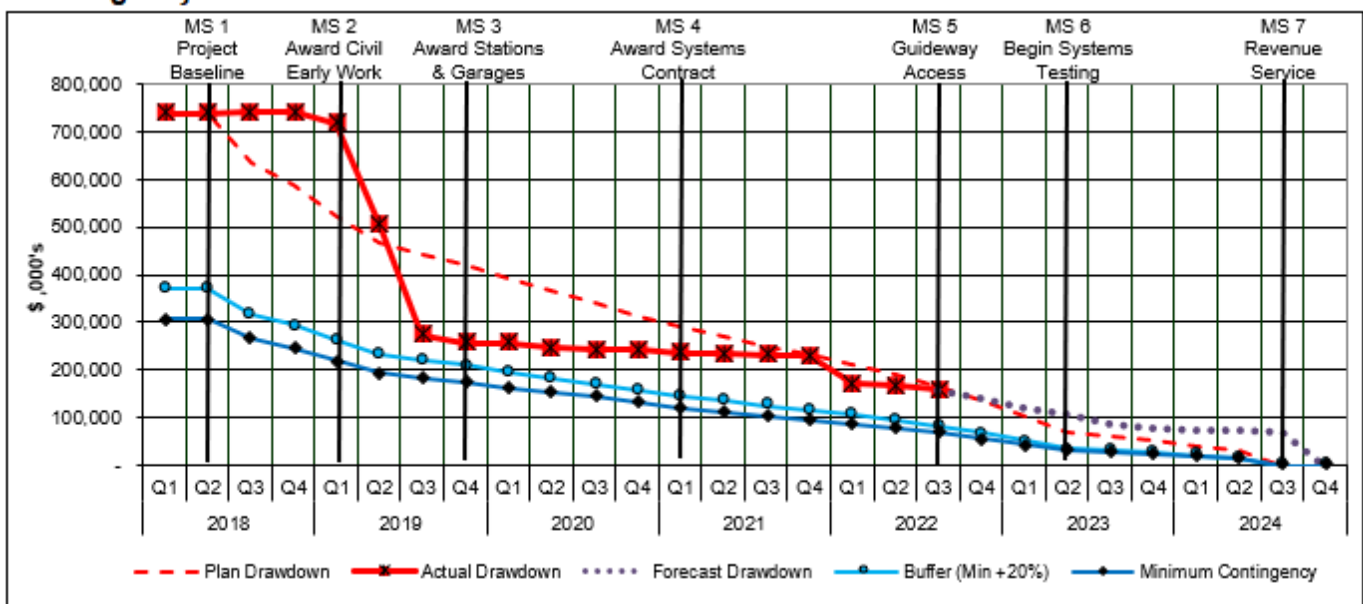
| Type                    | Baseline       |              | Current Status   |                    |
|-------------------------|----------------|--------------|------------------|--------------------|
|                         | Amount         | % of Total   | Remaining Amount | % of Work Remainin |
| Design Allowance        | \$247.9        | 8.9%         | \$0.0            | 0.0%               |
| Allocated Contingency   | \$197.6        | 7.1%         | \$127.2          | 16.2%              |
| Unallocated Contingency | \$292.2        | 10.5%        | \$31.3           | 4.0%               |
| <b>Total:</b>           | <b>\$737.7</b> | <b>26.6%</b> | <b>\$158.6</b>   | <b>20.2%</b>       |

Table figures are shown in millions.

### Contingency by Type



### Contingency Drawdown



# Link Light Rail Lynnwood Link Extension



## Risk Management

The following are the top project-wide risks:

- Requests from third parties for additional scope as part of inspections and approvals.
- Delayed handover of guideway, TPSS, and signal bungalows to the L800 contractor causing schedule delays.
- Partner agency and internal support resource availability for testing and commissioning.
- Field changes for design deficiencies leading to additional cost.
- Delays in long lead procurement of key materials, equipment, and resources.

## Project Schedule

The weighted percent complete of the major construction contracts is calculated at 75.9%.

The Master Schedule has been updated through September. The contractors' schedules are currently under review. ST CMC staff are currently reviewing the contractor's schedule submissions for the period. Efforts made through the Coordinated Installation Program (CIP) process, to coordinate area handovers have been incorporated in the schedules, and are also being reviewed. Refinements to the Rail Activation Schedule continue. Permit closeout also remains an area of focus for the near term updates. The revenue service date remains unchanged in July 2024.

| Activity Name                 | Start       | Finish      | 2022 |    |    |    |    |    |    |    |    |    |    |    | 2023 |    |    |    | 2024 |  |  |  |
|-------------------------------|-------------|-------------|------|----|----|----|----|----|----|----|----|----|----|----|------|----|----|----|------|--|--|--|
|                               |             |             | Q4   | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 | Q3 |      |  |  |  |
| LLE Master Schedule           | 20-May-10 A | 17-Jul-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Project Administration        | 20-May-10 A | 17-Jul-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Final Design/Preconstruction  | 01-Sep-15 A | 25-Apr-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Project Wide Utilities        | 01-Aug-18 A | 25-Mar-19 A |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L200 - Third Party Agreements | 01-Aug-18 A | 31-May-22 A |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L300 - Third Party Agreements | 02-May-18 A | 28-Oct-22   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Permitting & AHJ Agreements   | 07-Jan-15 A | 28-Nov-22   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Owner Furnished Equipment     | 01-Oct-21 A | 31-Jul-23   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L350 200th St. Widening       | 09-Apr-18 A | 09-Jan-23   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| North Maint. of Way (MOW)     | 02-Jan-19 A | 20-Nov-23   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L200 ROW Acquisitions         | 04-Jan-16 A | 01-Dec-22   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L300 ROW Acquisitions         | 14-Jan-16 A | 01-Jul-23   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| LLE WSDOT Surplus and AS      | 10-Jun-21 A | 18-Mar-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L300 Civil Construction       | 25-Sep-18 A | 08-Oct-23   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L200 Civil Construction       | 25-Dec-18 A | 11-Jan-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| L800 Systems Construction     | 04-Dec-20 A | 05-Feb-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| LLE Rail Activation           | 02-Aug-21 A | 26-Jul-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| RA Tasks                      | 02-Aug-21 A | 26-Jul-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Pre-Revenue Service           | 03-Jan-24   | 02-Jun-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Revenue Service Preparation   | 12-May-24   | 03-Jun-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Revenue Service - FFGA        | 02-Jun-24   | 17-Jul-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Program Wide Float - (45CD)   | 02-Jun-24   | 17-Jul-24   |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |
| Revenue Service - 7/17/2024   |             | 17-Jul-24*  |      |    |    |    |    |    |    |    |    |    |    |    |      |    |    |    |      |  |  |  |

# Link Light Rail Lynnwood Link Extension

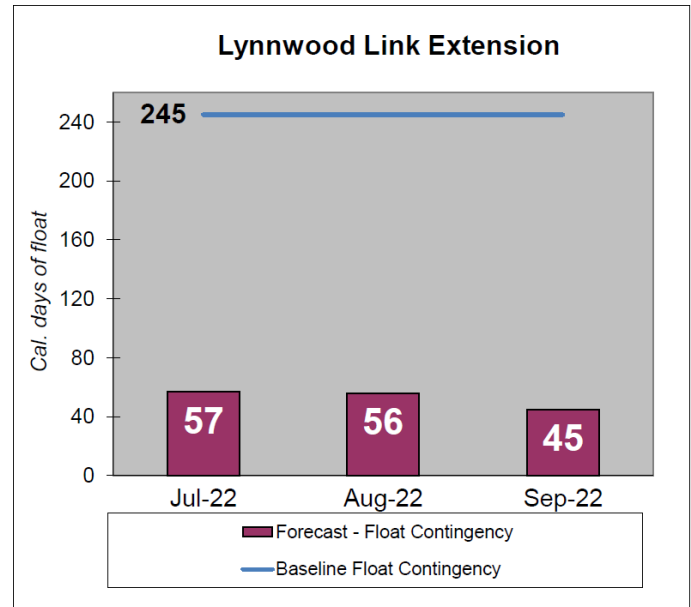


## Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 45 days remaining between completion of work and the July 17, 2024 revenue service date. The project float lessened by 11 days this period.

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

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



## Critical Path Analysis

The critical path for the Lynnwood Link Extension, in the September update, includes completion and testing of At-Grade trackwork in L200 work zones 5 and 9, as well as the follow-on L800 OCS work. A parallel path in the L300 trackwork also appeared as a result of concrete issues on bridges G and I. The critical path is still lies primarily in the installation of the overhead catenary system (OCS), driven by completion of civil work. Some of the slippage experienced this period is due to crew driven logic changes in the OCS work sequence. Other near-critical areas remain the 148th Street Station, 185th Station, electrical distribution for the L200 contract, as well as Signals and Communications work within the L800 systems contract.

| Activity Name                                  | Start       | Finish    | 2023 |    |    |    | 2024 |    |    |
|--|-------------|-----------|------|----|----|----|------|----|----|
|  |             |           | Q4   | Q1 | Q2 | Q3 | Q4   | Q1 | Q2 |
| <b>L300 Civil Construction</b>                 | 30-Sep-22 A | 20-Feb-23 |      |    |    |    |      |    |    |
| <b>MILESTONES</b>                              | 13-Feb-23   | 20-Feb-23 |      |    |    |    |      |    |    |
| <b>CONSTRUCTION</b>                            | 30-Sep-22 A | 13-Feb-23 |      |    |    |    |      |    |    |
| 236th St. to 220th St. (Sta. 1739+00 to 1791+) | 30-Sep-22 A | 07-Oct-22 |      |    |    |    |      |    |    |
| 220th St. to 52nd Ave (Sta. 1791+00 to 1840+)  | 05-Jan-23   | 07-Jan-23 |      |    |    |    |      |    |    |
| 52nd Ave to EOL (Sta. 1840+00 to 1884+00)      | 10-Oct-22   | 13-Feb-23 |      |    |    |    |      |    |    |
| <b>L200 Civil Construction</b>                 | 23-Sep-22 A | 28-Mar-23 |      |    |    |    |      |    |    |
| Project Wide                                   | 02-Nov-22   | 28-Mar-23 |      |    |    |    |      |    |    |
| WZ-5 At Grade - Fill (1559+17 to 1571+)        | 23-Sep-22 A | 01-Nov-22 |      |    |    |    |      |    |    |
| WZ-9 At Grade - Cut (1631+25 to 1661+)         | 28-Sep-22 A | 21-Feb-23 |      |    |    |    |      |    |    |
| <b>L800 Systems Construction</b>               | 03-Dec-22   | 05-Feb-24 |      |    |    |    |      |    |    |
| Sound Transit L800 90% Engineering             | 03-Dec-22   | 05-Feb-24 |      |    |    |    |      |    |    |
| L800 Engineering                               | 03-Dec-22   | 24-Jan-24 |      |    |    |    |      |    |    |
| L800 Construction                              | 05-Dec-22   | 05-Feb-24 |      |    |    |    |      |    |    |
| <b>LLE Rail Activation</b>                     | 29-Jan-24   | 26-Jul-24 |      |    |    |    |      |    |    |
| RA Tasks                                       | 14-Jun-24   | 26-Jul-24 |      |    |    |    |      |    |    |
| TASK 00 - Transition To Operations - Project   | 14-Jun-24   | 26-Jul-24 |      |    |    |    |      |    |    |
| Pre-Revenue Service                            | 29-Jan-24   | 02-Jun-24 |      |    |    |    |      |    |    |
| Pre-Revenue Preparation                        | 29-Jan-24   | 05-Feb-24 |      |    |    |    |      |    |    |
| Operator Preparation                           | 03-Feb-24   | 03-Apr-24 |      |    |    |    |      |    |    |
| Simulated Revenue Service/Drills/Upsets        | 03-Apr-24   | 02-Jun-24 |      |    |    |    |      |    |    |
| Revenue Service Preparation                    | 12-May-24   | 03-Jun-24 |      |    |    |    |      |    |    |
| Revenue Service - FFGA                         | 02-Jun-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 341.

| Lynnwood Link Extension Property Acquisition Status  |                 |                     |                  |                      |                               |
|--|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION  |                 |                     |                  | RELOCATION           |                               |
| Total Acquisitions*  | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 363  | 400             | 783                 | 760              | 387                  | 386                           |
| <p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.</i></p> |                 |                     |                  |                      |                               |

## Community Engagement

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

- Night closure at Northgate Way to northbound I-5 on-ramp
- Southbound on-ramp HOV lane closure at NE 130th St
- 5th Ave NE lane restrictions between NE 125th and NE 123rd streets.
- Night work continuation on the Northbound I-5 to NE 145th St. off-ramp & on-ramp for false deck stripping & dry finishing
- Night closure at NE 155th Street from 1st Ave NE to 2nd Ave NE, next to Shoreline Fire Department
- Road closure at 8th Ave NE, south of NE 185th St.

Community Engagement staff also met with City of Lynnwood and City of Shoreline staff about current and upcoming community impacts of construction, and closed out 1 Temporary Construction Easements for the month of September.

## Sound Transit Board Actions

| Board Action | Description   | Date       |
|--------------|---|------------|
| M2022-77     | Task Order Amendment with WSDOT for Construction Oversight of LLE | 09/08/2022 |

## Staffing Summary

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

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

| Resource Type  | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|--|--------------------------------|-----------------------------------|----------|
| ST Staff   | 41.5                           | 39.0                              | 2.5      |
| Consultants  | 120.0                          | 111.0                             | 9.0      |
| TOTAL  | 161.5                          | 150.0                             | 11.5     |
| * An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160. |                                |                                   |          |

## Construction Safety

| Data/Measure  | September 2022 | Year to Date | Project to Date |
|---|----------------|--------------|-----------------|
| Recordable Injury/Illness Cases   | 1              | 10           | 42              |
| Days Away From Work Cases   | 0              | 0            | 4               |
| Total Days Away From Work   | 0              | 0            | 60              |
| First Aid Cases   | 2              | 6            | 74              |
| Reported Near Mishaps   | 0              | 6            | 66              |
| Average Number of Employees on Worksite   | 528            | -            | -               |
| Total # of Hours (GC & Subs)  | 156,644        | 1,337,257    | 4,467,248       |
| OSHA Incident Rates   | Month          | Year to Date | Project to Date |
| Recordable Injury Rate  | 1.28           | 1.50         | 1.88            |
| LTI Rate  | 0.00           | 0.00         | 0.18            |
| Recordable National Average   | 2.5            |              |                 |
| LTI National Average  | 1.1            |              |                 |
| Recordable WA State Average   | 5.2            |              |                 |
| LTI WA State Average  | 2.9            |              |                 |
| * Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals. |                |              |                 |

# Link Light Rail Lynnwood Link Extension



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

### Current Progress

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

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued direct fixation and ballasted track work installation.
- 148th Station - Continued public bathroom roof decking and installation of precast stairs along with center divider wall.
- 148th Garage - Installed elevator hoist wire and sealant for level 1 floor.
- 185th Station - Installed platform curtain wall and continued elevator rail installation.
- 185th Garage - Continued concrete placement of barrier walls and began painting at level 1.

### Schedule Summary

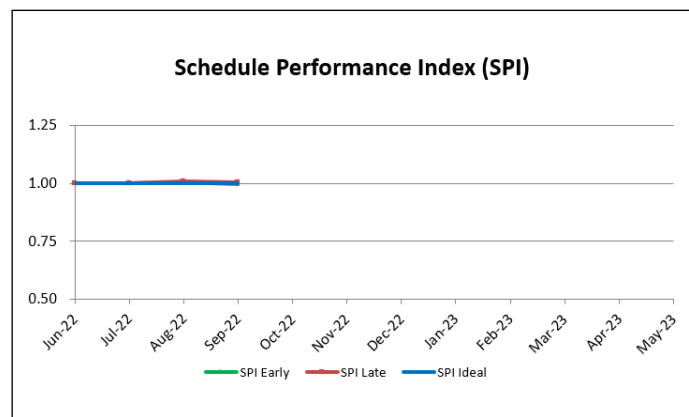
The September update forecasts an November 13, 2023 substantial completion date, nine calendar days later than the substantial completion date of November 4, 2023. Within the L200 contract schedule, the contractor's critical path remains in the completion of 148th Street station, in particular completion of canopy finishes. ST will be working with SKH to mitigate the currently forecast late Substantial Completion date.

| Activity Name                                 | Start              | Finish           | Q4 | Q1 | Q2 | Q3 | Q4 | 2024 Q1 |
|---|--------------------|------------------|----|----|----|----|----|---------|
| <b>L200 Civil Construction</b>                | <b>25-Dec-18 A</b> | <b>11-Jan-24</b> |    |    |    |    |    |         |
| L200 Civil Construction                       | 25-Dec-18 A        | 11-Jan-24        |    |    |    |    |    |         |
| Project Wide                                  | 25-Dec-18 A        | 11-Jan-24        |    |    |    |    |    |         |
| WZ-1 Elevated (1437+00 to 1458+63)            | 15-May-19 A        | 13-Nov-23        |    |    |    |    |    |         |
| WZ-2 At Grade - Fill (1458+63 to 1492+45)     | 21-Mar-19 A        | 09-Oct-23        |    |    |    |    |    |         |
| WZ-3 Elevated (1492+45 to 1559+17)            | 23-Mar-19 A        | 24-Oct-23        |    |    |    |    |    |         |
| WZ-4 145th Station & Garage                   | 08-Apr-19 A        | 15-Nov-23        |    |    |    |    |    |         |
| WZ-5 At Grade - Fill (1559+17 to 1571+30)     | 26-Mar-19 A        | 24-May-23        |    |    |    |    |    |         |
| WZ-6 155th Bridge (1571+30 to 1572+40)        | 17-Jun-19 A        | 03-Apr-23        |    |    |    |    |    |         |
| WZ-7 At Grade - Retained (1572+40 to 1624+00) | 27-Mar-19 A        | 31-Aug-23        |    |    |    |    |    |         |
| WZ-8 175th Bridge (1624+00 to 1631+25)        | 25-Apr-19 A        | 14-Feb-23        |    |    |    |    |    |         |
| WZ-9 At Grade - Cut (1631+25 to 1661+78)      | 15-Apr-19 A        | 12-Oct-23        |    |    |    |    |    |         |
| WZ-10 185th Station & Garage                  | 15-Apr-19 A        | 13-Nov-23        |    |    |    |    |    |         |
| WZ-11 At Grade (1661+78 to 1694+01)           | 09-Apr-19 A        | 13-Nov-23        |    |    |    |    |    |         |

### Schedule Performance Index

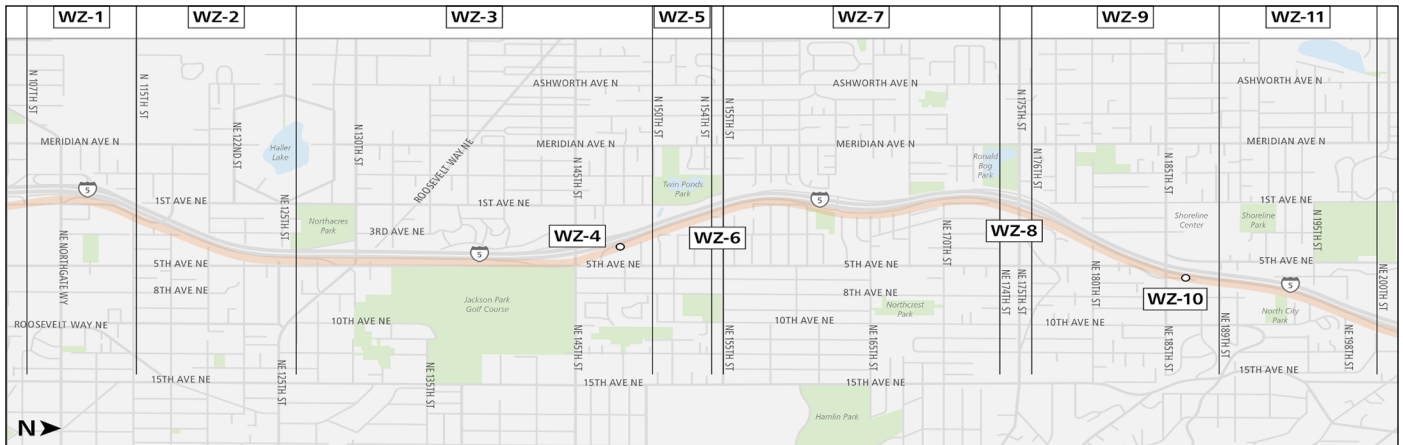
Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 1.00 (same as last period).

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



# Link Light Rail Lynnwood Link Extension

## Work Zone Overview



### Next Period Activities:

- Continue concrete placement of deck spans and curbs.
- Continue MSE wall construction.
- Continue 148th Station wall sheathing and precast stair installation.
- Continue 185th Station elevator installation and pedestrian overpass framing/glazing.
- Continue trackwork installation.

### Closely Monitored Issues:

- Electrical utility crew availability to install and activate power feeds on schedule for systems testing.
- Schedule impacts from removal and replacement of substandard ballast in Work Zone 2.
- Safety risks associated with shared access to elevated guideway elements.

## Cost Summary

| Present Financial Status                                       | Amount        |
|--|---------------|
| <b>L200 Contractor - SKH</b><br>Excludes 130th and betterments |               |
| Original Contract Value  | \$88,147,258  |
| Change Order Value   | \$767,036,285 |
| Current Contract Value   | \$855,183,543 |
| Total Actual Cost (Incurred to Date)                           | \$676,625,000 |
| Percent Complete   | 79.3%         |
| Authorized Contingency   | \$43,762,892  |
| Contingency Drawdown   | \$15,185,279  |
| Contingency Index  | 2.3           |



*185th Station Pedestrian Bridge*

# Link Light Rail Lynnwood Link Extension



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

### Current Progress

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

- Continued Lynnwood City Center garage work.
- Continued finishes and electrical/mechanical rough-ins for ancillary rooms at Mountlake Terrace and Lynnwood stations.
- Continued installation of electrical vaults and Traction Power Substation (TPSS) foundations.
- Continued stormwater detention pipe installation at Lynnwood Transit Center.
- Continued trackwork and plinth installation along the alignment.
- Continue site and wetlands restoration along alignment.

### Schedule Summary

The September update from Skanska covered both August and September and is currently under review. The critical path is driven by completion of the parking garage at the Lynnwood Transit Center and the subsequent completion of the station and surrounding roadwork. The work is scheduled to be substantially complete on the contract completion date of October 5, 2023.

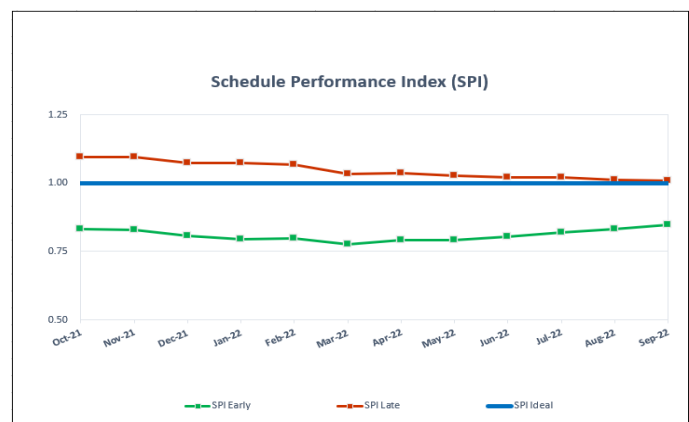
| Activity Name   | Start      | Finish     | 2023 |    |    |    |    |
|---|------------|------------|------|----|----|----|----|
|   |            |            | Q4   | Q1 | Q2 | Q3 | Q4 |
| <b>L300 Civil Construction</b>                          | 25-Sep-18A | 06-Oct-23  |      |    |    |    |    |
| <b>L300 Civil Construction</b>                          | 25-Sep-18A | 06-Oct-23  |      |    |    |    |    |
| <b>MILESTONES</b>                                       | 25-Sep-18A | 06-Oct-23  |      |    |    |    |    |
| <b>ROW ACQUISITIONS (PARCELS &amp; TCE</b>              | 04-Jun-19A | 05-May-23  |      |    |    |    |    |
| <b>PERMITTING</b>                                       | 01-Feb-19A | 10-Nov-22  |      |    |    |    |    |
| <b>SUBMITTALS</b>                                       | 12-Apr-19A | 19-Aug-23  |      |    |    |    |    |
| <b>MATERIAL PROCUREMENT</b>                             | 07-Aug-19A | 01-Dec-22  |      |    |    |    |    |
| <b>EARLY WORK</b>                                       | 20-Feb-19A | 26-May-23  |      |    |    |    |    |
| <b>CONSTRUCTION</b>                                     | 22-Jul-19A | 04-Oct-23  |      |    |    |    |    |
| <b>Main Package Construction Contract Element</b>       | 25-Oct-19A | 04-Oct-23  |      |    |    |    |    |
| <b>Mobilizations</b>                                    | 25-Oct-19A | 09-Mar-23  |      |    |    |    |    |
| <b>3rd Party Utilities</b>                              | 22-Jul-19A | 16-Sep-20A |      |    |    |    |    |
| <b>L200 to 236th St. (Sta. 1694+00 to 1739+00)</b>      | 17-Dec-19A | 23-Aug-23  |      |    |    |    |    |
| <b>236th St. to 220th St. (Sta. 1739+00 to 1791+00)</b> | 13-Jan-20A | 25-Aug-23  |      |    |    |    |    |
| <b>220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)</b>  | 23-Dec-19A | 25-Apr-23  |      |    |    |    |    |
| <b>52nd Ave to EOL (Sta. 1840+00 to 1884+00)</b>        | 15-Jan-20A | 05-Sep-23  |      |    |    |    |    |

### Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.85 (increase from last period).

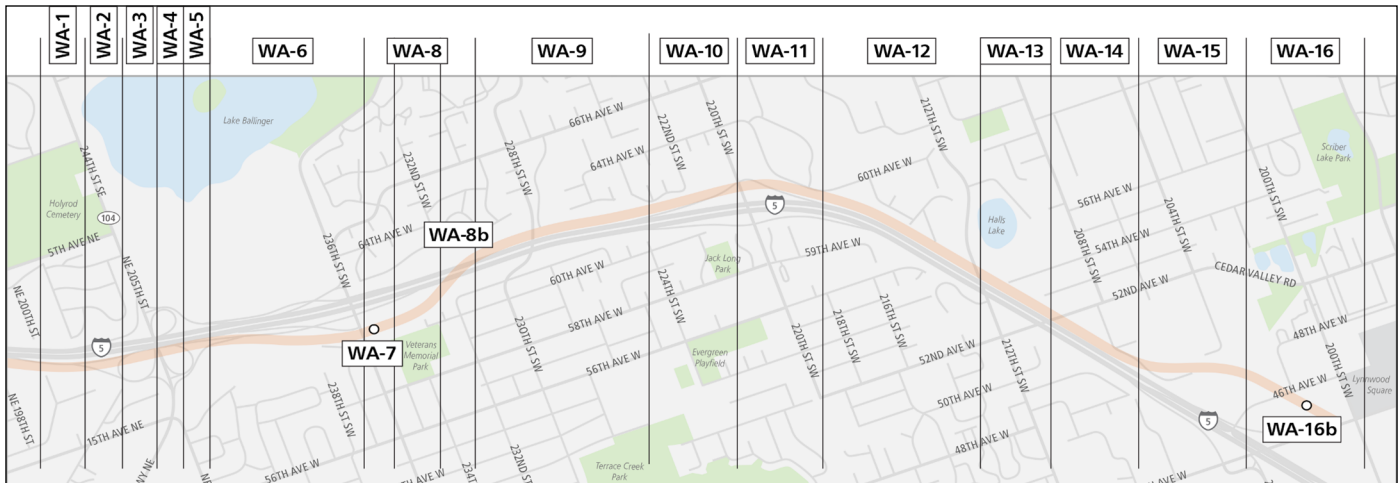
Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.01 (same as last period).

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



# Link Light Rail Lynnwood Link Extension

## Work Zone Overview



## Next Period's Activities

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

## Closely Monitored Issues

- Number of field changes due to design inconsistencies.
- Environmental compliance as the wet season approaches.
- Network connectivity to support the public opening of the Lynnwood Transit Center garage.

## Cost Summary

| Present Financial Status             | Amount        |
|--------------------------------------|---------------|
| <b>L300 Contractor—Skanska</b>       |               |
| Original Contract Value              | \$56,886,631  |
| Change Order Value                   | \$799,790,319 |
| Current Contract Value               | \$856,676,950 |
| Total Actual Cost (Incurred to Date) | \$676,769,815 |
| Percent Complete                     | 78.1%         |
| Authorized Contingency               | \$42,888,048  |
| Contingency Drawdown                 | \$21,676,950  |
| Contingency Index                    | 1.5           |



Mountlake Terrace Station

# Link Light Rail Lynnwood Link Extension



## Contract L800 Lynnwood Link Systems GC/CM

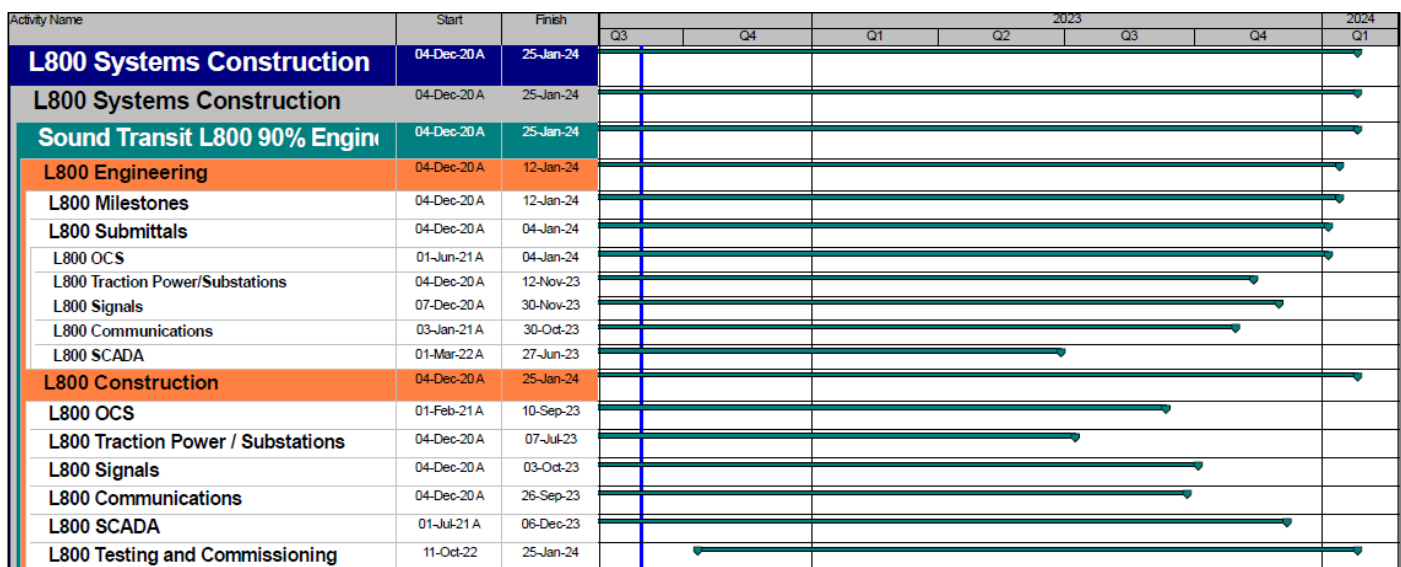
### Current Progress

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

- Approvals and procurement of key equipment including Traction Power Substation (TPSS) transformers.
- Continued cable pulling, installing radio cable, inner duct for fiber optic cable, and speakers.
- Continued Factory Acceptance Testing on TPSS and train control signal equipment.
- Continued installation of impedance bonds and installed conduit.
- Continued fabrication of OCS poles, hangers and cantilevers. Continued installation of OCS poles and cantilevers.

### Schedule Summary

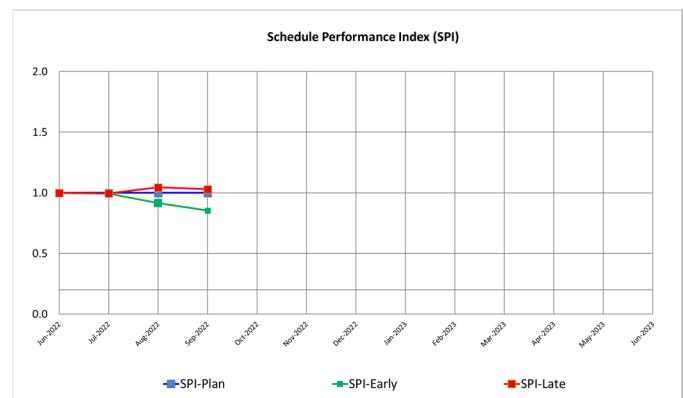
The L800 September schedule update forecasts a substantial completion of January 12, 2024, four days earlier than the revised contractual date of January 16, 2024. The critical path is currently driven by the signal houses due to Gold Seal inspections. OCS remains the next near critical path. ST is continuing to closely monitor and coordinate several aspects of the work, including owner supplied network switches, delivery of traction power substations and signal houses, as well as handovers from the civil contractors.



### Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.85 (decrease from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.03 (decreased from last period).



## Next Period's Activities

- Continue procurement of key equipment including Traction Power Substation (TPSS) and train control signal system buildings.
- Continued FAT testing on TPSS and signal houses.
- Continue installation of OCS poles, hangers and cantilevers.
- Continue installation of communication equipment at Mountlake Terrace Station and Lynnwood Parking Garage.

## Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as network switches, TPSS units and signal houses.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of Supervisory Control and Data Acquisition (SCADA) equipment.
- Safety risks associated with shared access to elevated guideway elements.

## Cost Summary

| Present Financial Status                                  | Amount        |
|---|---------------|
| <b>L800 Contractor - Mass Electrical Construction Co.</b> |               |
| Original Contract Value                                   | \$148,000,000 |
| Change Order Value  | \$802,026     |
| Current Contract Value                                    | \$148,802,026 |
| Total Actual Cost (Incurred to Date)                      | \$55,008,657  |
| Percent Complete  | 42.7%         |
| Authorized Contingency                                    | \$10,360,000  |
| Contingency Drawdown                                      | \$802,026     |
| Contingency Index   | 5.5           |



*Installed Speakers at Mountlake Terrace Station.*

# Link Light Rail NE 130th St Infill Station

## Project Summary

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

**Phase** Construction

**Budget** \$240.2 Million

**Schedule** Q2 2026



*Rendering of Station as Viewed from I-5 Overpass*

## Key Project Activities

- Continued end diaphragm installation.
- Continued fabrication of decking falsework.
- Preparing bid documents for station finishes package.

## Closely Monitored Issues

- Progress of the Lynnwood Link civil contractor and availability of the station area for finishes construction.
- Market conditions, inflation, and supply chain pressures on cost estimates for station finishes.
- Closure duration and future restoration requirements for 5th Ave NE.
- Coordination with Seattle for permit review of station finishes package.
- Coordination with Seattle for use of Non Motorized Access Enhancement Funds.
- City Council adoption of amendment to Transit Way Agreement, allowing for construction of station finishes.

# Link Light Rail NE 130th St Infill Station



## 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.

In the current period, \$415K was incurred. The major project expenditures were for construction, construction services, civil design services during construction and staffing.

### Cost Summary by Phase

| Project Phase           | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$8.1           | \$8.1                         | \$2.6              | \$2.6            | \$8.1                      | \$0.0                         |
| Preliminary Engineering | \$2.7           | \$2.7                         | \$2.7              | \$2.7            | \$2.7                      | \$0.0                         |
| Final Design            | \$17.6          | \$17.6                        | \$11.8             | \$10.1           | \$17.6                     | \$0.0                         |
| Construction Services   | \$17.3          | \$17.3                        | \$12.5             | \$1.7            | \$17.3                     | \$0.0                         |
| 3rd Party Agreements    | \$1.7           | \$1.7                         | \$0.7              | \$0.6            | \$1.7                      | \$0.0                         |
| Construction            | \$192.6         | \$192.6                       | \$24.1             | \$8.8            | \$192.6                    | \$0.0                         |
| ROW                     | \$0.1           | \$0.1                         | \$0.0              | \$0.0            | \$0.1                      | \$0.0                         |
| Project Contingency     | \$0.0           | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| <b>Total</b>            | <b>\$240.2</b>  | <b>\$240.2</b>                | <b>\$54.5</b>      | <b>\$26.5</b>    | <b>\$240.2</b>             | <b>\$0.0</b>                  |

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

# Link Light Rail NE 130th St Infill Station

## Contingency Management

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

**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.

**Current Period:** During the current period allocated contingency went up \$710K following award of the L210 civil package below the planned value, with remaining funds moved to contingency.

### Contingency Status

| Type                    | Baseline      |              | Current Status   |                    |
|-------------------------|---------------|--------------|------------------|--------------------|
|                         | Amount        | % of Total   | Remaining Amount | % of Work Remainin |
| Design Allowance        | \$0.0         | 0.0%         | \$0.0            | 0.0%               |
| Allocated Contingency   | \$30.9        | 12.9%        | \$31.7           | 14.8%              |
| Unallocated Contingency | \$17.7        | 7.4%         | \$17.7           | 8.3%               |
| <b>Total:</b>           | <b>\$48.6</b> | <b>20.2%</b> | <b>\$49.3</b>    | <b>23.1%</b>       |

### Contingency by Type

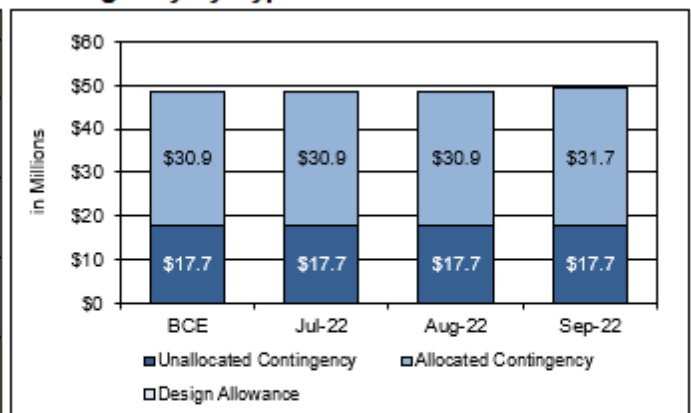
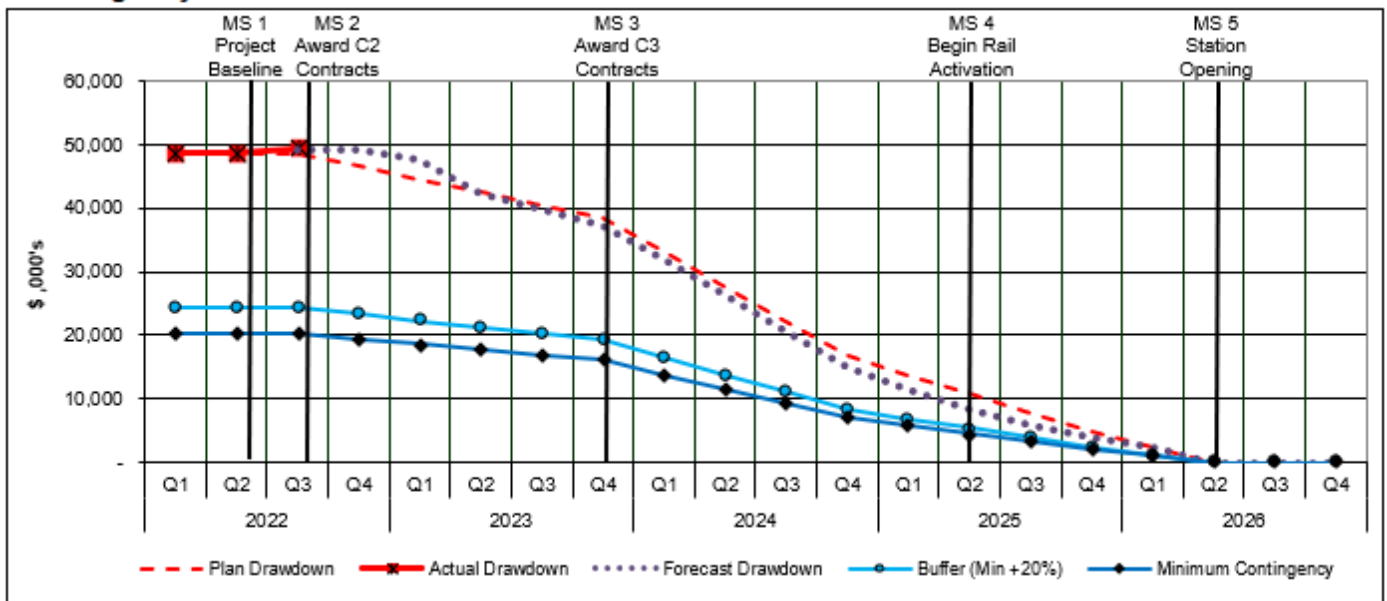


Table figures are shown in millions.

### Contingency Drawdown



# Link Light Rail NE 130th St Infill Station



## Risk Management

The following are the top project risks identified:

- City of Seattle Design Commission requests added station aesthetics resulting in additional design.
- Contract interface handover issues from L210 (Platform/Canopy) contractor to the L230 (Station Finishes) contractor.
- Delay in obtaining Labor & Industries inspections and approvals for elevators and escalators.

## Project Schedule

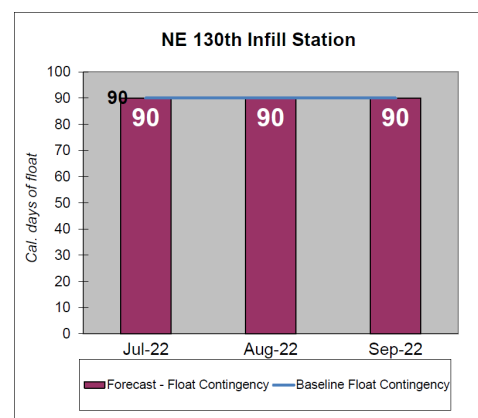
The weighted percent complete for the major construction contracts is calculated at 7.8%.

Design for the station, both Civil and Systems, is complete. The Lynnwood Link GC/CM contractor Stacey & Witbeck/Kiewit/Hoffman (SKH) is continuing work on the L210 station platforms. Permitting activities for the building, WSDOT Project Development Approval (PDA) and City of Seattle Street Improvement permits for the station construction continue to move forward in support of the L230 Station Finishes contract. Final plans for the L230 bid set are still scheduled to be submitted in mid-October and advertise bids in early January 2023. The station is currently forecast scheduled to open in Q2 2026.

| Activity Name                                     | Start       | Finish      | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
|---|-------------|-------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| <b>NE 130th Station - Design &amp; Permitting</b> | 04-Feb-19 A | 05-Mar-24   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Project Management                                | 24-Jun-21 A | 23-Jun-22 A |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Preliminary Design                                | 04-Feb-19 A | 14-Nov-19 A |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Final Design                                      | 30-Sep-19 A | 21-Oct-22   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Right-of-Way                                      | 03-Oct-22   | 11-Aug-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| LL144 - City of Seattle                           | 03-Oct-22   | 11-Aug-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| LL145 - City of Seattle                           | 03-Oct-22   | 11-Aug-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Permitting  | 16-Mar-20 A | 05-Mar-24   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Estimating/Negotiations/Amendments                | 23-Dec-19 A | 03-Jul-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| <b>NE 130th Station - Construction</b>            | 04-Aug-21 A | 25-Jun-26   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| NE 130th Milestones                               | 23-Jun-22 A | 25-Jun-26   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Final Design Tasks                                | 04-Aug-21 A | 29-Sep-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| L210 Procurement                                  | 17-Nov-21 A | 06-Jul-22 A |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| L210 Construction                                 | 07-Jul-22 A | 05-Aug-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| L230 Procurement w/Soldier Pile Wall              | 31-Jan-23   | 22-Jun-23   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| L230 Construction                                 | 03-Jul-23   | 12-Sep-25   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| L810 Systems Procurement                          | 31-Jul-24   | 24-Jul-25   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| L810 Systems Construction                         | 25-Jul-25   | 24-Feb-26   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| Pre-Revenue & Opening                             | 05-Apr-26   | 24-Jun-26   |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

## Project Float

Project float is planned be a total of 90 days and associated with completion of the station commissioning and the completion of the L230 contract.



## Right of Way

The Right-of-Way effort on this project consists of one permanent easement and two temporary construction easements. These three easements will impact two different properties. The properties have been identified as necessary for construction of the NE 130th Street Infill Station. No relocations will be necessary.

## Community Engagement

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

- Continued preparation for a future online open house in early 2023.

## Staffing Summary

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

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

| Resource Type  | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|--|--------------------------------|-----------------------------------|----------|
| ST Staff   | 5.8                            | 3.6                               | 2.2      |
| Consultants  | 4.0                            | 6.8                               | (2.8)    |
| TOTAL  | 9.8                            | 10.4                              | (0.7)    |
| * 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 |
|--------------|-------------------|------|
|              | None this period. |      |

# Link Light Rail NE 130th St Infill Station

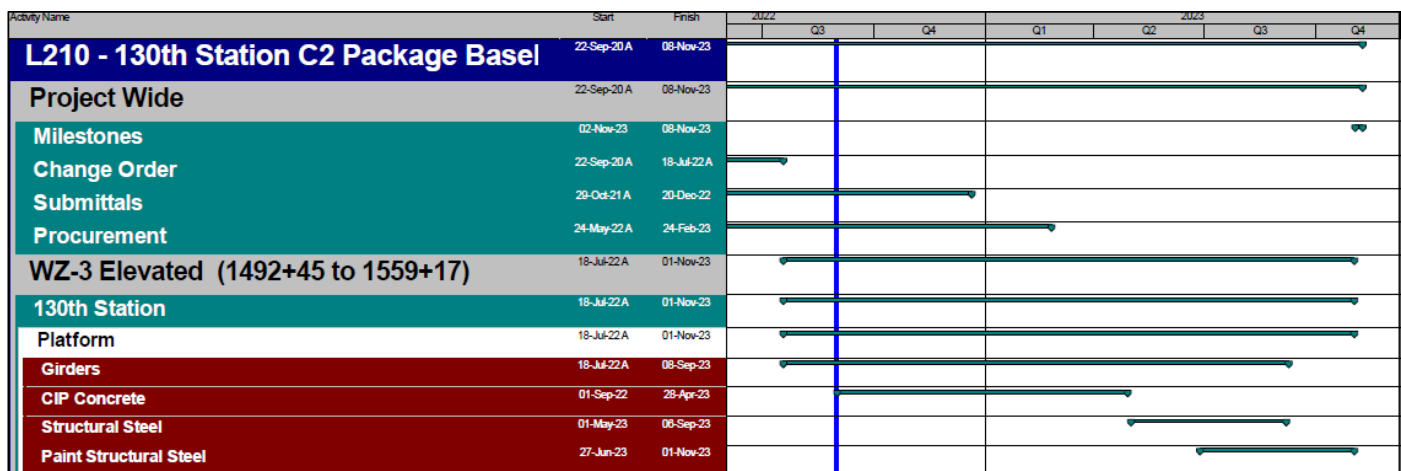
## Contract L210 GC/CM

### Current Progress

- Continued fabrication of decking falsework.
- Began decking formwork.
- Continued end diaphragm formwork.

### Schedule Summary

The schedule forecasts a completion in November 2023. ST/CM staff are currently reviewing the contractor's revised baseline schedule submission to determine the drivers for the extended completion date indicated.



| Present Financial Status             | Amount       |
|--------------------------------------|--------------|
| <b>SKH – Civil Construction</b>      |              |
| Original Contract Value              | \$5,000,000  |
| Change Order Value                   | \$17,822,619 |
| Current Contract Value               | \$22,822,619 |
| Total Actual Cost (Incurred to Date) | \$8,556,132  |
| Percent Complete                     | 46.5%        |
| Authorized Contingency               | \$20,530,000 |
| Contingency Drawdown                 | \$17,822,619 |
| Contingency Index                    | 0.54         |



Decking Falsework

# Link Light Rail North Corridor Maintenance of Way

## Project Summary

### Scope

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

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

The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility subject to a future Board decision.

### Phase

Planning

### Budget

\$24.6M

Project Development and Right-Of-Way for Temporary Facility

### Schedule

Q4 2023 Temporary Facility

Q4 2027 Permanent Facility



Site Location: NMOW

## Key Project Activities

- Preliminary engineering underway which include conducting and developing existing conditions assessment via consultant contract, evaluating site improvements needed, and environmental site assessments for the temporary facility.

# Link Light Rail North Corridor Maintenance of Way



## Project Cost Summary

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

This period approximately \$60K was incurred. The project expenditures were for preliminary engineering, including development of the existing conditions assessment, evaluating site improvements needed, and environmental site assessments for the temporary facility.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$2.0                         | \$0.5              | \$0.5            | \$2.0                      | \$0.0                         |
| Preliminary Engineering | \$1.9                         | \$0.2              | \$0.1            | \$1.9                      | \$0.0                         |
| Final Design            | \$0.1                         | \$0.0              | \$0.0            | \$0.1                      | \$0.0                         |
| Construction Services   | \$0.1                         | \$0.0              | \$0.0            | \$0.1                      | \$0.0                         |
| 3rd Party Agreements    | \$0.5                         | \$0.0              | \$0.0            | \$0.5                      | \$0.0                         |
| Construction            | \$0.2                         | \$0.0              | \$0.0            | \$0.2                      | \$0.0                         |
| ROW                     | \$20.0                        | \$0.7              | \$0.7            | \$20.0                     | \$0.0                         |
| <b>Total</b>            | <b>\$24.6</b>                 | <b>\$1.4</b>       | <b>\$1.2</b>     | <b>\$24.6</b>              | <b>\$0.0</b>                  |

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

## Risk Management

The following are the top project wide risks:

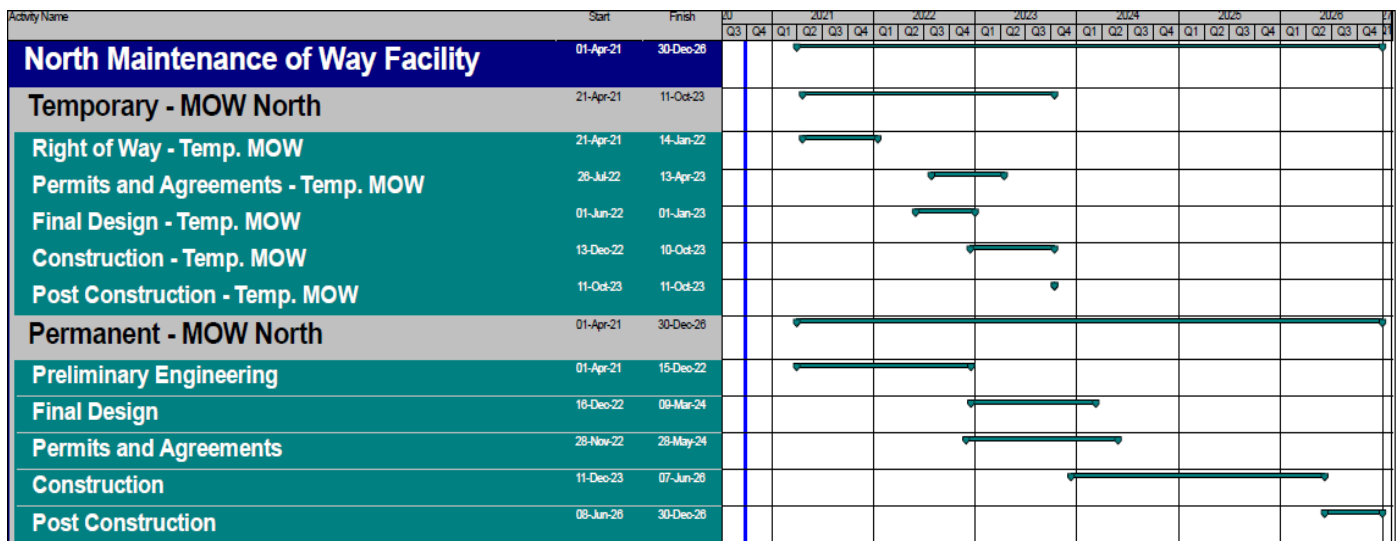
- Land use permit for the permanent facility takes longer than expected.
- Technical permits take longer than expected to secure for tenant improvements of the temporary facility, requiring additional design and construction work than expected.

# Link Light Rail North Corridor Maintenance of Way



## Project Schedule

The North Maintenance of Way Facility schedule is currently under development, but contemplates the facility in two parts. The temporary facility which is currently leased and undergoing evaluation for improvements needed. The second portion of the schedule will be the permanent facility. This facility may be the currently leased facility, with improvements, or may be a different property depending upon the outcome of the current assessments. The temporary facility is scheduled to open in late 2023, prior to the Lynnwood Link Extension opening. The permanent facility currently has a long range time frame of 2026, subject to further evaluation.



## Community Engagement

- None to report this period.

# Link Light Rail North Corridor Maintenance of Way



## Staffing Summary

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

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for the month ending September 2022. ST staff is 2.7 under plan. The consultant FTE plan has not been established for the current year but will be for 2023 and beyond as the next phases of the temporary and permanent facility proceed.

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 3.7                            | 1.0                               | 2.7      |
| Consultants   | 0.0                            | 1.0                               | -1.0     |
| TOTAL         | 3.7                            | 2.0                               | 1.7      |

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

## Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

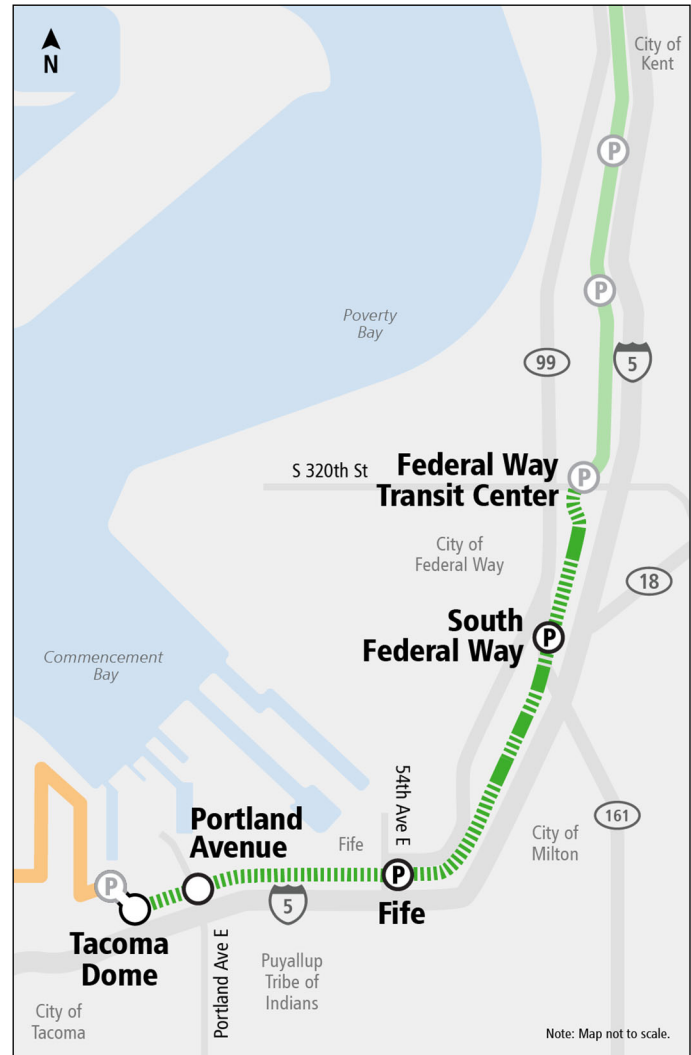
# Link Light Rail Tacoma Dome Link Extension

## Project Summary

### Scope

|                  |  |
|------------------|--|
| <b>Limits</b>    | Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, and Tacoma Dome  |
| <b>Alignment</b> | 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. |
| <b>Stations</b>  | South Federal Way, Fife, Portland Avenue and Tacoma Dome   |
| <b>Systems</b>   | Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)   |
| <b>Phase</b>     | Planning: Alternative Development/Project Development  |
| <b>Budget</b>    | \$126.4 Million for Preliminary Engineering Phase 1—Alternative Development Phase 2  |
| <b>Schedule</b>  | Target Dates:<br>Tacoma Dome Station, 2032<br>Parking at South Federal Way & Fife, 2038  |

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



*Map of Tacoma Dome Link Extension.*

## Key Project Activities

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

### Tacoma Dome Link Extension (TDLE)

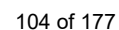
- Continued alternatives development in coordination with Tribal Nations and agency partners.
- Awaiting correspondence from Tribal Council of Puyallup Tribe of Indians following meeting.

### Operations and Maintenance Facility South (OMF South)

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



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



# Link Light Rail Tacoma Dome Link Extension



## Project Cost Summary

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

For this period \$2.8M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$27.8                        | \$17.6             | \$17.6           | \$27.8                     | \$0.0                         |
| Preliminary Engineering | \$86.8                        | \$81.7             | \$42.1           | \$86.8                     | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 3rd Party Agreements    | \$6.4                         | \$3.7              | \$1.6            | \$6.4                      | \$0.0                         |
| Construction            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Vehicles                | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$5.4                         | \$1.1              | \$0.7            | \$5.4                      | \$0.0                         |
| <b>Total</b>            | <b>\$126.4</b>                | <b>\$104.1</b>     | <b>\$62.1</b>    | <b>\$126.4</b>             | <b>\$0.0</b>                  |

### 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                         |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$0.0</b>                  | <b>\$0.0</b>       | <b>\$0.0</b>     | <b>\$0.0</b>               | <b>\$0.0</b>                  |
| 60 ROW, Land                           | \$4.4                         | \$1.1              | \$0.7            | \$4.4                      | \$0.0                         |
| 80 Professional Services               | \$119.6                       | \$102.9            | \$61.4           | \$119.6                    | \$0.0                         |
| 90 Unallocated Contingency             | \$2.4                         | \$0.0              | \$0.0            | \$2.4                      | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$126.4</b>                | <b>\$104.1</b>     | <b>\$62.1</b>    | <b>\$126.4</b>             | <b>\$0.0</b>                  |

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

## Risk Management

The following are the top project-wide risks:

### Tacoma Dome Link Extension (TDLE)

- Identification of a new station option in Fife outside the floodplain and additional identification and environmental review of alignment(s) in the South Federal Way area will substantially impact the DEIS publication and have corresponding impacts to revenue service.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Potential that design or construction challenges could emerge as work progresses, including crossing of Puyallup River, may increase time needed.
- Environmental mitigation costs could increase.
- Potential impacts from higher real estate and construction costs.
- Potential permitting challenges and other necessary timely coordination/approvals with many permitting authorities.

### OMF South

- Design-Build to Design-Bid-Build interface management will be challenging.
- Preferred Alternative in Federal Way requires a street vacation and code deviation from City of Federal Way. Approvals and timely concurrence on design will impact schedule.
- Evaluating whether delivery method and contract packaging opportunities provide enough flexibility to meet realigned schedule for opening.
- Potential impacts from higher real estate and construction costs.
- 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.
- Potential permitting/design review challenges and other necessary timely coordination/approvals with permitting authorities/reviewers.

# Link Light Rail Tacoma Dome Link Extension



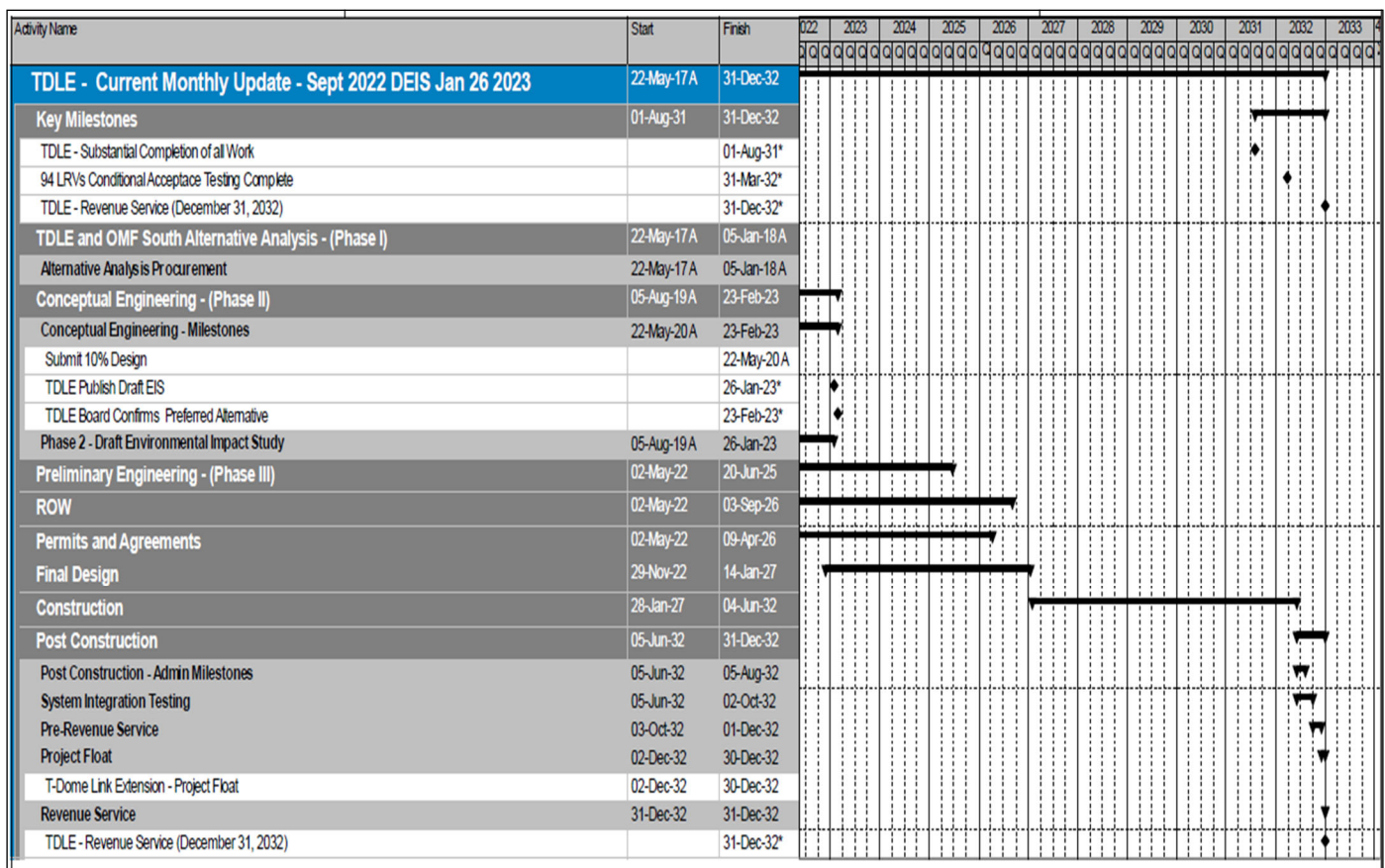
## Tacoma Dome Link Extension

### Current Progress

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

### TDLE Project Schedule

Below is the summary schedule as of Sept. 30, 2022. The project schedule reflects the forecasted date of DEIS publication in Jan. 26, 2023, however the project team is presently evaluating the impact of potential delays stemming from the potential inclusion of a new station option in Fife and two additional alignment options in South Federal Way.

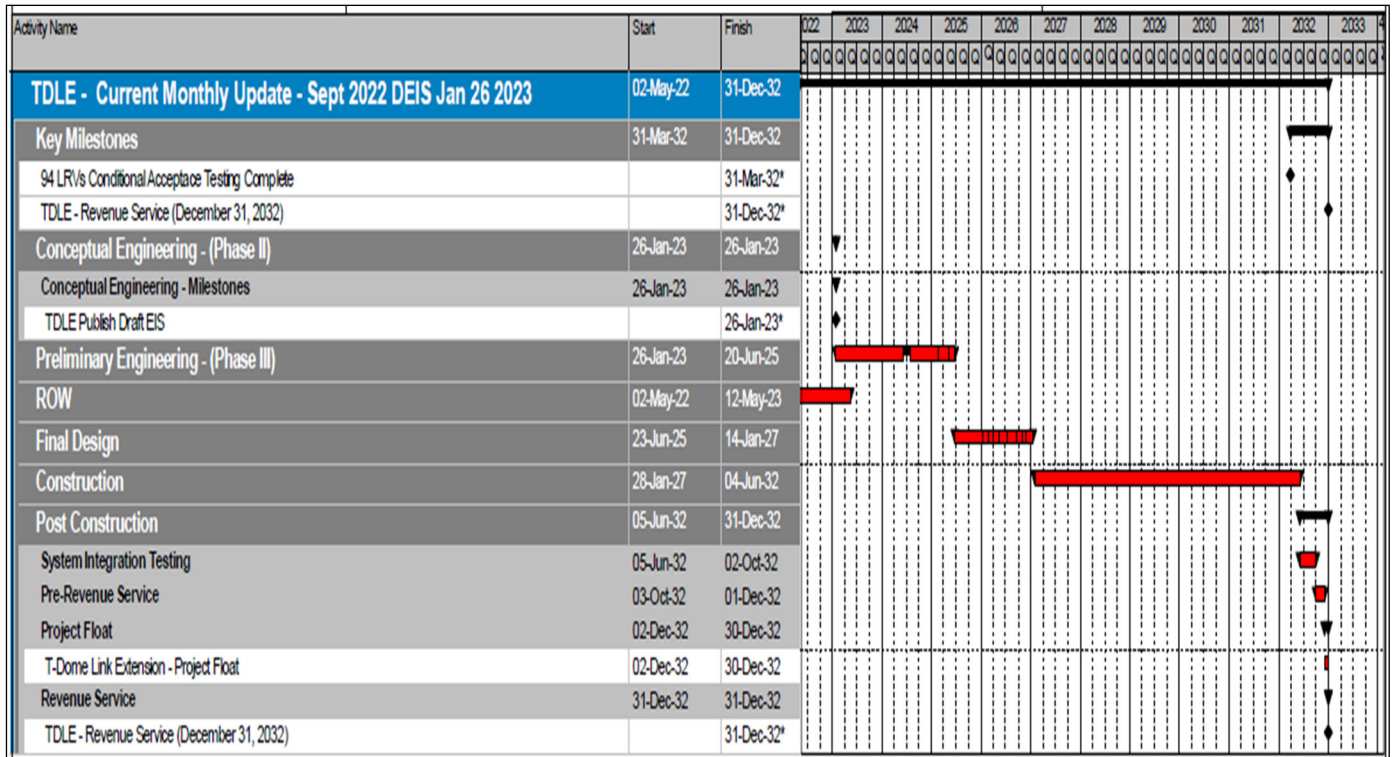


# Link Light Rail Tacoma Dome Link Extension



## 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 2032 for TDLE.



## Community Engagement

- Provided a briefing to a Fife commercial property owner.
- Attended the monthly New Tacoma Neighborhood Council meeting.
- Participated in Tacoma's 2022 Parking Day.

# Link Light Rail Tacoma Dome Link Extension



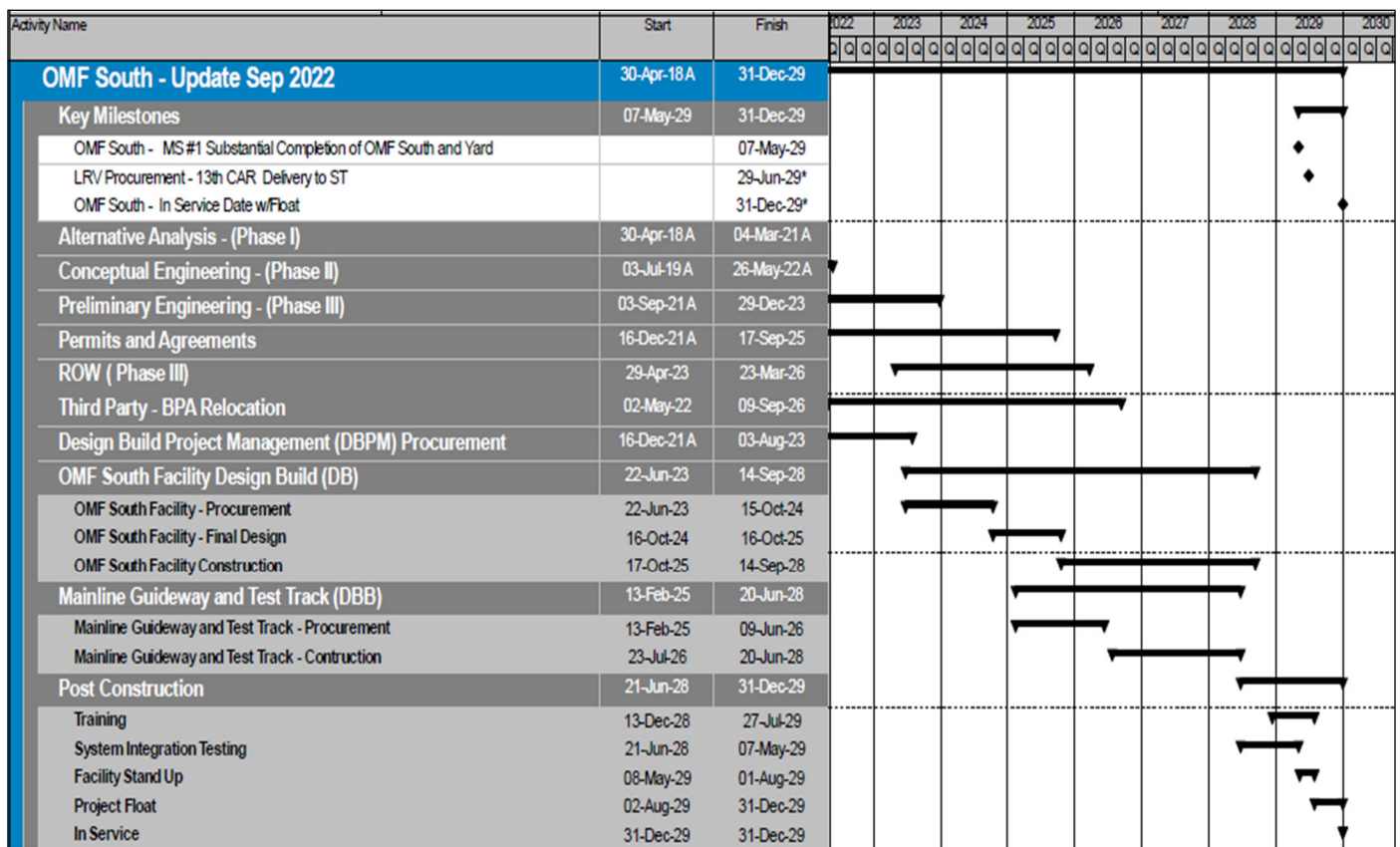
## Operations and Maintenance Facility South

### Current Progress

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

### OMF South Project Schedule

Below is the summary schedule as of Sept. 30, 2022. Project is Phase 3 with the Final SEPA/Final EIS milestone is forecasted for Q4 2022. The project team is presently working to evaluate impacts on the forecasted FEIS publication date stemming from integration of test track scope into the final design.

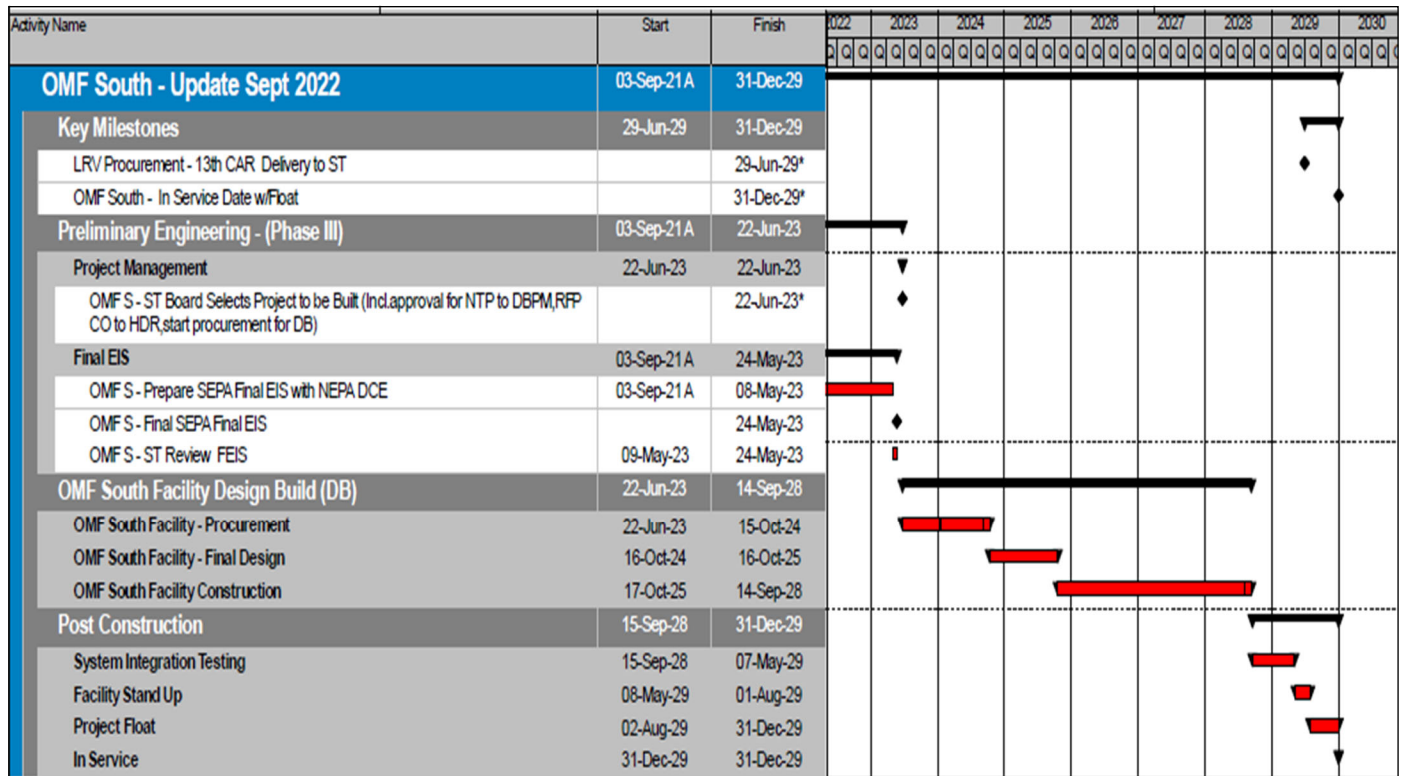


# Link Light Rail Tacoma Dome Link Extension



## OMF South Critical Path Analysis

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



## Community Engagement

- Provided briefing to Federal Way residential property owner.

# Link Light Rail Tacoma Dome Link Extension



## Right of Way

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

| Tacoma Dome Link Extension Property Acquisition Status  |                 |                     |                  |                      |                               |
|---|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION   |                 |                     |                  | RELOCATION           |                               |
| Total Acquisitions*   | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 0   | 0               | 0                   | 0                | 0                    | 0                             |
| <p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p> |                 |                     |                  |                      |                               |

## Staffing Summary

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

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

| Resource Type  | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|--|-----------------------------|--------------------------------|----------|
| ST Staff   | 37.3                        | 18.0                           | 19.3     |
| Consultants  | 58.3                        | 22.4                           | 35.9     |
| TOTAL  | 95.6                        | 40.4                           | 55.2     |
| <p><i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i></p> |                             |                                |          |

## Sound Transit Board Actions

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

# Link Light Rail West Seattle and Ballard Link Extensions

## Project Summary

### Scope

**West Seattle**

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

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

**Ballard**

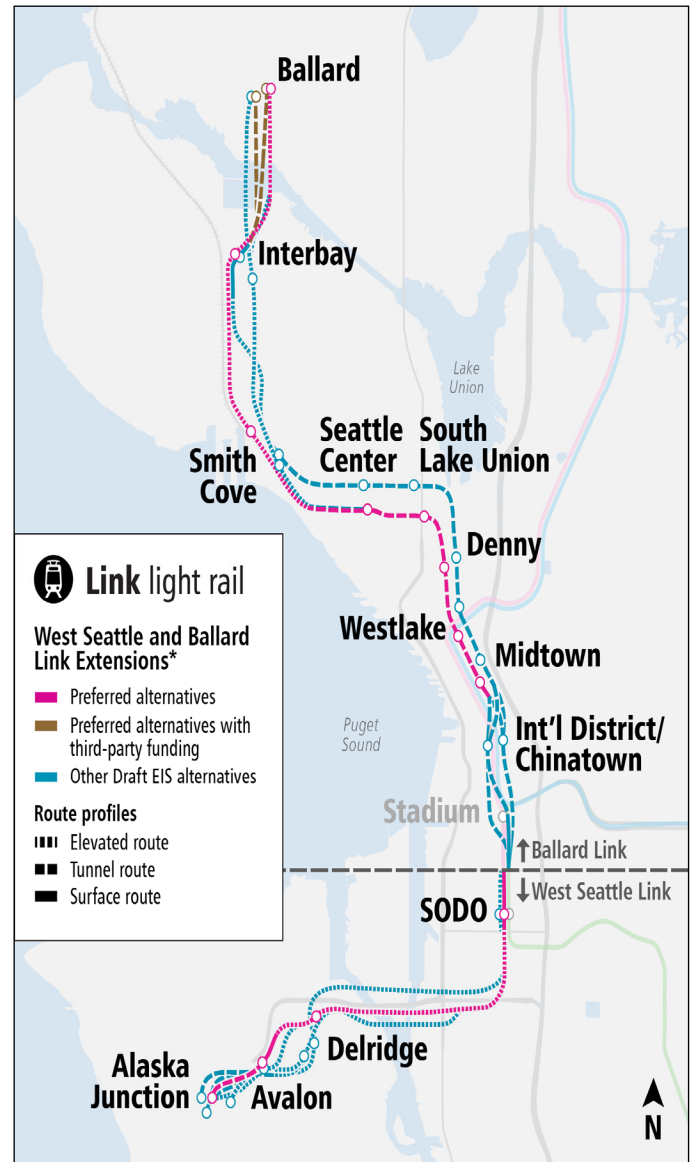
The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.

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

**Phase** Planning

**Budget** \$286.7M through completion of Preliminary Engineering

**Schedule** Target dates:  
West Seattle Extension: 2032  
Ballard Extension: 2037



Map of Project Alignment

## Key Project Activities

- Continued Phase 3 Project Development activities to prepare the Final EIS and conduct Preliminary Engineering for the West Seattle Link Extension. Continued to conduct further studies and engagement in some areas to inform a future Board Action to confirm or modify the Preferred Alternative for the Ballard Link Extension.
- Continued engagement with partners and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.
- Continued community engagement activities including meetings for community groups and property owners.

# Link Light Rail West Seattle and Ballard Link Extensions



## Project Cost Summary

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

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

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

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$55.1                        | \$29.6             | \$29.7           | \$55.1                     | \$0.0                         |
| Preliminary Engineering | \$215.3                       | \$169.2            | \$95.2           | \$215.3                    | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 3rd Party Agreements    | \$10.4                        | \$3.7              | \$2.0            | \$10.4                     | \$0.0                         |
| Construction            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Light Rail Vehicles     | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$6.0                         | \$3.7              | \$3.1            | \$6.0                      | \$0.0                         |
| <b>Total</b>            | <b>\$286.7</b>                | <b>\$206.2</b>     | <b>\$130.0</b>   | <b>\$286.7</b>             | <b>\$0.0</b>                  |

### 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                         |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$0.0</b>                  | <b>\$0.0</b>       | <b>\$0.0</b>     | <b>\$0.0</b>               | <b>\$0.0</b>                  |
| 60 ROW, Land                           | \$5.1                         | \$3.7              | \$3.1            | \$5.0                      | \$0.0                         |
| 80 Professional Services               | \$252.2                       | \$202.5            | \$126.9          | \$252.2                    | \$0.0                         |
| 90 Unallocated Contingency             | \$29.5                        | \$0.0              | \$0.0            | \$29.5                     | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$286.7</b>                | <b>\$206.2</b>     | <b>\$130.0</b>   | <b>\$286.7</b>             | <b>\$0.0</b>                  |

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

## Risk Management

The following are the top project wide risks:

- Delay to reaching stakeholder consensus on a preferred alternative, including third party funding, could delay completion of environmental documentation and design.
- Complexity of alignments in a constrained environment with challenging topography and waterway crossings.
- Complexity associated with tunneling through a mature urban environment.
- Potential construction effects in a constrained environment.
- Potential effect on Central Link operations during construction.
- Potential schedule risks associated with real estate acquisition process.
- Budget risk due to higher current real estate costs and construction costs.
- Potential permitting challenges and other necessary coordination/approvals could delay the project and add cost.

## Community Engagement

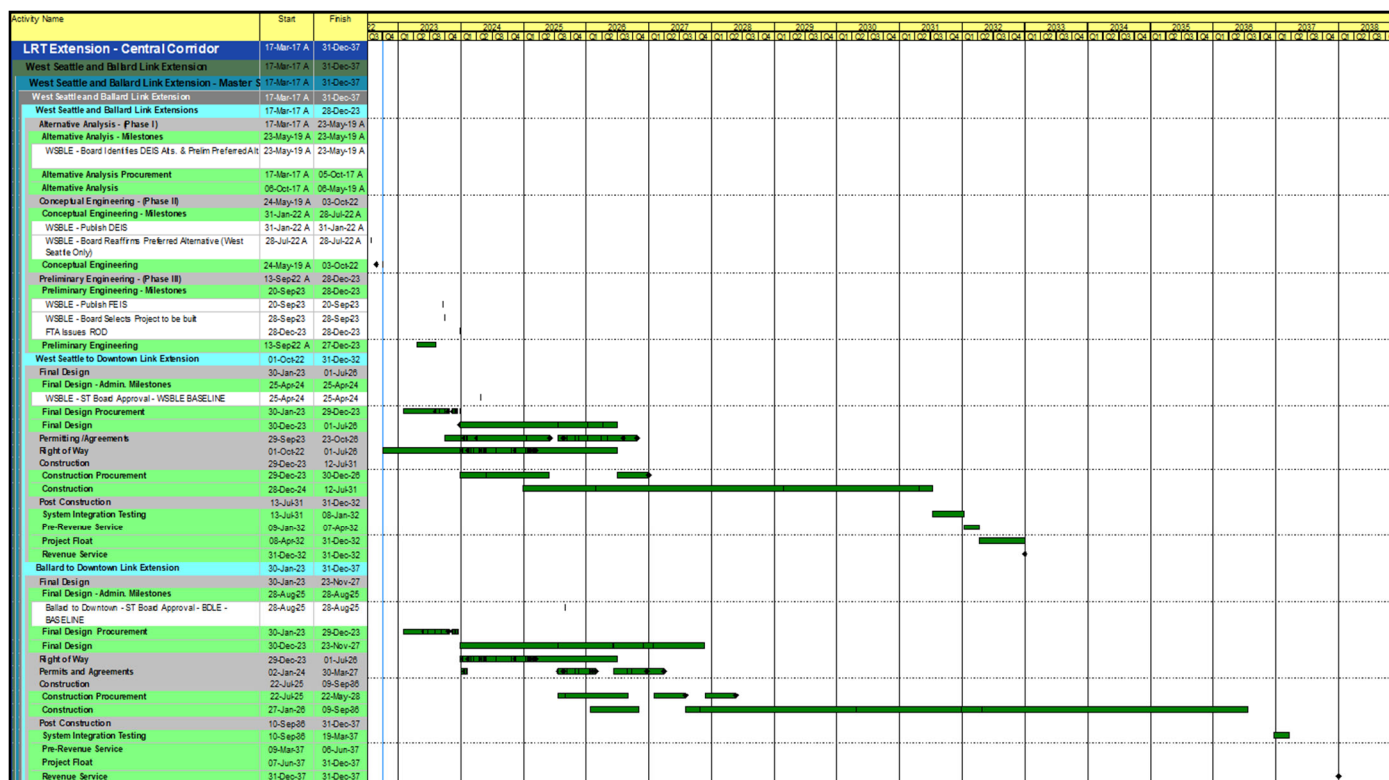
- Conducted outreach to nine property owners throughout the corridor.
- Conducted 13 community outreach briefings, tours, and other external engagement activities throughout the corridor.
- Tabled at one fair and festival throughout the corridor.

# Link Light Rail West Seattle and Ballard Link Extensions



## Project Schedule

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



# Link Light Rail West Seattle and Ballard Link Extensions



## Staffing Summary

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

The 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<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 41.1                           | 34.3                              | (6.8)    |
| Consultants   | 58.0                           | 21.1                              | (36.9)   |
| TOTAL         | 99.1                           | 55.4                              | (43.7)   |

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

## Sound Transit Board Actions

| Board Action | Description                     | Date |
|--------------|---------------------------------|------|
|              | None to report for this period. |      |

# Progress Report

## **Sounder Program**

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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.

**September | 2022**



**Prepared by Project Controls | Portfolio Services Office**

# Sounder Commuter Rail Program Overview



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

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

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

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

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

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

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

# Sounder Commuter Rail Program Overview



## Program Budget

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

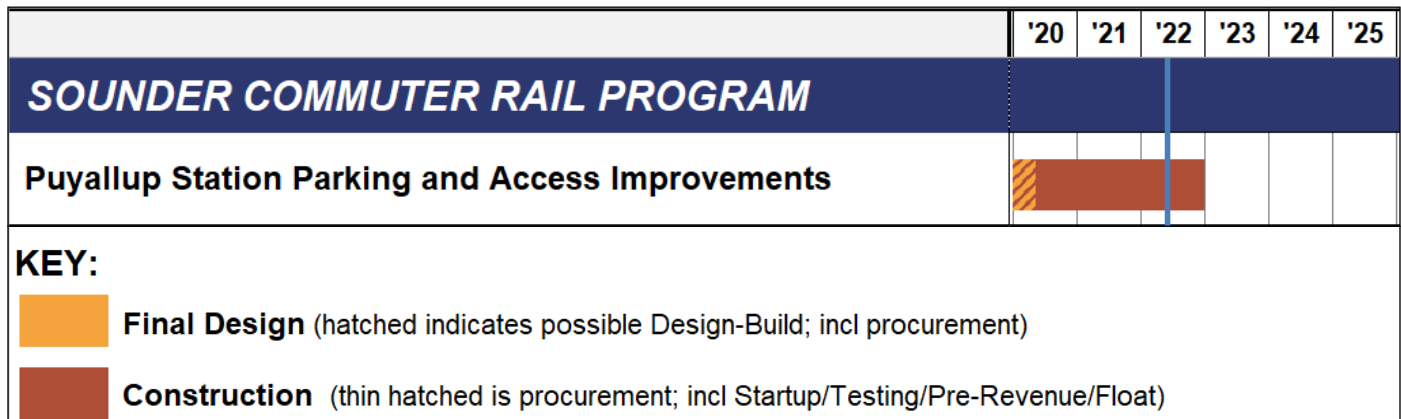
Table figures are shown in millions.

| Project                                  | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Auburn Station Access Improvements       | \$14.9                        | \$8.2              | \$6.2            | \$14.9                     | \$0.0                         |
| Kent Station Access Improvements         | \$16.8                        | \$12.1             | \$10.2           | \$16.8                     | \$0.0                         |
| Lakewood Station Access Improvements     | \$5.9                         | \$3.8              | \$1.6            | \$5.9                      | \$0.0                         |
| Puyallup Station Access Improvements     | \$82.4                        | \$78.5             | \$74.2           | \$82.4                     | \$0.0                         |
| Sounder South Capacity Expansion         | \$21.1                        | \$6.2              | \$5.3            | \$21.1                     | \$0.0                         |
| South Tacoma Station Access Improvements | \$5.4                         | \$3.7              | \$1.5            | \$5.4                      | \$0.0                         |
| Sumner Station Access Improvements       | \$17.8                        | \$16.9             | \$14.7           | \$17.8                     | \$0.0                         |
| <b>Total</b>                             | <b>\$164.3</b>                | <b>\$129.3</b>     | <b>\$113.5</b>   | <b>\$164.3</b>             | <b>\$0.0</b>                  |

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

## Program Schedule of Baseline Projects

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



# Sounder Commuter Rail Auburn Station Parking and Access Improvements

## Project Summary

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

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



*Improving access to Sounder Auburn Station*

**Phase** Complete Environmental / Enter Design & Construction

**Budget** \$14.9 Million

**Schedule** Target Date: 2025 (Realignment schedule)



## Key Project Activities

- All Temporary Construction Easements (TCEs) are in negotiations.
- City of Auburn real property interests are in negotiations.
- Request for Qualifications (RFQ) of design-build contract issued.
- Team developing final Request for Proposals (RFP) for issuance.
- Assessing potential vibration impact to sensitive testing equipment at the Multicare Auburn Medical Center.
- Developing zoning code deviations for submission to the City of Auburn.
- Performed Value Engineering on Kent and Auburn Request for Proposal procurement documents.

# Sounder Commuter Rail

## Auburn Station Parking and Access Improvements



### Project Cost Summary

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

This period expenditures increased by \$174K. The incurred cost increased from \$5.98M to \$6.16M. The majority of this period's costs are attributed to staff costs, design-build project management activities, and right-of-way activities.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$2.6                         | \$2.2              | \$2.2            | \$2.6                      | \$0.0                         |
| Preliminary Engineering | \$2.9                         | \$2.7              | \$2.7            | \$2.9                      | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$2.0                         | \$2.0              | \$0.6            | \$2.0                      | \$0.0                         |
| 3rd Party Agreements    | \$0.4                         | \$0.4              | \$0.0            | \$0.4                      | \$0.0                         |
| Construction            | \$0.2                         | \$0.0              | \$0.0            | \$0.2                      | \$0.0                         |
| ROW                     | \$6.9                         | \$0.9              | \$0.7            | \$6.9                      | \$0.0                         |
| <b>Total</b>            | <b>\$14.9</b>                 | <b>\$8.2</b>       | <b>\$6.2</b>     | <b>\$14.9</b>              | <b>\$0.0</b>                  |

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

### Risk Management

The following are the top project wide risks:

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

# Sounder Commuter Rail

## Auburn Station Parking and Access Improvements



### Project Schedule

The schedule this update cycle includes modifications to ROW and City Design Review Permit activities. End of August schedule update will be used in the Baseline QRA session which is planned for the week of Oct. 17, 2022.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements. Issuance of the Design-Build Procurement Request for Qualifications was on Sep. 7, 2022. SOQs due date is planned for early October 2022. In addition, the team completed the production of VE Draft Report this month.

Other activities underway include continued property appraisal and condemnation activities.

Phase III Board Approval of Baseline is planned for Q1 2023. Design-Build Notice to Proceed is expected Q2 2023.

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

| Activity Name   | Start       | Finish    | 2023 |    |    |    | 2024 |    |    |    |
|---|-------------|-----------|------|----|----|----|------|----|----|----|
|   |             |           | Q3   | Q4 | Q1 | Q2 | Q3   | Q4 | Q1 | Q2 |
| <b>Auburn Station Parking and Access Improvements -DB MS Baseline Current</b>             | 03-Dec-20 A | 13-Mar-27 |      |    |    |    |      |    |    |    |
| <b>Preliminary Engineering (Phase III) - Auburn</b>                                       | 14-Feb-22 A | 26-Jan-23 |      |    |    |    |      |    |    |    |
| ST Board Approves Project Baseline - Phase Gate 4 - Auburn                                | 26-Jan-23   | 26-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Administration Phase III - Auburn</b>  | 14-Feb-22 A | 16-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Establish Project Baseline (Phase Gate 4) - Auburn</b>                                 | 14-Feb-22 A | 16-Jan-23 |      |    |    |    |      |    |    |    |
| Post-Risk Assessment Budget and Schedule Refinement - Auburn                              | 14-Feb-22 A | 10-Oct-22 |      |    |    |    |      |    |    |    |
| Staff Report Preparation - Auburn   | 03-May-22 A | 07-Nov-22 |      |    |    |    |      |    |    |    |
| CCB Baseline/Phase Gate 4 Est Baseline Documents Due - Auburn                             | 11-Oct-22   | 11-Oct-22 |      |    |    |    |      |    |    |    |
| Final QRA Session - Kent  | 17-Oct-22*  | 21-Oct-22 |      |    |    |    |      |    |    |    |
| PC/Finance/Environmental Review of Staff Report - Auburn                                  | 08-Nov-22   | 30-Nov-22 |      |    |    |    |      |    |    |    |
| CCB for Baseline/Phase Gate 4 - Auburn  | 06-Dec-22   | 06-Dec-22 |      |    |    |    |      |    |    |    |
| System Expansion Committee Approval of Baseline and Entry to Construction (PG 4) - Auburn | 12-Jan-23   | 12-Jan-23 |      |    |    |    |      |    |    |    |
| Board Administration Review of Staff Report - Auburn                                      | 16-Jan-23   | 16-Jan-23 |      |    |    |    |      |    |    |    |
| <b>VE Workshop - Auburn</b>   | 03-Oct-22   | 11-Oct-22 |      |    |    |    |      |    |    |    |
| <b>Permits and Agreements - Auburn</b>  | 02-Jan-24   | 11-Jan-24 |      |    |    |    |      |    |    |    |
| <b>Right of Way - Auburn</b>  | 14-Apr-22 A | 02-Aug-23 |      |    |    |    |      |    |    |    |
| <b>Design-Build Project Management - Auburn</b>   | 03-Dec-20 A | 28-Aug-26 |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract (DB) - Auburn</b>  | 05-Oct-22   | 28-Aug-26 |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract-Procurement - Auburn</b>   | 05-Oct-22   | 14-Jun-23 |      |    |    |    |      |    |    |    |
| <b>Design-Build - Design and Construction - Auburn KR</b>                                 | 14-Jun-23   | 28-Aug-26 |      |    |    |    |      |    |    |    |
| <b>Const - Misc / Other / Env Mitigation</b>  | 14-Jun-23   | 04-Mar-24 |      |    |    |    |      |    |    |    |
| <b>Post Construction - Auburn</b>   | 28-Aug-26   | 13-Mar-27 |      |    |    |    |      |    |    |    |
| <b>Post Construction - Auburn</b>   | 28-Aug-26   | 13-Mar-27 |      |    |    |    |      |    |    |    |
| <b>Transition to Operations - Auburn</b>  | 28-Aug-26   | 29-Aug-26 |      |    |    |    |      |    |    |    |
| <b>Project Float - Auburn</b>   | 29-Aug-26   | 13-Mar-27 |      |    |    |    |      |    |    |    |
| <b>Open For Service - Auburn</b>  | 13-Mar-27   | 13-Mar-27 |      |    |    |    |      |    |    |    |

# Sounder Commuter Rail

## Auburn Station Parking and Access Improvements



### Community Engagement

- We hosted an information table at the Downtown Auburn Hot Summer Nights Market on September 16 and the Firwood Circle Back to School event on September 13.
- We published the visual design vision statement and outreach summary on the Sound Transit website.

### Staffing Summary

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

Less than anticipated level of effort by ST staff and consultants due to availability constraints of resources and efficiencies gained from recent development of Summer procurement documents.

| Resource Type  | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|--|--------------------------------|-----------------------------------|----------|
| ST Staff   | 5.5                            | 3.1                               | 2.4      |
| Consultants  | 4.5                            | 1.7                               | 2.8      |
| TOTAL  | 10.0                           | 4.8                               | 5.2      |
| * An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160. |                                |                                   |          |

### Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Sounder Commuter Rail Kent Station Parking and Access Improvements

## Project Summary

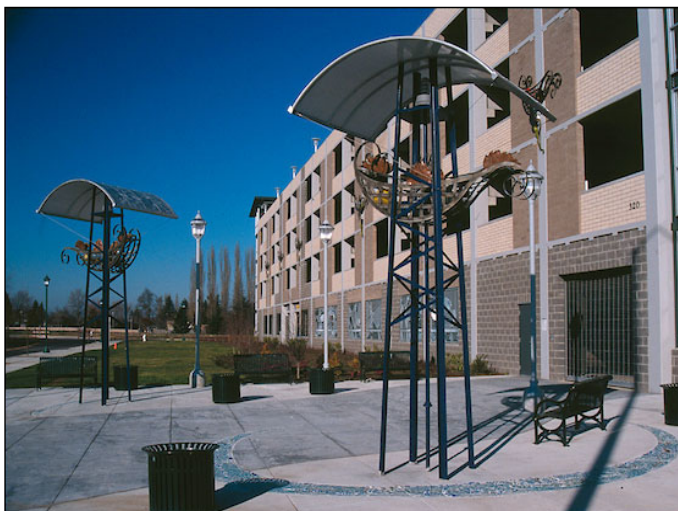
|                 |   |
|-----------------|---|
| <b>Scope</b>    | <p>The purpose of the project is to improve parking and access to the existing Kent Sounder Station for Sounder riders, bicyclists, bus riders, and drivers.</p> <p>Project includes alternatives identification, screening environmental documentation, design, and construction of station parking and access improvements at or around Kent Station.</p> |
| <b>Phase</b>    | Complete Environmental/Enter Design & Construction  |
| <b>Budget</b>   | \$16.8 Million  |
| <b>Schedule</b> | Target Date: 2025 (Realignment schedule)  |



*Improving access to Sounder Kent Station*

## Key Project Activities

- Coordination with King County Metro to determine the requirements for a bus layover to be incorporated into the project as a Betterment.
- Coordination with City of Kent and King County Metro on non-motorized improvements.
- Request for Qualifications (RFQ) of design-build contract issued.
- Team developing final Request for Proposals (RFP) for issuance.
- Performed Value Engineering on Kent and Auburn Request for Proposal procurement documents.



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

# Sounder Commuter Rail

## Kent Station Parking and Access Improvements



### Project Cost Summary

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

This period expenditure increased by \$158K. The incurred cost increased from \$10.0M to \$10.2M. The majority of this period's costs are attributed to staff costs, design-build project management activities, and right-of-way activities.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$2.8                         | \$2.4              | \$2.4            | \$2.8                      | \$0.0                         |
| Preliminary Engineering | \$3.3                         | \$2.8              | \$2.7            | \$3.3                      | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$2.0                         | \$2.0              | \$0.6            | \$2.0                      | \$0.0                         |
| 3rd Party Agreements    | \$0.1                         | \$0.0              | \$0.0            | \$0.1                      | \$0.0                         |
| Construction            | \$0.5                         | \$0.0              | \$0.0            | \$0.5                      | \$0.0                         |
| ROW                     | \$8.2                         | \$4.8              | \$4.4            | \$8.2                      | \$0.0                         |
| <b>Total</b>            | <b>\$16.8</b>                 | <b>\$12.1</b>      | <b>\$10.2</b>    | <b>\$16.8</b>              | <b>\$0.0</b>                  |

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

### Risk Management

The following are the top project wide risks:

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

# Sounder Commuter Rail

## Kent Station Parking and Access Improvements



### Project Schedule

The schedule this update cycle includes modifications to ROW, City Design Review and Conditional Use Permits activities. End of August schedule update will be used in the Baseline QRA session which is planned for the week of Oct. 17, 2022.

The project team has engaged the current Design-Build Project Management (DBPM) team to help with the development of the Design-Build Project Requirements. Issuance of the Design-Build Procurement Request for Qualifications was on Sept. 7, 2022. SOQs due date is planned for early October 2022.

Team also completed the production of VE Draft Report this month. Other activities underway include continued property appraisal and condemnation activities. Negotiating the King County Metro agreement and contribution for bus layover accommodation expected in Q3 2023.

Phase III Board Approval of Baseline is planned for Q1 2023. Design-Build Notice to Proceed is expected Q2 2023.

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

| Activity Name   | Start       | Finish    | 2022 |    |    |    | 2023 |    |    |    | 2024 |    |    |    |
|---|-------------|-----------|------|----|----|----|------|----|----|----|------|----|----|----|
|   |             |           | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 |
| <b>Kent Station Parking and Access Improvements -DB MS Baseline - Current</b>           | 03-Dec-20 A | 30-Mar-27 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Preliminary Engineering (Phase III) - Kent</b>                                       | 14-Feb-22 A | 26-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Preliminary Engineering (Phase III) - Kent</b>                                       | 14-Feb-22 A | 26-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Administration</b>   | 14-Feb-22 A | 26-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| ST Board Approves Project Baseline - Phase Gate 4 - Kent                                | 26-Jan-23   | 26-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Establish Project Baseline (Phase Gate 4)</b>  | 14-Feb-22 A | 16-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| Post-Risk Assessment Budget and Schedule Refinement - Kent                              | 14-Feb-22 A | 17-Oct-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| Staff Report Preparation - Kent   | 03-May-22 A | 15-Nov-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| Final QRA Session - Kent  | 18-Oct-22*  | 21-Oct-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| CCB Baseline/Phase Gate 4 Est Baseline Documents Due - Kent                             | 18-Oct-22   | 08-Nov-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| PC/Finance/Environmental Review of Staff Report - Kent                                  | 16-Nov-22   | 12-Dec-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| CCB for Baseline/Phase Gate 4 - Kent  | 22-Nov-22   | 29-Nov-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| System Expansion Committee Approval of Baseline and Entry to Construction (PG 4) - Kent | 12-Jan-23   | 12-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| Board Administration Review of Staff Report - Kent                                      | 16-Jan-23   | 16-Jan-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>VE Workshop</b>  | 03-Oct-22   | 11-Oct-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Permits and Agreements - Kent</b>  | 01-Jul-21 A | 27-Dec-24 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Right of Way - Kent</b>  | 28-Jul-22 A | 02-Aug-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Design-Build Project Management - Kent</b>   | 03-Dec-20 A | 30-Nov-26 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract (DB) - Kent</b>  | 05-Oct-22   | 30-Nov-26 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract-Procurement - Kent</b>   | 05-Oct-22   | 14-Jun-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| RFQ Solicitation Period   | 05-Oct-22   | 05-Oct-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| SOQ Evaluation and Selection  | 06-Oct-22   | 01-Dec-22 |      |    |    |    |      |    |    |    |      |    |    |    |
| RFP Phase   | 18-Oct-22   | 27-Apr-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| ST Board Path   | 01-May-23   | 14-Jun-23 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract-Design and Construction - Kent</b>                             | 14-Jun-23   | 30-Nov-26 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Const - Misc / Other / Env Mitigation</b>  | 27-Jan-23   | 13-Jun-24 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Post Construction - Kent</b>   | 30-Nov-26   | 30-Mar-27 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Post Construction - Kent</b>   | 30-Nov-26   | 30-Mar-27 |      |    |    |    |      |    |    |    |      |    |    |    |
| Transition to Operations - Kent   | 30-Nov-26   | 30-Nov-26 |      |    |    |    |      |    |    |    |      |    |    |    |
| Project Float - Kent  | 01-Dec-26   | 30-Mar-27 |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Open For Service - Kent</b>  | 30-Mar-27   | 30-Mar-27 |      |    |    |    |      |    |    |    |      |    |    |    |

# Sounder Commuter Rail

## Kent Station Parking and Access Improvements



### Community Engagement

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

### Staffing Summary

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

Less than anticipated level of effort by ST staff and consultants due to availability constraints of resources and efficiencies gained from recent development of Sumner procurement documents.

| Resource Type  | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|--|--------------------------------|-----------------------------------|----------|
| ST Staff   | 5.9                            | 3.4                               | 2.5      |
| Consultants  | 4.5                            | 1.7                               | 2.8      |
| TOTAL  | 10.4                           | 5.1                               | 5.3      |
| * An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160. |                                |                                   |          |

### Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Sounder Commuter Rail Lakewood Station Access Improvements

## Project Summary

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

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

**Phase** Planning Phase 2—Conceptual Engineering and Environmental

**Budget** \$5.86 Million

**Schedule** Target Date: 2030



*Lakewood Station in Pierce County.*

## Key Project Activities

- Continued conducting survey work on the proposed improvements.
- Continued planning for Conceptual Engineering.
- Continued developing materials for community engagement.



*Lakewood Station Garage*



*Lakewood Station Passenger Platform Access*

# Sounder Commuter Rail

## Lakewood Station Access Improvements



### Project Cost Summary

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

This period expenditures decreased by \$26K with the majority of the amount coming from staff costs and Phase 2 —Conceptual Engineering and Environmental activities.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$2.2                         | \$0.6              | \$0.6            | \$2.2                      | \$0.0                         |
| Preliminary Engineering | \$3.0                         | \$2.8              | \$0.7            | \$3.0                      | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 3rd Party Agreements    | \$0.4                         | \$0.3              | \$0.3            | \$0.4                      | \$0.0                         |
| Construction            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$0.2                         | \$0.1              | \$0.0            | \$0.2                      | \$0.0                         |
| <b>Total</b>            | <b>\$5.9</b>                  | <b>\$3.8</b>       | <b>\$1.6</b>     | <b>\$5.9</b>               | <b>\$0.0</b>                  |

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

### Risk Management

The following are the top project wide risks:

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

# Sounder Commuter Rail

## Lakewood Station Access Improvements



### Project Schedule

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

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

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

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

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

| Activity Name   | Start       | Finish    | 2022 |   |    |    | 2023 |   |    |    | 2024 |    |    |   |
|---|-------------|-----------|------|---|----|----|------|---|----|----|------|----|----|---|
|   |             |           | 1    | Q | Q3 | Q4 | Q    | Q | Q3 | Q4 | Q    | Q2 | Q3 | Q |
| <b>Lakewood Station Access Improvements - Master Schedule</b> | 02-May-22 A | 31-Dec-30 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Perliminary Engineering</b>                                | 02-May-22 A | 23-Oct-25 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Phase II - Conceptual Engineering</b>                      | 02-May-22 A | 28-Mar-24 |      |   |    |    |      |   |    |    |      |    |    |   |
| Board Selects Projects to be Build                            | 28-Mar-24   | 28-Mar-24 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Conceptual Engineering</b>                                 | 02-May-22 A | 13-Mar-24 |      |   |    |    |      |   |    |    |      |    |    |   |
| Phase 2 Draft SEPA and CE                                     | 02-May-22 A | 29-Dec-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Prepare Cost Estimate   | 02-May-22 A | 19-Apr-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| DEA Performss and Completes CE/ENV                            | 02-May-22 A | 12-Oct-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| External Engagement   | 01-Jun-22 A | 26-Sep-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Finalize SEPA, Check List and Review                          | 01-Jun-22 A | 02-Nov-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Submit Cost Estimate  | 20-Apr-23   | 20-Apr-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Cost Estimates Submitted for review - Preferred Alt.          | 21-Apr-23   | 21-Apr-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Prepare for Gate 2: Select Delivery Method                    | 21-Apr-23   | 02-Jun-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Publish SEPA - Planned for Nov 7, 2023                        | 07-Nov-23   | 07-Nov-23 |      |   |    |    |      |   |    |    |      |    |    |   |
| Phasegate #2 Meeting - Confirm Delivery Method                | 02-Jan-24   | 02-Jan-24 |      |   |    |    |      |   |    |    |      |    |    |   |
| Prepare for Board Meeting                                     | 03-Jan-24   | 13-Mar-24 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Phase III - Preliminary Engineering</b>                    | 29-Mar-24   | 23-Oct-25 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Right of Way</b>   | 04-Mar-25   | 03-Mar-27 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Final Design</b>   | 24-Oct-25   | 11-May-28 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Construction</b>   | 12-May-28   | 23-Sep-30 |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Post Construction</b>                                      | 24-Sep-30   | 31-Dec-30 |      |   |    |    |      |   |    |    |      |    |    |   |

### Community Engagement.

- Hosted an information table at Festival de la Familia and the Lakewood Farmers Market.
- Continued planning for fall outreach.

# Sounder Commuter Rail

## Lakewood Station Access Improvements



### Staffing Summary

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

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

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 2.7                            | 1.5                               | 1.2      |
| Consultants   | 3.0                            | 1.0                               | 2.0      |
| TOTAL         | 5.7                            | 2.5                               | 3.2      |

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

### Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Sounder Commuter Rail

## Puyallup Station Access Improvements

### Project Summary

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

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

**Phase** Final Design and Construction

**Budget** \$82.4 Million

**Schedule** Open for Service: Q4 2022



*Improving access to Sounder Puyallup Station*

### Key Project Activities

- All critical path long lead items arrived on-site.
- Continued with off-site curb cut and curb ramp improvements.
- City provided second review comments to traffic signalization memo. Hensel Phelps responded to comments.
- The BNSF continues with implementation of the rail crossing improvements.

### Closely Monitored Issues

- Coordination of work with BNSF and the City of Puyallup required to execute off-site intersection and signal improvements.
- Replacement of intersection signal cabinet and signal cabinet programming and delivery timelines.

# Sounder Commuter Rail

## Puyallup Station Access Improvements



### Project Cost Summary

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

This period expenditures increased by \$1.1M. The incurred cost increased from \$73.1M to \$74.2M. The majority of this period's costs are attributed to staff costs, construction management services, and the design-build construction contract.

### Cost Summary by Phase

| Project Phase           | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$4.6           | \$5.5                         | \$4.8              | \$4.8            | \$5.5                      | \$0.0                         |
| Preliminary Engineering | \$2.9           | \$2.6                         | \$2.6              | \$2.6            | \$2.6                      | \$0.0                         |
| Final Design            | \$0.2           | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$5.2           | \$5.7                         | \$5.7              | \$5.0            | \$5.7                      | \$0.0                         |
| 3rd Party Agreements    | \$2.2           | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction            | \$58.4          | \$61.8                        | \$58.7             | \$55.1           | \$61.8                     | \$0.0                         |
| ROW                     | \$5.6           | \$6.7                         | \$6.6              | \$6.6            | \$6.7                      | \$0.0                         |
| <b>Total</b>            | <b>\$79.1</b>   | <b>\$82.4</b>                 | <b>\$78.5</b>      | <b>\$74.2</b>    | <b>\$82.4</b>              | <b>\$0.0</b>                  |

### Cost Summary by SCC

| SCC Element                            | Baseline Budget | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--|-----------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| 10 Guideway & Track                    | \$0.0           | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 20 Stations                            | \$47.1          | \$33.3                        | \$31.7             | \$31.0           | \$33.3                     | \$0.0                         |
| 30 Support Facilities                  | \$0.0           | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 40 Sitework & Special Conditions       | \$1.0           | \$10.7                        | \$9.4              | \$8.8            | \$10.7                     | \$0.0                         |
| 50 Systems                             | \$0.0           | \$3.8                         | \$4.0              | \$3.8            | \$3.8                      | \$0.0                         |
| <b>Construction Subtotal (10 - 50)</b> | <b>\$48.0</b>   | <b>\$47.8</b>                 | <b>\$45.0</b>      | <b>\$43.7</b>    | <b>\$47.8</b>              | <b>\$0.0</b>                  |
| 60 ROW, Land                           | \$5.4           | \$6.7                         | \$6.6              | \$6.6            | \$6.7                      | \$0.0                         |
| 80 Professional Services               | \$22.0          | \$27.5                        | \$26.8             | \$23.9           | \$27.5                     | \$0.0                         |
| 90 Unallocated Contingency             | \$3.7           | \$0.4                         | \$0.0              | \$0.0            | \$0.4                      | \$0.0                         |
| <b>Total (10 - 90)</b>                 | <b>\$79.1</b>   | <b>\$82.4</b>                 | <b>\$78.5</b>      | <b>\$74.2</b>    | <b>\$82.4</b>              | <b>\$0.0</b>                  |

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

# Sounder Commuter Rail

## Puyallup Station Access Improvements



### Contingency Management

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

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

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

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

#### Contingency Status (Monthly)

| Type                    | Baseline      |                   | Current Status   |                     |
|-------------------------|---------------|-------------------|------------------|---------------------|
|                         | Amount        | % of Total Budget | Remaining Amount | % of Work Remaining |
| Design Allowance        | \$4.6         | 5.8%              | \$0.0            | 0.0%                |
| Allocated Contingency   | \$6.3         | 8.0%              | \$2.0            | 25.1%               |
| Unallocated Contingency | \$3.7         | 4.7%              | \$0.4            | 5.4%                |
| <b>Total:</b>           | <b>\$14.6</b> | <b>18.4%</b>      | <b>\$2.5</b>     | <b>30.5%</b>        |

#### Contingency by Type

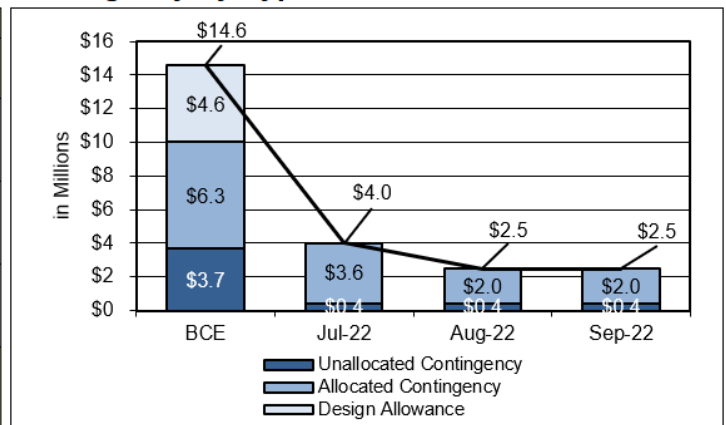


Table figures are shown in millions.

### Risk Management

The following are the top project wide risks:

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

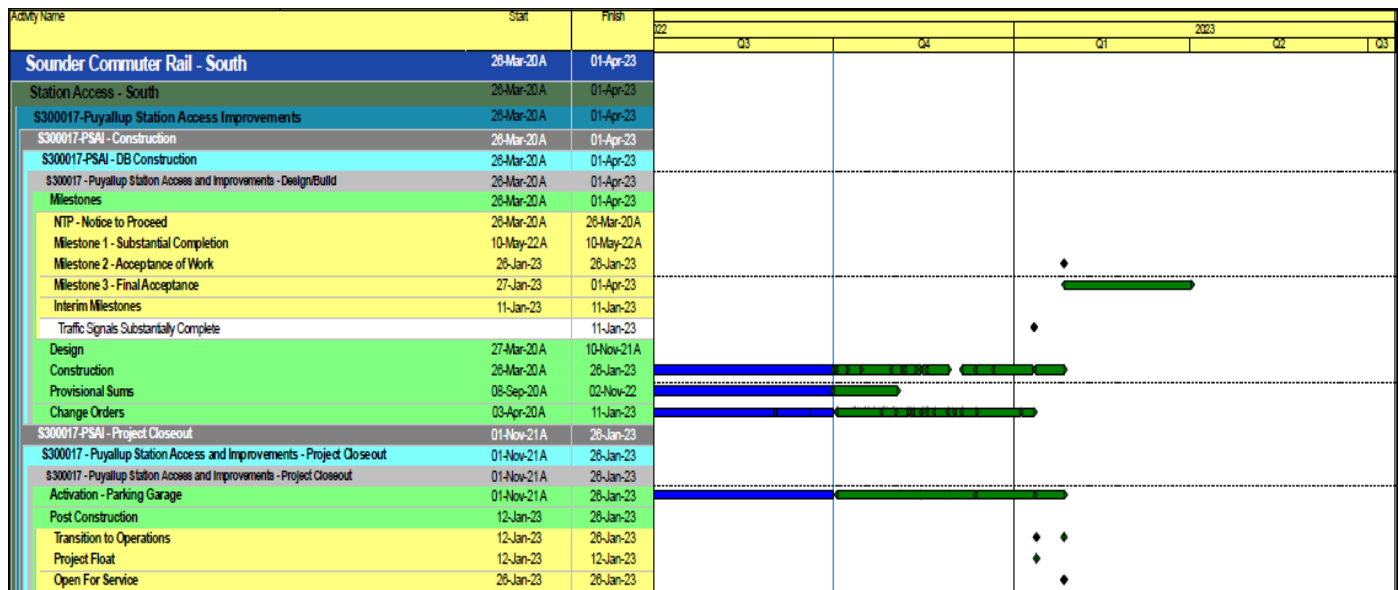
# Sounder Commuter Rail Puyallup Station Access Improvements



## Project Schedule

This month the weighted percent complete is 98.35%. Change Order #32 has been issued to extend Milestone #1, Substantial Completion of the Parking Garage, 124 days to May 10, 2022. Milestone #1 Parking Garage Completion was completed in May 2022. Change Order #33 has been issued to extend Milestone #2 (Acceptance of All Work) 168 days to Nov. 24, 2022.

September 2022 schedule update has been submitted and is currently under review. September 2022 schedule update is represented in the schedule graphic below. Traffic Mitigation work is expected to be completed in Q4 2022 but is currently pushing into Q1 2023.

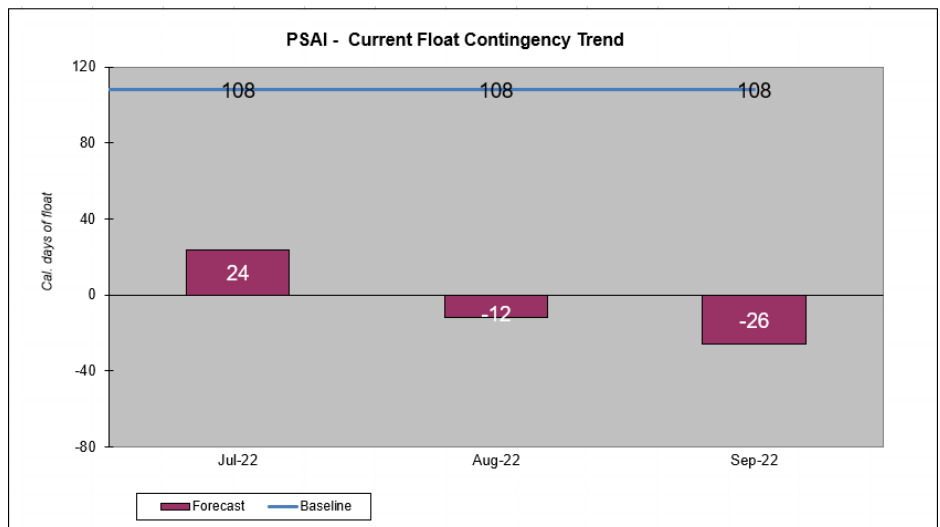


## Project Float

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

Substantial completion was granted to the parking garage in May. The open for service is trending to mid-January 2023. We are working with the City to try to achieve a December 2022 open for service.

ST and the contractor are working diligently to reduce impacts to the project.



# Sounder Commuter Rail

## Puyallup Station Access Improvements



### Critical Path Analysis

The critical path for the Puyallup Station Access Improvements is currently driven by the traffic mitigation activities. However, the work at the parking garage achieved substantial completion in May 2022. The traffic mitigation is expected to be complete in Q4 2022. We will continue to monitor the current critical path and the coordination with our Third Party partners (City of Puyallup and the BNSF) on traffic mitigation.

| Activity Name   | Start      | Finish     | 2022 |    |    |    | 2023 |    |
|---|------------|------------|------|----|----|----|------|----|
|   |            |            | Q3   | Q4 | Q1 | Q2 | Q3   | Q4 |
| <b>Sounder Commuter Rail - South</b>                                      | 09-May-22A | 26-Jan-23  |      |    |    |    |      |    |
| <b>Station Access - South</b>   | 09-May-22A | 26-Jan-23  |      |    |    |    |      |    |
| <b>S300017-Puyallup Station Access Improvements</b>                       | 09-May-22A | 26-Jan-23  |      |    |    |    |      |    |
| S300017-PSAI - Construction   | 09-May-22A | 26-Jan-23  |      |    |    |    |      |    |
| S300017-PSAI - DB Construction  | 09-May-22A | 26-Jan-23  |      |    |    |    |      |    |
| S300017 - Puyallup Station Access and Improvements - Design/Build         | 09-May-22A | 26-Jan-23  |      |    |    |    |      |    |
| Milestones  | 26-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Milestone 2 - Acceptance of Work  | 26-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Milestone 2 - Acceptance of Work - Scheduled (Constrained 24-Nov-22)      |            | 26-Jan-23* |      |    |    |    |      |    |
| Construction  | 12-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Commissioning & Punchlist   | 12-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Change Orders   | 09-May-22A | 11-Jan-23  |      |    |    |    |      |    |
| Change Order No. 031 / WD 018 - Signal Configuration and Operation Memo-1 | 09-May-22A | 11-Jan-23  |      |    |    |    |      |    |
| Requests For Change / Work Directives-2                                   | 09-Nov-22  | 12-Dec-22  |      |    |    |    |      |    |
| WD 014 - DP3 Changes  | 09-Nov-22  | 17-Nov-22  |      |    |    |    |      |    |
| WD 014 - DP3 Changes - Construction                                       | 09-Nov-22  | 17-Nov-22  |      |    |    |    |      |    |
| WD 014 - 5th St NW  | 09-Nov-22  | 17-Nov-22  |      |    |    |    |      |    |
| WD 017 - 4th and Stewart Signal Cabinet                                   | 18-Nov-22  | 12-Dec-22  |      |    |    |    |      |    |
| S300017-PSAI - Project Closeout   | 12-Dec-22  | 26-Jan-23  |      |    |    |    |      |    |
| S300017 - Puyallup Station Access and Improvements - Project Closeout     | 12-Dec-22  | 26-Jan-23  |      |    |    |    |      |    |
| S300017 - Puyallup Station Access and Improvements - Project Closeout     | 12-Dec-22  | 26-Jan-23  |      |    |    |    |      |    |
| Activation - Parking Garage   | 12-Dec-22  | 26-Jan-23  |      |    |    |    |      |    |
| Task 00 - Transition to Operations - Project Delivery                     | 12-Dec-22  | 26-Jan-23  |      |    |    |    |      |    |
| Milestones  | 26-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Closeout  | 12-Dec-22  | 26-Jan-23  |      |    |    |    |      |    |
| Post Construction   | 26-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Transition to Operations  | 26-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |
| Open For Service  | 26-Jan-23  | 26-Jan-23  |      |    |    |    |      |    |

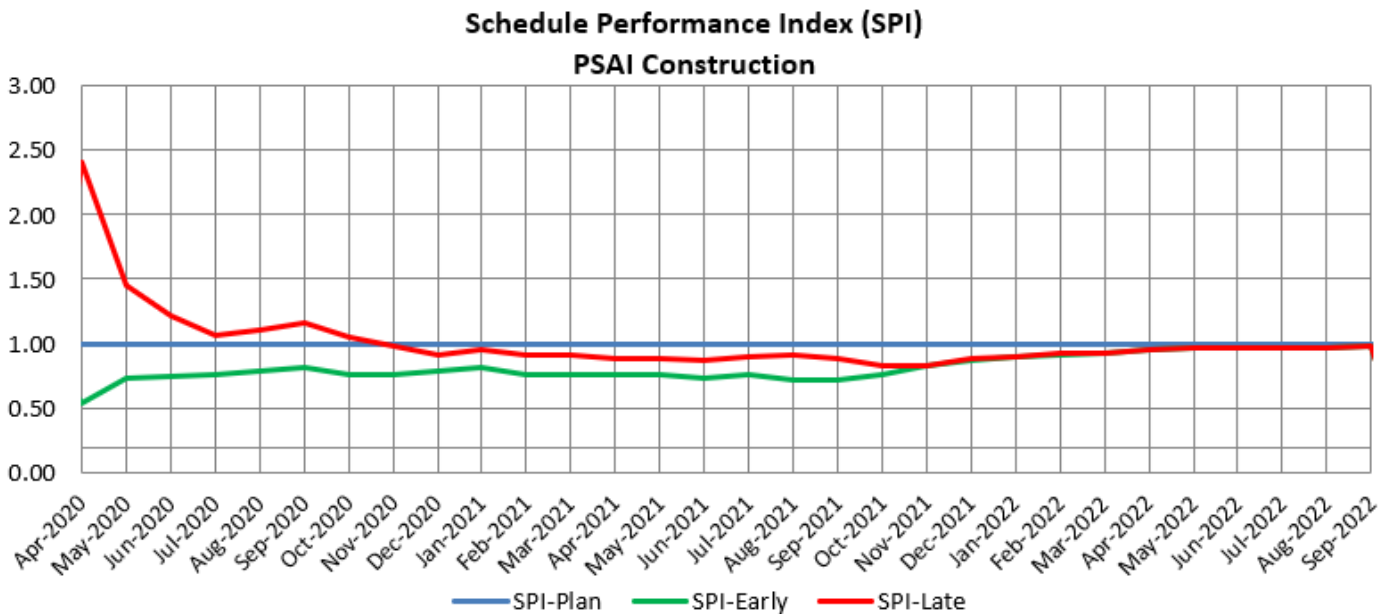
# Sounder Commuter Rail

## Puyallup Station Access Improvements

### Schedule Performance Index

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

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



### Community Engagement

- We issued one construction alert and monitored construction activities for impacts to community.
- We are planning outreach around the garage opening.

# Sounder Commuter Rail

## Puyallup Station Access Improvements



### Staffing Summary

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

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

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 8.0                            | 4.7                               | 3.3      |
| Consultants   | 5.0                            | 5.8                               | (0.8)    |
| TOTAL         | 13.0                           | 10.5                              | 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 |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Sounder Commuter Rail

## Sounder South Capacity Expansion

### Program Summary

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

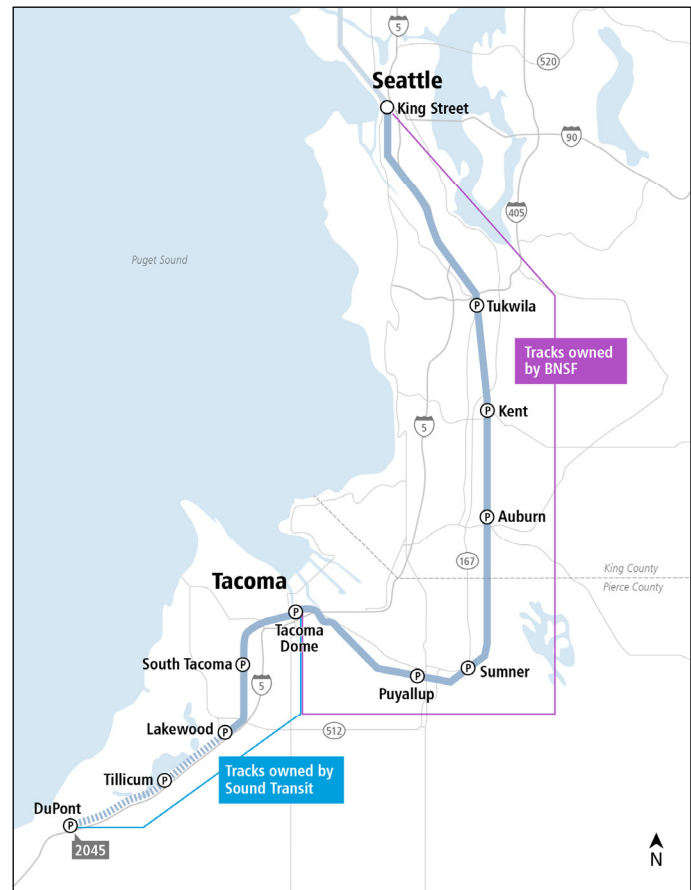
Program elements could include platform extensions, track and signal upgrades, and other related infrastructure to facilitate additional capacity and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles prioritized per Sound Transit's System Access Policy.

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

**Phase** Planning

**Budget** \$21.1 Million

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



*Sounder South Capacity map alignment*

### Program Key Activities

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

**King Street Station Platform Area Project and the CRISI grant projects are summarized on the next pages followed by the common program reporting elements.**

### King Street Station Platform Improvements

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

#### Key Activities

- Finalized Alternative Analysis Report and Community Engagement Summary.
- Briefed the System Expansion Committee on the preferred improvements to move forward to conceptual engineering and environmental review. The System Expansion Committee also approved a consultant contract amendment to enter the next phase of work.

#### Community Engagement

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

### Pierce County Rail Capacity and Reliability Improvement Project

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

#### Key Activities

- Sound Transit and Federal Railroad Administration held monthly coordination meeting.
- Sound Transit continued work on grant administration items towards grant obligation, which is expected by early 2023.

#### Community Engagement

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

### BNSF Platform Extension

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

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

### Key Activities

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

### Community Engagement

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

# Sounder Commuter Rail

## Sounder South Capacity Expansion



### Program Reporting Elements

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

### Project Cost Summary

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

This period expenditures increased by \$88K with the majority of the amount coming from staff costs, alternative analysis, and third party coordination.

#### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$4.8                         | \$2.5              | \$2.5            | \$4.8                      | \$0.0                         |
| Preliminary Engineering | \$13.6                        | \$3.0              | \$2.3            | \$13.6                     | \$0.0                         |
| Third Party Agreements  | \$0.9                         | \$0.5              | \$0.5            | \$0.9                      | \$0.0                         |
| Construction            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$1.7                         | \$0.2              | \$0.0            | \$1.7                      | \$0.0                         |
| <b>Total</b>            | <b>\$21.0</b>                 | <b>\$5.9</b>       | <b>\$5.3</b>     | <b>\$21.0</b>              | <b>\$0.0</b>                  |

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

# Sounder Commuter Rail

## Sounder South Capacity Expansion



### Project Schedule

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

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

Staff briefed Board of the potential improvements to advance for further study at King Street Station in early September 2022. King St. Station Alternative Analysis completed end of September 2022. Start of Phase II is expected mid October 2022.

| Activity Name  | Start       | Finish      | 2022 |   |    |    | 2023 |   |    |    | 2024 |    |    |   |
|--|-------------|-------------|------|---|----|----|------|---|----|----|------|----|----|---|
|  |             |             | 1    | Q | Q3 | Q4 | Q    | Q | Q3 | Q4 | Q    | Q2 | Q3 | Q |
| <b>Sounder South Capacity Expansion - Master Schedule</b>                                    | 13-Jun-18 A | 31-Dec-36   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Sounder South Platform Extensions</b>   | 13-Jun-18 A | 31-Dec-36   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Alternative Analysis - (Ph - I)</b>   | 13-Jun-18 A | 08-Jan-24   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Alternative Analysis Procurement</b>  | 13-Jun-18 A | 18-Nov-18 A |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Alternative Analysis</b>  | 18-Nov-18 A | 08-Jan-24   |      |   |    |    |      |   |    |    |      |    |    |   |
| Phase I - CE and Scoping - Current Active Projects Only                                      | 18-Nov-18 A | 30-Sep-22 A |      |   |    |    |      |   |    |    |      |    |    |   |
| SDIP Second Mainline Feasibility Study   | 22-Jan-21 A | 28-Jun-21 A |      |   |    |    |      |   |    |    |      |    |    |   |
| King St. Station - Platform Improvements   | 05-Feb-21 A | 30-Sep-22 A |      |   |    |    |      |   |    |    |      |    |    |   |
| Auburn Platform Alternative Analysis   | 15-Feb-21 A | 31-Jan-22 A |      |   |    |    |      |   |    |    |      |    |    |   |
| Prepare and Review Alternatives Cost Estimate - KSS  | 19-Jul-21 A | 31-May-22 A |      |   |    |    |      |   |    |    |      |    |    |   |
| Prepare and Review Alternative Analysis Report - KSS   | 25-Oct-21 A | 21-Jul-22 A |      |   |    |    |      |   |    |    |      |    |    |   |
| Briefing at System Expansion Committee - Actual Date is Sep 8, 2022                          | 08-Sep-22 A | 08-Sep-22 A |      |   |    |    |      |   |    |    |      |    |    |   |
| Sounder South Access - Pierce County (Anticipated Completion by 2036) - for Future Inclusion | 02-Jan-24*  | 08-Jan-24   |      |   |    |    |      |   |    |    |      |    |    |   |
| Sounder South Access - South King County (By 2041) - Added for Future Inclusion              | 02-Jan-24*  | 08-Jan-24   |      |   |    |    |      |   |    |    |      |    |    |   |
| Additional Roundtrip Trains - (2046) - Added for Future Inclusion                            | 02-Jan-24*  | 08-Jan-24   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Conceptual Engineering/Environmental - (Ph - II)</b>                                      | 14-Oct-22   | 11-Oct-24   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Right of Way</b>  | 08-Aug-25   | 05-Apr-27   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Preliminary Engineering - (Ph - III)</b>  | 12-Oct-24   | 28-Aug-25   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Final Design</b>  | 20-May-25   | 10-May-28   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Construction</b>  | 11-May-28   | 31-Oct-33   |      |   |    |    |      |   |    |    |      |    |    |   |
| <b>Post Construction</b>   | 01-Nov-33   | 31-Dec-36   |      |   |    |    |      |   |    |    |      |    |    |   |

# Sounder Commuter Rail

## Sounder South Capacity Expansion



### Risk Management

The following are the top project-wide risks:

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

### Staffing Summary

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

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

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 5.4                            | 5.7                               | 0.3      |
| Consultants   | 8.2                            | 1.2                               | 7.0      |
| TOTAL         | 13.6                           | 6.8                               | 6.8      |

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

### Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Sounder Commuter Rail

## South Tacoma Access Improvements

### Project Summary

#### Scope

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

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

#### Phase

Planning Phase 2—Conceptual Engineering and Environmental Review

#### Budget

\$5.4 Million

#### Schedule

Target Date: 2030



*South Tacoma Station in Pierce County*

### Key Project Activities

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



*South Tacoma Station*



*South Tacoma Station Passenger Platform Access*

# Sounder Commuter Rail

## South Tacoma Access Improvement



### Project Cost Summary

The project cost is summarized below. 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 \$1.3K with the majority of the amount coming from staff costs and Phase 2—Conceptual Engineering and Environmental 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                         | \$0.5              | \$0.5            | \$1.8                      | \$0.0                         |
| Preliminary Engineering | \$3.3                         | \$3.0              | \$0.9            | \$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    | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Light Rail Vehicles     | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| ROW                     | \$0.3                         | \$0.2              | \$0.0            | \$0.3                      | \$0.0                         |
| <b>Total</b>            | <b>\$5.4</b>                  | <b>\$3.7</b>       | <b>\$1.4</b>     | <b>\$5.4</b>               | <b>\$0.0</b>                  |

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

### Risk Management

The following are the top project wide risks:

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

# Sounder Commuter Rail

## South Tacoma Access Improvement



### Project Schedule

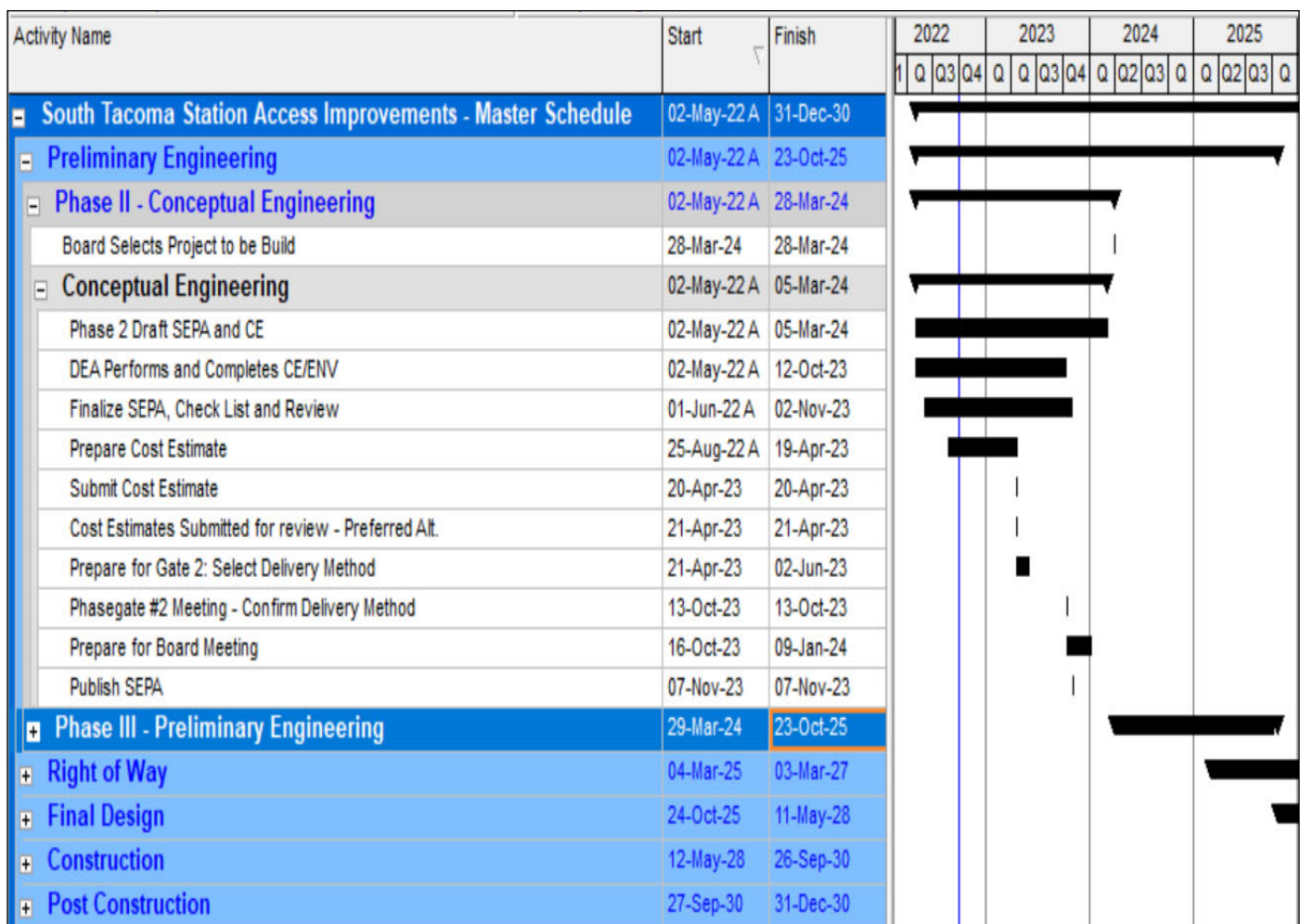
Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase 1 - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project in March 2022.

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

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

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



### Community Engagement

- Presented at the South Tacoma Business District Alliance meeting and attended the South Tacoma Neighborhood Council meeting.
- Continued planning for fall outreach.

# Sounder Commuter Rail

## South Tacoma Access Improvement



### Staffing Summary

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

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

| Resource Type  | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|--|--------------------------------|-----------------------------------|----------|
| ST Staff   | 3.5                            | 1.8                               | 1.7      |
| Consultants  | 3.0                            | 1.5                               | 1.5      |
| TOTAL  | 6.5                            | 3.3                               | 3.2      |
| * An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160. |                                |                                   |          |

### Sound Transit Board Actions

| Board Action | Description                  | Date |
|--------------|------------------------------|------|
|              | None to report at this time. |      |

# Sounder Commuter Rail Sumner Station Access Improvements

## Project Summary

|                 |   |
|-----------------|---|
| <b>Scope</b>    | <p>The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.</p> <p>Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.</p> |
| <b>Phase</b>    | Complete Environmental/Enter Design & Construction  |
| <b>Budget</b>   | \$17.8 Million  |
| <b>Schedule</b> | Target Date: 2025 (Realignment Schedule)  |



*Improving access to Sumner Sounder Station*

## Key Project Activities

- Received proposals from shortlisted design-build proposers.
- Continued review of property appraisals for Temporary Construction Easements.



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

# Sounder Commuter Rail

## Sumner Station Access Improvements



### Project Cost Summary

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

This period's expenditures increased by \$84K. The incurred cost increased from \$14.6M to \$14.7M. The majority of this period's costs are attributed to staff costs and right-of-way activities.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$2.9                         | \$2.5              | \$2.5            | \$2.9                      | \$0.0                         |
| Preliminary Engineering | \$2.7                         | \$2.7              | \$2.6            | \$2.7                      | \$0.0                         |
| Final Design            | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| Construction Services   | \$0.0                         | \$0.0              | \$0.0            | \$0.0                      | \$0.0                         |
| 3rd Party Agreements    | \$7.6                         | \$7.6              | \$5.5            | \$7.6                      | \$0.0                         |
| Construction            | \$0.2                         | \$0.1              | \$0.1            | \$0.2                      | \$0.0                         |
| ROW                     | \$4.4                         | \$4.1              | \$3.9            | \$4.4                      | \$0.0                         |
| <b>Total</b>            | <b>\$17.8</b>                 | <b>\$16.9</b>      | <b>\$14.7</b>    | <b>\$17.8</b>              | <b>\$0.0</b>                  |

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

### Risk Management

The following are the top project-wide risks:

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

# Sounder Commuter Rail

## Sumner Station Access Improvements



### Project Schedule

This update includes modifications to ROW, City Design Review and Conditional Use Permit activities. End of August schedule update will be used in the Baseline QRA session which is planned for the week of Oct. 17, 2022.

Statements of Qualification (SOQs) were received on April 18, 2022 and review was completed in May. Contracts issued Final RFP to Short List and conducted Pre-Proposal Meeting early July 2022. Proposals received mid September 2022 and are under review and evaluation.

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

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

| Activity Name   | Start       | Finish    | 2023 |    |    |    | 2024 |    |    |    |
|---|-------------|-----------|------|----|----|----|------|----|----|----|
|   |             |           | Q3   | Q4 | Q1 | Q2 | Q3   | Q4 | Q1 | Q2 |
| <b>S300018 - Sumner Station Parking and Access Improvements - DB MS Baseline Current</b>  | 01-Oct-21 A | 15-Apr-26 |      |    |    |    |      |    |    |    |
| <b>Preliminary Engineering (Phase III)</b>  | 03-May-22 A | 26-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Administration</b>   | 03-May-22 A | 26-Jan-23 |      |    |    |    |      |    |    |    |
| MS01 ST Board Approves Project (Baseline) - Phase Gate 4 - Sumner                         | 26-Jan-23   | 26-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Phase Gate 4 and Establish Project Baseline</b>  | 03-May-22 A | 16-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Project Baseline</b>   | 03-May-22 A | 16-Jan-23 |      |    |    |    |      |    |    |    |
| Staff Report Preparation - Sumner   | 03-May-22 A | 14-Oct-22 |      |    |    |    |      |    |    |    |
| PC/Finance/Environmental Review of Staff Report - Sumner                                  | 17-Oct-22   | 30-Nov-22 |      |    |    |    |      |    |    |    |
| Final QRA Session   | 18-Oct-22   | 24-Oct-22 |      |    |    |    |      |    |    |    |
| CCB Baseline/Phase Gate 4 Est Baseline Documents Due - Sumner                             | 06-Dec-22   | 06-Dec-22 |      |    |    |    |      |    |    |    |
| CCB for Baseline/Phase Gate 4 - Sumner  | 13-Dec-22   | 13-Dec-22 |      |    |    |    |      |    |    |    |
| System Expansion Committee Approval of Baseline and Entry to Construction (PG 4) - Sumner | 12-Jan-23   | 12-Jan-23 |      |    |    |    |      |    |    |    |
| Board Administration Review of Staff Report - Sumner                                      | 16-Jan-23   | 16-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Permits and Agreements</b>   | 01-Oct-21 A | 28-Oct-22 |      |    |    |    |      |    |    |    |
| <b>Right of Way</b>   | 25-Aug-22 A | 02-Oct-23 |      |    |    |    |      |    |    |    |
| <b>Design-Build Project Management</b>  | 16-Feb-22 A | 17-Oct-25 |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract (DB)</b>   | 20-Sep-22 A | 17-Oct-25 |      |    |    |    |      |    |    |    |
| <b>Design-Build Contract-Procurement</b>  | 20-Sep-22 A | 27-Jan-23 |      |    |    |    |      |    |    |    |
| <b>RFP Phase</b>  | 20-Sep-22 A | 18-Nov-22 |      |    |    |    |      |    |    |    |
| <b>ST Board Path</b>  | 27-Oct-22   | 27-Jan-23 |      |    |    |    |      |    |    |    |
| <b>Design-Build - Design and Construction</b>   | 27-Jan-23   | 17-Oct-25 |      |    |    |    |      |    |    |    |
| <b>Const - Misc / Other / Env Mitigation</b>  | 04-Aug-23   | 08-Jul-25 |      |    |    |    |      |    |    |    |
| <b>Post Construction</b>  | 17-Oct-25   | 15-Apr-26 |      |    |    |    |      |    |    |    |
| <b>Transition to Operations</b>   | 17-Oct-25   | 17-Oct-25 |      |    |    |    |      |    |    |    |
| <b>Project Float</b>  | 18-Oct-25   | 15-Apr-26 |      |    |    |    |      |    |    |    |
| <b>Open For Service</b>   | 15-Apr-26   | 15-Apr-26 |      |    |    |    |      |    |    |    |

# Sounder Commuter Rail

## Sumner Station Access Improvements



### Community Engagement

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

### Staffing Summary

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

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

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 5.9                            | 3.7                               | 2.2      |
| Consultants   | 0.0                            | 0.0                               | 0.0      |
| TOTAL         | 5.9                            | 3.7                               | 2.2      |

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

### Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

# Progress Report

## Regional Express & STRIDE Programs



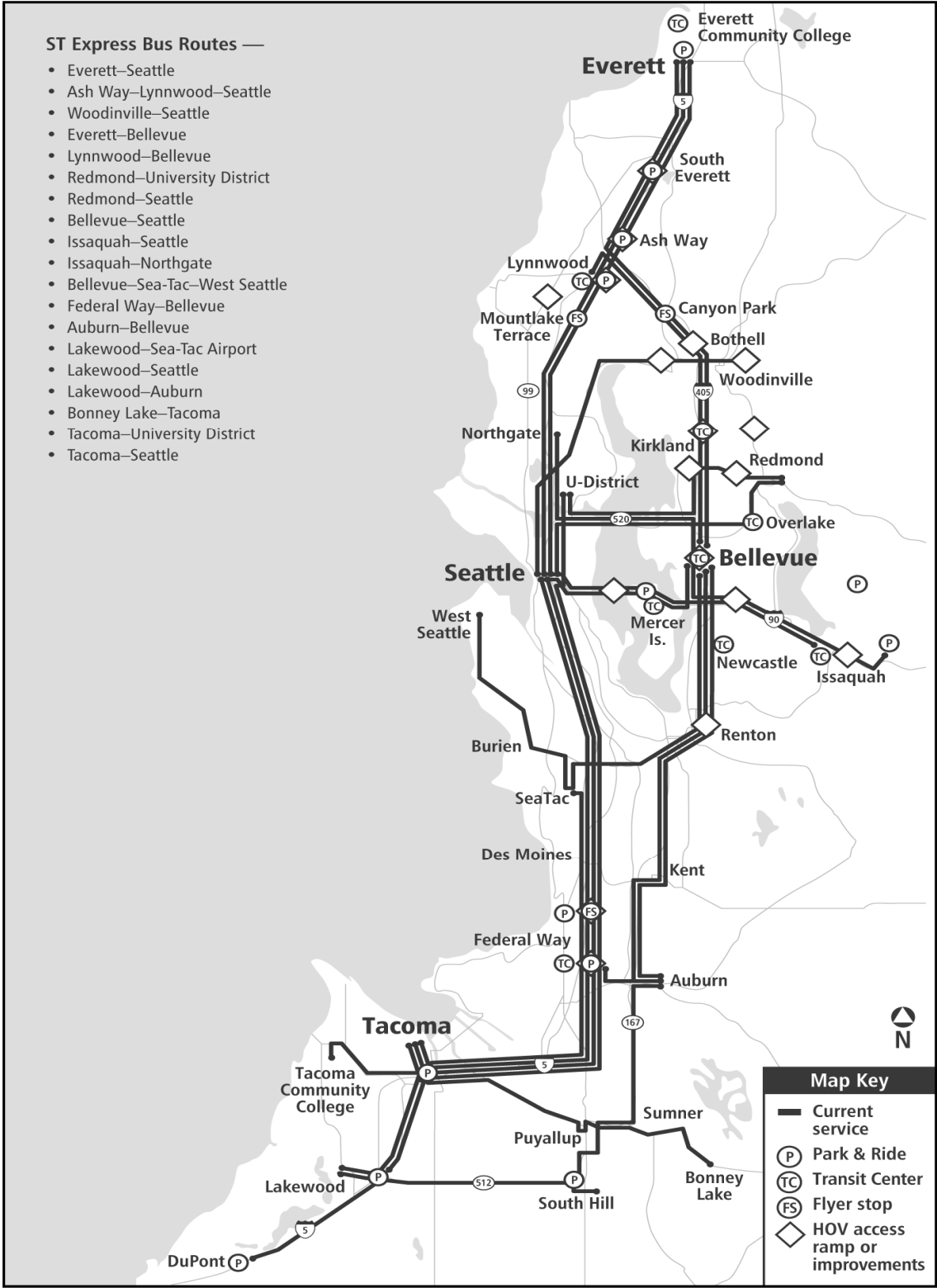
ST Express Bus routes connects major regional hubs throughout the three counties  
(King, Pierce, and Snohomish)

September | 2022



Prepared by Project Controls | Portfolio Services Office

# Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

# Regional Express & STRIDE Program Overview

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

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

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

# Regional Express & STRIDE Program Overview



## Program Budget

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

Table figures are shown in millions.

| Project                              | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|--------------------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Bus Base North                       | \$64.0                        | \$49.7             | \$43.7           | \$64.0                     | \$0.0                         |
| I-405 Bus Rapid Transit              | \$703.9                       | \$640.6            | \$121.6          | \$703.9                    | \$0.0                         |
| SR 522/NE 145th St Bus Rapid Transit | \$209.1                       | \$83.6             | \$61.7           | \$209.1                    | \$0.0                         |
| <b>Total</b>                         | <b>\$977.1</b>                | <b>\$773.9</b>     | <b>\$227.0</b>   | <b>\$977.1</b>             | <b>\$0.0</b>                  |

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

## Program Schedule of Baseline Projects

There are no baselined projects at this time. Please see the individual project reports for schedule information.

|                                    | '20 | '21 | '22 | '23 | '24 | '25 |
|------------------------------------|-----|-----|-----|-----|-----|-----|
| <b>REGIONAL EXPRESS AND STRIDE</b> |     |     |     |     |     |     |
| <b>No Baseline Projects</b>        |     |     |     |     |     |     |

### KEY:



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



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

# Regional Express & STRIDE Bus Base North

## Project Summary

|                 |   |
|-----------------|---|
| <b>Scope</b>    | The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes. |
| <b>Phase</b>    | Preliminary Engineering   |
| <b>Budget</b>   | \$64.0 Million for Preliminary Engineering, Final Design, Property Acquisition, and Third Party Coordination.       |
| <b>Schedule</b> | Target Date: 2025   |



Map of Project Alignment

## Key Project Activities

- Continued evaluating adjacent property needs and requirements to settle codes, covenants, and restrictions (CC&Rs) associated with the Canyon Park Business Park.
- Continued assessing the Value Engineering (VE) recommendations to determine which to carry forward into the 60% design after a successful 30% VE Workshop.
- Continued working on the 30% design review comments resolution.
- Continued development of the scope of work for the next task order to advance design from 30% to Issue for Construction (IFC) by the General Engineering Consultant (GEC).

## Project Cost Summary

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

As part of the Sound Transit Board approval of 2022 budget, the Authorized Project Allocation has been increased by \$15.3 million to support Program Management with the GEC and Final Design progress.

The project cost incurred increased by around \$0.2M this period due to progress with the GEC for \$0.1M, Program Management and ST Staff for \$0.1M. It is due also to small expenditures in 3rd Party phase and on ROW related activities.

## Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$7.1                         | \$5.0              | \$3.9            | \$7.1                      | \$0.0                         |
| Preliminary Engineering | \$2.0                         | \$1.7              | \$1.4            | \$2.0                      | \$0.0                         |
| Final Design            | \$12.3                        | \$6.9              | \$3.0            | \$12.3                     | \$0.0                         |
| Construction Services   | \$0.1                         | \$0.0              | \$0.0            | \$0.1                      | \$0.0                         |
| 3rd Party Agreements    | \$0.2                         | \$0.1              | \$0.1            | \$0.2                      | \$0.0                         |
| Construction            | \$0.1                         | \$0.0              | \$0.0            | \$0.1                      | \$0.0                         |
| Right-of-Way (ROW)      | \$42.3                        | \$35.9             | \$35.2           | \$42.3                     | \$0.0                         |
| <b>Total</b>            | <b>\$64.0</b>                 | <b>\$49.7</b>      | <b>\$43.6</b>    | <b>\$64.0</b>              | <b>\$0.0</b>                  |

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

## Risk Management

The following are the top risks for the project:

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

# Regional Express & STRIDE Bus Base North

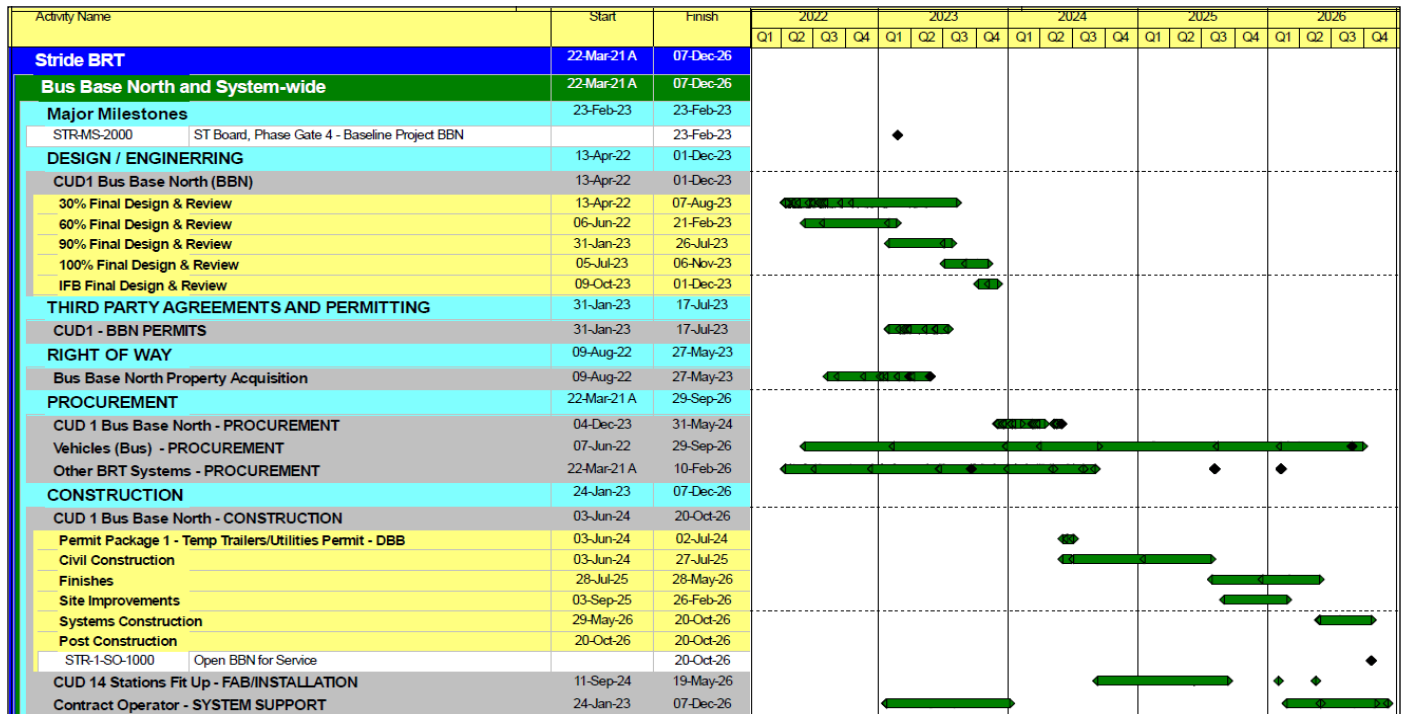


## Project Schedule

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

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

The current forecast for completion is Q4 2026, or about 10 months past the ST Board realignment milestone due to the need to do additional geotechnical investigation, addressing CC&R issues and the complexity of the facility. The realignment schedule is aggressive and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. Staff and consultants are working to identify which components of the project could be deemed "complete" by the realignment milestones, and whether or not an acceleration of the project would be cost-effective. Staff is mitigating the schedule risk by changing the delivery method from design-build to design-bid-build to reduce procurement timeframes and gain efficiencies. Additionally, the staff is engaging permitting agencies early to obtain feedback on design concepts and requirements.



## Community Engagement

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

- Finalized Bus Base North project factsheet

## Right of Way

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

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

| Property Acquisition Status   |                 |                     |                  |                      |                               |
|---|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION   |                 |                     |                  | RELOCATION           |                               |
| Total Acquisitions*   | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 1   | 1               | 1                   | 1                | 0                    | 0                             |
| <p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p> |                 |                     |                  |                      |                               |

## Staffing Summary

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

The YTD Actual FTE Monthly Average for ST Staff is lower than Planned, and slightly lower than Planned for the Consultants. The staffing level is projected to raise marginally toward the end of 2022.

| Resource Type   | Planned FTE Monthly Average | YTD Actual FTE Monthly Average | Variance |
|---|-----------------------------|--------------------------------|----------|
| ST Staff  | 6.9                         | 4.7                            | 2.2      |
| Consultants   | 18.0                        | 17.4                           | 0.6      |
| TOTAL   | 24.9                        | 22.1                           | 2.8      |
| <p><i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i></p> |                             |                                |          |

## Sound Transit Board Actions

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

# Regional Express & STRIDE I-405 Bus Rapid Transit



## Project Summary

|                  |   |
|------------------|---|
| <b>Scope</b>     | Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.   |
| <b>Limits</b>    | Approximately 37 miles between Lynnwood and Burien  |
| <b>Alignment</b> | 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. |
| <b>Stations</b>  | 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  |
| <b>Phase</b>     | Final Design  |
| <b>Budget</b>    | \$703.9 Million for Preliminary Engineering, 60% Final Design, and funding for improvements at the NE 44th, NE 85th, and Brickyard to Canyon Park.  |
| <b>Schedule</b>  | Target Date: 2026 for Service Line 1 (S1); 2027 for Service Line 2 (S2); not including parking elements   |



## Key Project Activities

- Engineering/Remediation Resources Group has completed remediation work (BT105) in three of the five areas with the remaining areas planned for completion in November.
- Ongoing coordination with the City of Bellevue staff is underway to discuss the 30% Bellevue Transit Center design and next steps and address any overlaps in projects that the city has planned such as the mid-block crossing (along 110th Ave NE) at the future BRT layover spaces.
- GEC Start-up activities for BT211/BT212 including 60% design scope of work development to IFB is currently underway.
- Continued working with WSDOT on the Brickyard to SR 527 RFP. WSDOT plans to publish the RFP in late October.
- The funding agreement for NE 85th St. Arterial Improvements with City of Kirkland has been executed. The City is in the process of procuring design and engineering firms for the project.

# Regional Express & STRIDE I-405 Bus Rapid Transit



## Project Cost Summary

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

This period expenditures increased by \$4.9M total. It is contributed by about \$3.6M from the design and construction of WSDOT-led projects, \$0.5M from the engineering and program management by the GEC, \$0.3 in ST Staff costs, and \$0.2M ROW activities.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$18.6                        | \$14.9             | \$13.5           | \$18.6                     | \$0.0                         |
| Preliminary Engineering | \$49.2                        | \$40.3             | \$36.7           | \$49.2                     | \$0.0                         |
| Final Design            | \$17.4                        | \$7.3              | \$2.4            | \$17.4                     | \$0.0                         |
| Construction Services   | \$1.7                         | \$1.7              | \$0.1            | \$1.7                      | \$0.0                         |
| Third Party Agreements  | \$1.7                         | \$0.9              | \$0.8            | \$1.7                      | \$0.0                         |
| Construction            | \$578.5                       | \$544.5            | \$39.8           | \$578.5                    | \$0.0                         |
| Right-of-Way (ROW)      | \$36.8                        | \$31.0             | \$28.3           | \$36.8                     | \$0.0                         |
| <b>Total</b>            | <b>\$703.9</b>                | <b>\$640.6</b>     | <b>\$121.6</b>   | <b>\$703.9</b>             | <b>\$0.0</b>                  |

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

## Risk Management

The following are top project risks and response plan:

- Potential budget impact due to higher inflation and higher real estate costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- ST is not in total control of WSDOT-delivered projects. Delays or cost overruns could impact the service and start date for the I-405 BRT. Risk response: Close coordination with WSDOT by integrating BRT milestones into the WSDOT schedule; having ST staff and consultant participating in design and constructability reviews for BRT related facilities; and expedite reviews and decisions that need to be made by ST for WSDOT-delivered projects, which include:
  - NE 85th / I-405 Interchange
  - Tukwila International Boulevard Station
  - NE 44th Park-and-Ride amendment
  - Brickyard to SR 527, North Express Toll Lanes

# Regional Express & STRIDE I-405 Bus Rapid Transit



## Project Schedule

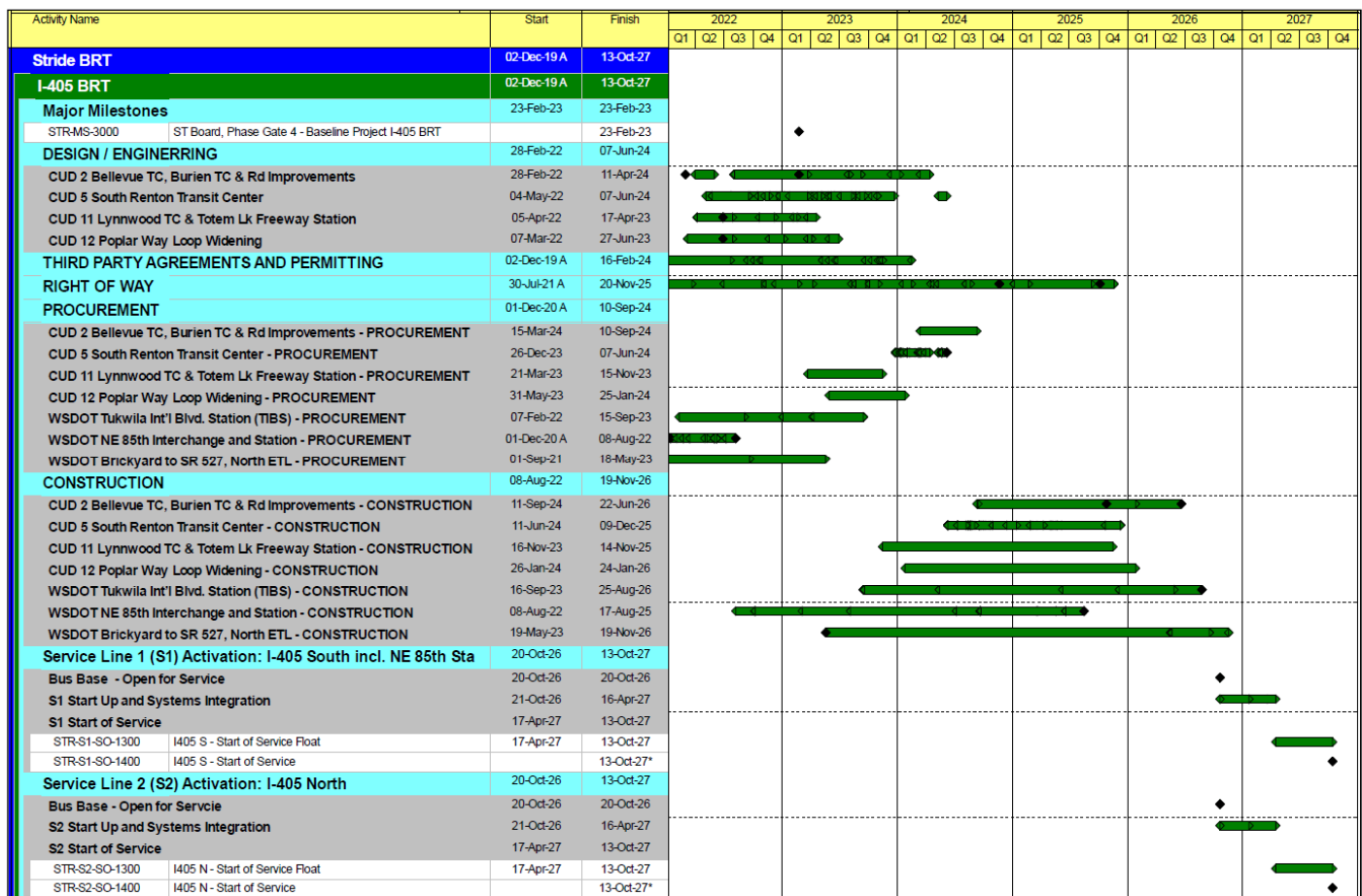
The Board of Directors announced their realignment decision in August 2021. The upcoming project milestone is Project Baseline, which is currently shown as February 2023. The team is formulating a plan and evaluating the timeline to allow the project to baseline with a high level of confidence.

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

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

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

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



## Community Engagement

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

- Developed project update
- Planning for 60% general public engagement for 2023 online open house effort

## Right of Way

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

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

| Property Acquisition Status  |                 |                     |                  |                      |                               |
|--|-----------------|---------------------|------------------|----------------------|-------------------------------|
| ACQUISITION  |                 |                     |                  | RELOCATION           |                               |
| Total Acquisitions*  | Board Approved* | Offers Made to date | Closings to date | Relocations Required | Relocations Completed to date |
| 43   | 23              | 5                   | 5                | 5                    | 5                             |
| <i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i><br><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i><br><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i><br><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i><br><i>Relocations: Based on number of affected individuals</i> |                 |                     |                  |                      |                               |

# Regional Express & STRIDE I-405 Bus Rapid Transit



## Staffing Summary

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

The YTD Actual FTE Monthly Average for ST staff and consultants are lower than Planned. Sound Transit is augmenting ST staff vacancies with consultants. The Consultants staff level is expected to move up slightly in the later part of 2022, which could move up the YTD Actual FTE Monthly Average.

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 15.3                           | 12.6                              | 2.7      |
| Consultants   | 26.5                           | 23.1                              | 3.4      |
| TOTAL         | 41.8                           | 35.7                              | 6.1      |

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

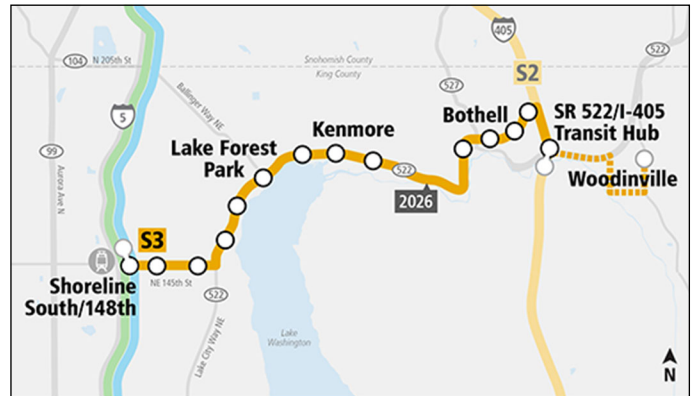
## Sound Transit Board Actions

| Board Action | Description                 | Date |
|--------------|-----------------------------|------|
|              | None to report this period. |      |

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

## Project Summary

|                  |  |
|------------------|--|
| <b>Scope</b>     | 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.  |
| <b>Limits</b>    | Approximately 8 miles between Shoreline and Bothell  |
| <b>Alignment</b> | 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. |
| <b>Stations</b>  | 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.  |
| <b>Systems</b>   | BRT Operations & Transit Signal Priority   |
| <b>Phase</b>     | Final Design   |
| <b>Budget</b>    | \$209.1 Million for Preliminary Engineering, 60% Final Design, Bothell Stage 3, Third Party Agreements, and Property Acquisition.  |
| <b>Schedule</b>  | Target Date: 2026, not including parking elements  |



*Map of Project Alignment*



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

## Key Project Activities

- The 60% design for the Shoreline to Kenmore Roadway & BRT station improvements (contract unit BT306) has been completed. Design deliverables are being reviewed and commented.
- The 60% design for the Bothell segment (contract unit BT307) is anticipated for October.
- Properties in Civil Certification Package (CCP) #1 are in the appraisal stage; CCP #2 was approved by the board in May 2022. CCP #3 was approved by the board in September. The team is also currently working on drafting necessary third-party agreements to support design development.
- The board approved the Project Administration Agreement with City of Bothell. The agreement will facilitate design review and permitting for the SR522 BRT in Bothell and Bus Base North.
- Project team worked with the Station Fit-up (BT014) design team to update systems and architectural design elements at 148th Station BRT pickup bay. Final conduit runs as a change order to L200 construction team was submitted.

# Regional Express & STRIDE

## SR 522/NE 145th Street Bus Rapid Transit



### Project Cost Summary

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

This period expenditures increased by \$1.7M due to progress in final design and program management with the GEC for \$1.3M, Sound Transit project administration for \$286K and ROW related expenditure for \$170K.

### Cost Summary by Phase

| Project Phase           | Authorized Project Allocation | Commitment to Date | Incurred to Date | Estimated Final Cost (EFC) | Authorized Allocation vs. EFC |
|-------------------------|-------------------------------|--------------------|------------------|----------------------------|-------------------------------|
| Administration          | \$13.9                        | \$10.9             | \$9.8            | \$13.9                     | \$0.0                         |
| Preliminary Engineering | \$15.5                        | \$15.3             | \$15.3           | \$15.5                     | \$0.0                         |
| Final Design            | \$33.8                        | \$14.6             | \$9.6            | \$33.8                     | \$0.0                         |
| Construction Services   | \$0.6                         | \$0.0              | \$0.0            | \$0.6                      | \$0.0                         |
| 3rd Party Agreements    | 12.1                          | \$1.3              | \$0.7            | 12.1                       | \$0.0                         |
| Construction            | \$49.4                        | \$35.0             | \$24.2           | \$49.4                     | \$0.0                         |
| Right-of-Way (ROW)      | \$83.8                        | \$6.4              | \$2.1            | \$83.8                     | \$0.0                         |
| <b>Total</b>            | <b>\$209.1</b>                | <b>\$83.5</b>      | <b>\$61.7</b>    | <b>\$209.1</b>             | <b>\$0.0</b>                  |

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

### Risk Management

The following are the top project risks and response plan:

- Potential budget impact due to higher inflation and higher real estate costs. Continued to monitor the development of these issues and develop future cost estimates that capture the most current information.
- The improvements for the BRT in the SR 522/NE 145th Street corridor are complex. Staff has been working in close coordination with multiple project partners on the project development, design, property acquisitions, permitting process, and construction activities.
- Early concurrence on project components is a key effort of project development through ongoing coordination with the Project Interagency Coordination Group, City Managers Group, and Elected Leadership Group. Letters of Concurrence were secured prior to beginning 30% design. Additional efforts are underway to secure concurrence as the project advances into final design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline - complex jurisdictional situation and third partner expectation for ST capital investment. Partner agency staff are actively working towards a solution.
- Aggressive realignment schedule could lead to higher cost if directed to accelerate to meet the Board's realignment milestone. The team is actively looking for cost efficient opportunities to meet the target date, such as working with the local jurisdictions to streamline their permitting process.

# Regional Express & STRIDE

## SR 522/NE 145th Street Bus Rapid Transit



### Project Schedule

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

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

The current forecast for completion is Q4 2027, including 180 days float, or a total of about 10 months past the ST Board realignment milestone. The realignment schedule is aggressive and staff have routinely informed the Board that the current schedule is inconsistent with the target and affordable schedule. ST is planning to complete the design necessary to seek civil certification from ST Board for all ROW acquisitions in the SR-522 corridor by Q4 2022 to prevent further delay. Staff is also working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

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

| Activity Name  | Start       | Finish     | 2022 |    |    |    | 2023 |    |    |    | 2024 |    |    |    | 2025 |    |    |    | 2026 |    |    |    | 2027 |    |    |    |
|--|-------------|------------|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|------|----|----|----|
|  |             |            | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 | Q1   | Q2 | Q3 | Q4 |
| <b>Stride BRT</b>  | 12-Jun-18 A | 13-Oct-27  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>SR 522 BRT</b>  | 12-Jun-18 A | 13-Oct-27  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Major Milestones</b>  | 23-Feb-23   | 23-Feb-23  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| STR-MS-4000 ST Board, Phase Gate 4 - Baseline Project SR-522         |             |            |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>DESIGN / ENGINEERING</b>  | 01-Nov-21   | 29-Apr-24  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| CUD 6 Shoreline, Lk Forest Pk, Kenmore Rdw & Stations                | 01-Nov-21   | 29-Apr-24  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| CUD 7 Bothell Roadways & Stations                                    | 17-Dec-21   | 04-Mar-24  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>THIRD PARTY AGREEMENTS AND PERMITTING</b>                         | 12-Jun-18 A | 17-Jan-23  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>RIGHT OF WAY</b>  | 22-Mar-21 A | 24-Apr-25  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>PROCUREMENT</b>   | 03-Feb-24   | 18-Sep-24  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| CUD 6 Shoreline, Lk Forest Pk, Kenmore Rdw & Stations - PROCUREMENT  | 23-Mar-24   | 18-Sep-24  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| CUD 7 Bothell Roadways & Stations - PROCUREMENT                      | 03-Feb-24   | 31-Jul-24  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>CONSTRUCTION</b>  | 01-Aug-24   | 23-Jul-26  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| CUD 6 Shoreline, Lk Forest Pk, Kenmore Rdw & Stations - CONSTRUCTION | 19-Sep-24   | 23-Jul-26  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| CUD 7 Bothell Roadways & Stations - CONSTRUCTION                     | 01-Aug-24   | 05-Jun-26  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Service Line 3 (S3) Activation: SR 522</b>                        | 20-Oct-26   | 13-Oct-27  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>Bus Base - Open for Service</b>                                   | 20-Oct-26   | 20-Oct-26  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>S3 Start Up and Systems Integration</b>                           | 21-Oct-26   | 16-Apr-27  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| <b>S3 Start of Service</b>   | 17-Apr-27   | 13-Oct-27  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| STR-S3-SO-1300 SR522/NE 145th - Start of Service Float               | 17-Apr-27   | 13-Oct-27  |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |
| STR-S3-SO-1400 SR522/NE 145th - Start of Service                     |             | 13-Oct-27* |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |      |    |    |    |

# Regional Express & STRIDE

## SR 522/NE 145th Street Bus Rapid Transit



### Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVID-19, outreach efforts have shifted to virtual platforms.

- Ballou Heaven HOA meeting September 21
- Interagency Group meeting September 22
- Lake Forest Park Council Meeting presentation September 22

### 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 |
| 250  | 67              | 0                   | 0                | 13                   | 0                             |
| <i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i><br><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i><br><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i><br><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i><br><i>Relocations: Based on number of affected individuals</i> |                 |                     |                  |                      |                               |

# Regional Express & STRIDE

## SR 522/NE 145th Street Bus Rapid Transit



### Staffing Summary

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

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

The YTD Actual FTE Monthly Average for ST Staff is substantially lower than Planned due to the loss of key staff since the beginning of the year. ST Staff resource is being augmented by the GEC, which is showing higher than Planned. Overall, YTD Actual FTE Average is slightly lower than planned, and are expected to move up slightly in the later part of 2022.

| Resource Type | Planned FTE<br>Monthly Average | YTD Actual FTE<br>Monthly Average | Variance |
|---------------|--------------------------------|-----------------------------------|----------|
| ST Staff      | 17.8                           | 10.3                              | 7.5      |
| Consultants   | 38.0                           | 48.8                              | (10.8)   |
| TOTAL         | 55.8                           | 59.1                              | (3.3)    |

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

### Sound Transit Board Actions

| Board Action | Description  | Date       |
|--------------|--|------------|
| M2022-78     | Project Administration Agreement between Central Puget Sound Regional Transit Authority and the City of Bothell for the STRIDE BRT Program | 09/08/2022 |
| R2022-25     | To Acquire Real Property Interests Required for SR-522 BRT Project   | 09/08/2022 |

# Progress Report

# **Capital Program Support**

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# Capital Program Support Grants



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

| Line of Business                       | Grant Number      | Grant / Project Description                | Award Amount            | Date Executed | Drawdown to Date       | Status | Balance              |
|--|-------------------|--|-------------------------|---------------|------------------------|--------|----------------------|
| <b>FEDERAL TRANSIT AUTHORITY</b>       |                   |  |                         |               |                        |        |                      |
| LINK LIGHT RAIL                        | WA-03-0237        | University Link Extension                  | \$ 684,370,641          | 09/16/2015    | \$ 615,951,591         | Active | \$ 68,419,050        |
| LINK LIGHT RAIL                        | WA-2018-013       | Hilltop Tacoma Link Extension SYGA         | \$ 74,999,999           | 05/15/2018    | \$ 74,379,165          | Active | \$ 620,834           |
| SOUNDER COMMUTER RAIL                  | WA-2018-015       | Sounder Rolling Stock                      | \$ 7,800,002            | 12/30/2019    | \$ -                   | Active | \$ 7,800,002         |
| LINK LIGHT RAIL                        | WA-2018-082       | * East Lake Sammamish Trail North Extensio | \$ 2,318,683            | 04/29/2020    | \$ 1,472,920           | Active | \$ 845,763           |
| LINK LIGHT RAIL                        | WA-2019-001       | Lynnwood Link Extension FFGA               | \$ 671,983,701          | 07/29/2022    | \$ 577,531,945         | Active | \$ 94,451,756        |
| LINK LIGHT RAIL                        | WA-2020-001       | Federal Way Link Extension                 | \$ 471,983,701          | 07/29/2022    | \$ 268,300,483         | Active | \$203,683,218        |
| SOUNDER COMMUTER RAIL                  | WA-2020-002       | S Sounder Capacity Exansion                | \$ 5,600,000            | 12/13/2019    | \$ 1,876,117           | Active | \$ 3,723,883         |
| REGIONAL EXPRESS                       | WA-2020-007       | I-405 Bus Rapid Transit- Bus Procurement   | \$ 5,400,000            | 12/21/2020    | \$ -                   | Active | \$ 5,400,000         |
| LINK LIGHT RAIL                        | WA-2020-086       | HIFG Rail Prev Maint                       | \$ 38,937,648           | 09/18/2021    | \$ 38,937,648          | Active | \$ -                 |
| LINK LIGHT RAIL                        | WA-2021-004       | Everett Link Extension Model Code Partne   | \$ 2,000,000            | 12/31/2020    | \$ 241,050             | Active | \$ 1,758,950         |
| REGIONAL EXPRESS                       | WA-2021-012       | SR 522/NE 145th BRT Vehicles               | \$ 4,800,000            | 02/25/2021    | \$ -                   | Active | \$ 4,800,000         |
| SOUNDER COMMUTER RAIL                  | WA-2021-085       | Auburn Station Access Improvements         | \$ 1,500,000            | 09/10/2021    | \$ -                   | Active | \$ 1,500,000         |
| Bus RAPID Transit                      | WA-2021-115       | I-405 BRT Expansion Buses                  | \$ 7,255,465            | 09/18/2021    | \$ -                   | Active | \$ 7,255,465         |
| SOUNDER COMMUTER RAIL                  | WA-2021-140       | 20 CARS/V5307 Enhance at Puyallup CR Stn   | \$ 1,421,500            | 10/28/2021    | \$ -                   | Active | \$ 1,421,500         |
| REGIONAL FUND                          | WA-2021-141       | ARP Act 2021-Operating Expense             | \$ 275,258,761          | 10/28/2021    | \$ 227,189,432         | Active | \$ 48,069,329        |
| REGIONAL EXPRESS                       | WA-2022-055       | Bus Replacements                           | \$ 1,438,436            | 09/07/2022    | \$ -                   | Active | \$ 1,438,436         |
| LINK LIGHT RAIL                        | WA-2022-064       | Downtown Redmond Link Extension            | \$ 21,404,923           | 09/15/2022    | \$ -                   | Active | \$ 21,404,923        |
| LINK LT RAIL & SOUNDER RAIL            | WA-2022-065       | Rail State of Good Repair - PIMS           | \$ 3,668,478            | 09/15/2022    | \$ -                   | Active | \$ 3,668,478         |
| REGIONAL EXPRESS                       | WA-2022-072       | HIMB Bus Prev Maint                        | \$ 11,083,189           | 09/22/2022    | \$ -                   | Active | \$ 11,083,189        |
| <b>TOTAL FEDERAL TRANSIT AUTHORITY</b> |                   |  | <b>\$ 2,293,225,127</b> |               | <b>\$1,805,880,351</b> |        | <b>\$487,344,776</b> |
| <b>OTHER FEDERAL</b>                   |                   |  |                         |               |                        |        |                      |
| REGIONAL FUND                          | EMW-2019-RA-00014 | ATAT, Crit Evnt OT, Fac Hardening          | \$ 1,315,813            | 09/01/2019    | \$ 670,556             | Active | \$ 645,257           |
| REGIONAL FUND                          | EMW-2020-RA-00022 | Crit Evnt OT, CEDO                         | \$ 642,738              | 08/10/2020    | \$ 359,969             | Active | \$ 282,769           |
| REGIONAL FUND                          | EMW-2022-RA-00008 | Crit Evnt OT, CEDO                         | \$ 2,963,635            | 09/01/2022    | \$ -                   | Active | \$ 2,963,635         |
| <b>TOTAL OTHER FEDERAL</b>             |                   |  | <b>\$ 4,922,186</b>     |               | <b>\$ 1,030,525</b>    |        | <b>\$ 3,891,661</b>  |
| <b>STATE</b>                           |                   |  |                         |               |                        |        |                      |
| REGIONAL FUND                          | 19-92501-015      | Agency Energy Efficiency Project           | \$ 197,000              | 06/03/2019    | \$ -                   | Active | \$ 197,000           |
| <b>TOTAL STATE</b>                     |                   |  | <b>\$ 197,000</b>       |               | <b>\$ -</b>            |        | <b>\$ 197,000</b>    |
| <b>TOTAL ALL GRANTS</b>                |                   |  | <b>\$ 2,298,344,313</b> |               | <b>\$1,806,910,876</b> |        | <b>\$491,433,437</b> |

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

Above table as of Q3 2022. This section is updated every quarter.

## Sustainability

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

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

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

## Key Accomplishments and Activities for Q3 2022

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

## Key Upcoming Activities for Q4 2022

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

# Progress Report

## Acronyms

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# Acronyms

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

# Acronyms

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