Agency Progress Report Capital Programs



Federal Way Link Extension - Kent-Des Moines Station

February | 2021



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 be added to the distribution list for this report or to make suggestions, please contact Julie Parker at (206) 398-5000.

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

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Agency Progress Report

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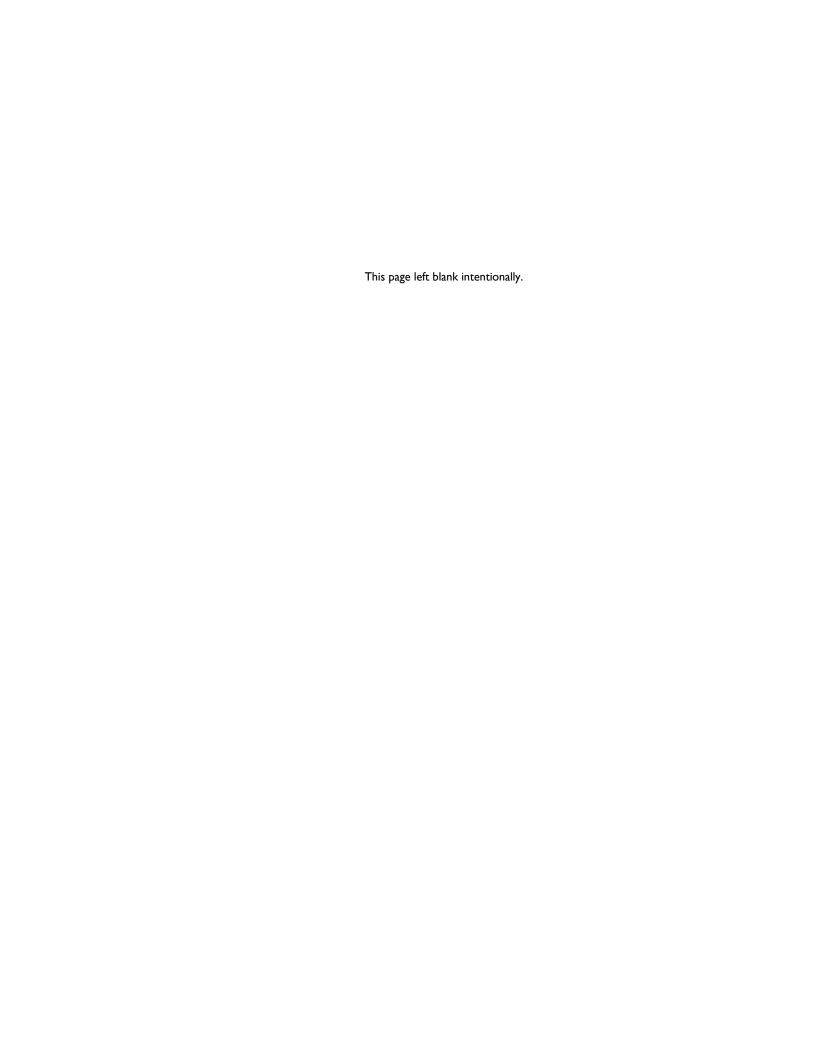
SOUND TRANSIT CURRENT SERVICE





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Executive Summary Sound Transit Capital Program

Outreach to the new administration

In early February, CEO Rogoff and Exec staff met remotely with Federal Transit Administration Acting Administrator Nuria Fernandez and in late February with senior staff in the Office of the Secretary of Transportation, Pete Buttigieg.

These were important opportunities to update the new Biden Administration on the agency and ask for help to deal with our affordability gap.

We relayed a strong message: Sound Transit is in a unique position to deliver on Biden Administration priorities related to climate change, green jobs, affordable housing and workforce development, and while we've enjoyed very strong federal partnerships in the past, we want to do more.

Transit oriented development and affordable housing

In late February, as part of our equitable transit oriented development program, the Sound Transit Board approved transferring 10 surplus Rainier Valley property sites at no cost to the City of Seattle for affordable housing development. The partnership with Seattle includes a \$10 million commitment from the city to build affordable homeownership opportunities.

The parcels, ranging in size from 2,300 to 14,000 square feet, are located within a half mile of the Othello, Columbia City and Mt. Baker Link light rail stations.

Under the terms of the agreement, at least 100 to 150 homes will be created across the sites. All of the housing units will be sold or rented to households whose adjusted income is at or below 80 percent of the average median income.

The Office of Housing will make all 10 sites available for development by Request for Proposal within 10 years of the date of transfer, and the first three sites will be made available via Request for Proposal within approximately 180 days of transfer. In addition, the Office of Housing will make a minimum of \$10 million in funding available for the development of the identified properties.

Black History Month

Sound Transit celebrated Black History Month throughout February, kicking it off on Feb. 1 with our first-ever Pan-African flag raising over Union Station. The flag, a gift from ST Permits Administrator Rhonda Dixon, flew all month.

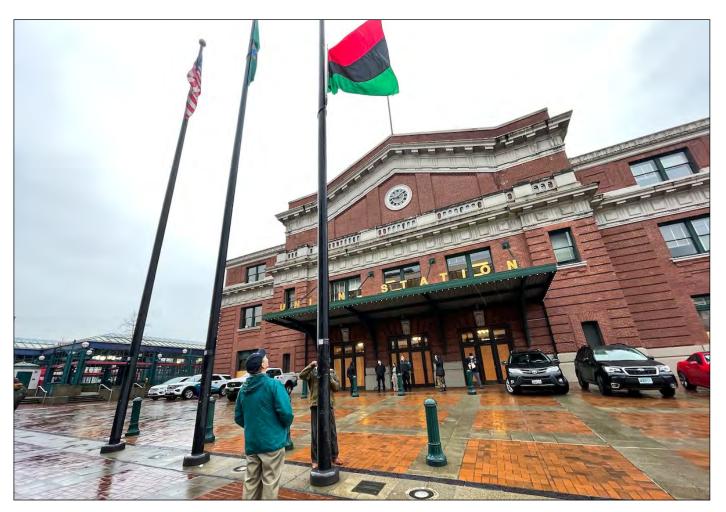
In addition to some fun events—like virtual beignet baking, hosted by Guest Chef Harold Fields from Rainier Beach's Umami Kushi restaurant, and virtual soul line dancing lessons—Sound Transit's employee resource groups hosted several online discussions and learning opportunities for staff. BEST (Blacks Empowering Success in Transit) held a powerful online panel discussion titled "We Matter," moderated by Sound Transit's Director of Permits Kym Williams, and the group partnered with WEST (Womxn Empowering Sound Transit) for an "IdeaFest" on the prevalent media myth of "the Black Superwoman,"

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and its negative effects. BEST also partnered with the Office of Civil Rights, Equity & Inclusion and the nonprofit organization Project Pilgrimage to present a four-part lunch & learn workshop series that helped educate staff about systemic racism in the United States.

To this end, at our February All-Staff meeting, we announced that beginning this year, we are formally recognizing Juneteenth as a paid holiday.



Pan-African flag raising over Union to kick of Black History Month February 1, 2021.

Citizen Oversight Panel retreat

In mid February, Board Chair Kent Keel and CEO Rogoff had the opportunity to meet with the Citizen Oversight Panel at their annual retreat.

They reviewed the Board's realignment process and some of the opportunities for additional revenue.

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Executive Summary



Construction Updates

As of early February, we had substantially completed construction on all three stations of Sound Transit's Northgate Link Extension, which is on schedule to open later this year.

Test trains began operating on the new elevated light rail tracks in January to test the overhead electrical power system throughout the Northgate line. Testing will continue for several months, mostly during morning hours.

Crews are now focused on completing systems work, which includes electrical and communications systems.

The prime contractors for Northgate are JCM Northlink, Hoffman, Absher, Stacy and Witbeck, and Mass Electric.

As of Feb. 25, civil construction started on all the parking and station structures on the Lynnwood Link extension. Overall, civil construction on the extension is now about one-third complete.

The Lynnwood Link extension will include four elevated stations and three new parking structures that will add about 1,500 additional parking spaces.

Stacy and Witbeck/Kiewit/Hoffman JV and Skanska Constructors L300 JV are executing the civil construction on the extension.



South Angle Lake, a shot looking north of the columns being constructed in SeaTac February 10, 2021. Part of the Federal Way Link Extension.

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As of early February, the design-build contract for the Federal Way Link Extension was more than 25% complete.

We broke ground with heavy construction for the Federal Way Link Extension last July following utility and site preparation work that got underway in 2019. Progress to date includes completing 30 of 121 drilled shafts for constructing elevated guideway and station facilities.

Work is underway on three new light rail stations and will begin on three new garages, which will add 2,000 new parking spaces for riders in Des Moines, Kent and Federal Way.

Kiewit Infrastructure West Company is the design-build contractor.

On the evenings of Feb. 19, 20 and 21, we temporarily suspended Link service between the Capitol Hill and University of Washington Stations starting at 10 p.m. to do necessary work on the Northgate Link Extension.

During the service interruption, we provided free shuttle buses every 15 minutes.



Northgate light rail construction, Northgate Station

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Progress Report

Link Light Rail Program



Lynnwood Link Extension—Guideway work in Progress

February | 2021



Prepared by Project Control & VE | Design, Engineering & Construction Management

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Link Light Rail Program Overview



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. The budget for this project through completion of Planning Phase 1 Alternatives Development is \$185.0M.

Northgate Link Extension: The University of Washington Station (UWS) to Northgate project is a 4.3-mile extension of light rail from the UWS north under campus via twin-bored tunnels to an underground station at NE 45th Street continuing to an underground station at NE 65th Street and via tunnel, retained cut and elevated sections to Northgate. Revenue Service date is September 2021. The Sound Transit Board adopted the baseline capital budget of \$2.13B originally in 2012 and revised the baseline budget to \$1.89B in October 2015.

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. The Sound Transit Board adopted the baseline capital budget of \$2.77B on May 24, 2018.

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). Revenue service to the Redmond Technology Station is forecast for June 2023 with a tunnel route in Downtown Bellevue. The Sound Transit Board adopted the baseline capital budget of \$3.67B in April 2015.

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. The ST Board adopted the baseline capital budget of \$1.53B on October 25, 2018.

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

The route will run through a new downtown Seattle rail-only tunnel, elevated guideway, and a rail-only bridge over Salmon Bay. The current budget for these projects through completion of Preliminary Engineering is \$286M.

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. The Sound Transit Board adopted the baseline capital budget of \$2.45B on September 27, 2018.

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. The Sound Transit Board adopted the baseline capital budget of \$217.3M originally in September 2017. The Board approved a revised baseline of \$252.7M in June 2020.

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. The budget for this project through completion of Preliminary Engineering in June 2019 is \$125.7M.

Link Operations and Maintenance Facility East: This project located in the City of Bellevue, includes a 160,000 square foot operations and maintenance facility that will maintain, store and deploy and expand light rail fleet, including seven LRV service bays, a LRV wash facility and storage for up to 96 light rail vehicles. The ST Board adopted the baseline capital budget of \$449.2M in July 2016.

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 adopted the baseline capital budget of \$733M originally in 2015 and revised the baseline budget to \$740.7M in April 2017 to allow for the procurement of 30 additional vehicles.

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Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Forecast to Complete	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Everett Link Extension	\$185.0	\$17.3	\$3.5	\$167.7	\$185.0	\$0.0
Northgate Link Extension	\$1,899.8	\$1,733.5	\$1,696.4	\$113.7	\$1,847.3	\$52.5
Lynnwood Link Extension	\$2,771.6	\$2,431.4	\$1,120.7	\$340.2	\$2,771.6	\$0.0
NE 130th Infill Station	\$28.9	\$18.9	\$10.9	\$10.0	\$28.9	\$0.0
I-90 Two– Way Transit & HOV	\$207.6	\$209.7	\$199.6	(\$2.1)	\$207.6	\$0.0
East Link Extension	\$3,677.2	\$3,155.9	\$2,835.5	\$521.1	\$3,677.2	\$0.0
Downtown Redmond Link Ext.	\$1,530.0	\$935.9	\$311.6	\$594.1	\$1,530.0	\$0.0
West Seattle and Ballard Link Ext.	\$285.9	\$108.0	\$97.5	\$177.9	\$285.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,736.1	\$704.7	\$715.4	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$208.9	\$157.3	\$43.8	\$252.7	\$0.0
Tacoma Dome Link Extension	\$125.7	\$62.4	\$43.2	\$63.3	\$125.7	\$0.0
Link O & M Facility: East	\$449.2	\$372.6	\$365.9	\$76.7	\$449.2	\$0.0
LRV Fleet Expansion	\$740.7	\$676.3	\$279.1	\$64.4	\$740.7	\$0.0
Total Link	\$14,605.9	\$11,667.0	\$7,825.9	\$2,886.2	\$14,553.4	\$52.6

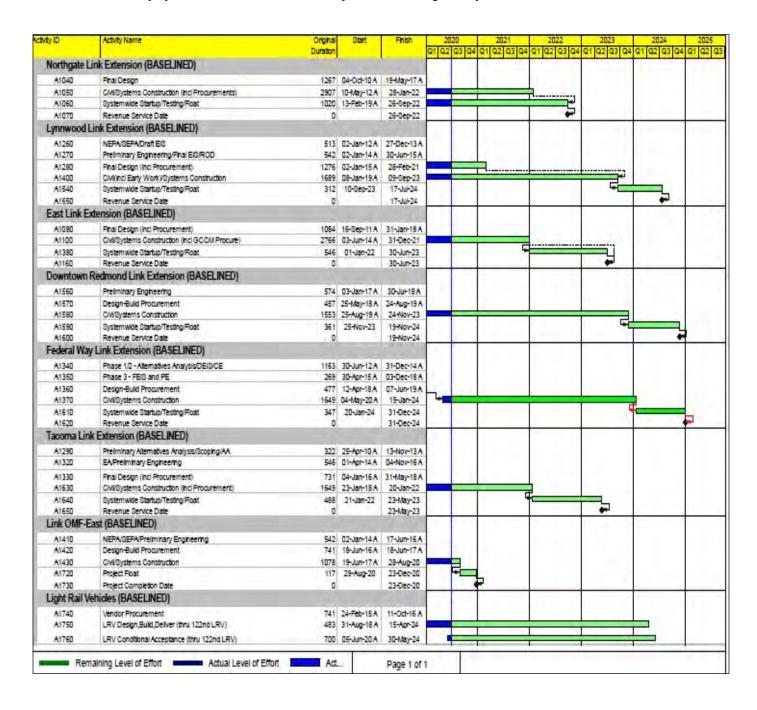
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Link Light Rail Program Overview



Program Schedule

Schedules for active projects are summarized below. Projects in the re-alignment process are not shown.



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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 downtown Everett.

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

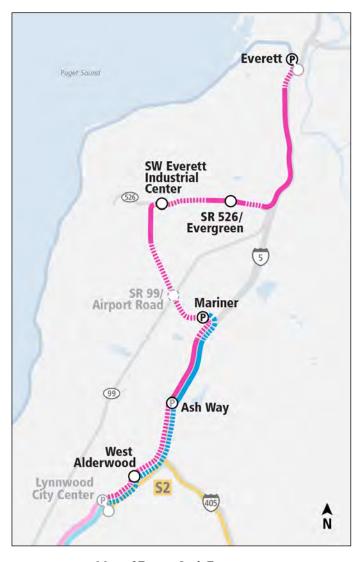
Budget \$185 Million (Project Development—

Phase 1 Alternatives Development)

Schedule Revenue Service: Open for Service date

will depend on Board direction from

realignment process.



Map of Everett Link Extension

Key Project Activities

- Oversaw initial consultant work on Alternatives Development process.
- Refined project schedule for Alternatives Development and community engagement.
- Compiled information from project partner agencies.
- Continued work on representative project cost estimate refresh to inform realignment effort.

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Link Light Rail Everett Link Extension

Project Cost Summary

The Everett Link Extension and OMF North project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The current Authorized Project Allocation is for completion of preliminary engineering. The figures in the table are shown in millions. In February 2021, \$0.7M 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	\$1.6	\$1.3	\$34.2	\$0.0
Preliminary Engineering	\$125.5	\$14.9	\$1.5	\$125.5	\$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	\$0.0	\$0.1	\$13.2	\$0.0
Construction	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$11.1	\$0.2	\$0.0	\$11.1	\$0.0
Total	\$185.0	\$17.3	\$3.5	\$185.0	\$0.0

Risk Management

The Everett Link Extension and OMF North project team has initiated a risk identification and management process. The project meets to discuss quarterly, and implements mitigation action items for risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

The most recent Quarterly Risk Review Workshop was held in Dec 2020. The following are the top project wide risks:

- Unknown engineering and environmental challenges over lengthy and varied geography may require project changes or add to cost.
- Coordination with several partner agencies regarding station and guideway locations provides opportunities and challenges.
- Defining needs for OMF North required to serve the system may result in schedule and/or cost changes.
- Site selection for OMF North and consensus with community and partners will likely be challenging.

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Link Light Rail Everett Link Extension



Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. Through this period, the project has experienced six months of delay within the conceptual engineering phase of design which is associated with COVID-19 related impacts and which has the potential to delay the overall project schedule.

Revenue Service Date(s) will depend on Board direction from realignment process.

Community Engagement

- Virtual corridor tour provided to Snohomish Public Utility District staff.
- Compiled list of key stakeholders and community groups.
- Held short video calls with partner agencies to provide project updates.

Staffing Summary

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

Variance between planned and actual FTE average is expected to close as the project work for 2021 occurs.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	8.1	(10.4)
Consultants	34.0	17.1	(16.9)
OTAL 52.5		25.1	(27.3)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Project Summary

Scope

Limits The Northgate Link Extension consists of 4.3

miles of light rail extending from the University of Washington to Northgate.

Alignment The extension begins at UW Station,

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

Stations U District Station (UDS)

Roosevelt Station (RVS)

Northgate Station and Parking Garage

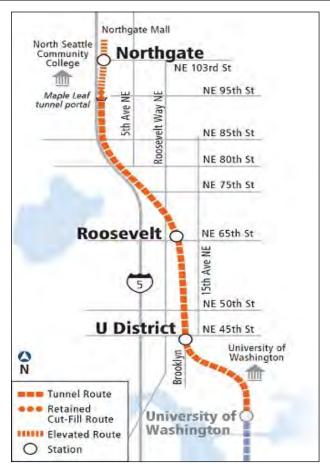
Systems Signals, track electrification, and SCADA

communications

Phase Construction

Budget \$1.899 Billion

Schedule Revenue Service: September 2021



Map of Project Alignment

Key Project Activities

- U District Station/UW Campus (N140): Hoffman Construction continues working on punchlist items and the resident engineer will perform back checks on completed items. Hoffman expects to have all items completed by the first week in March.
- Roosevelt Station (N150): Contractor continues with escalator lighting modifications, punchlist items and preventative maintenance activities.
- Northgate Station (N160): Station: Absher continues completion of punchlist corrections and continuing to install added lights over escalators.
- Systems (N830): Initial Pre-Certification Vibration Testing with ST2 Vehicles has been completed. Floating Slab testing is underway. Live Wire testing from U District Station to the end of line is complete and test report under review. Train control signal integrated testing has commenced. Radio testing in the tunnel and underground stations is complete. Communications testing is progressing well.
- Environmental: Environmental and safety site walks conducted on all Northgate contracts.

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Closely Monitored Issues

N140, N150 and N160 – Communications testing on the Fire Access Control Panel and Access Control is pending completion of N830 work.

N830 Systems – Differences between ST2/ Siemens vehicle interface with the Overhead Catenary System and the Kinkishario Vehicle interface still need to be resolved satisfactorily along the alignment.

Project Cost Summary

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

The Estimated Final Cost (EFC) for the project as of this reporting period is \$1,847.3M, which is \$52.5M below the current project budget, unchanged since last period. This period approximately \$5.9M was incurred, primarily on the major construction and construction support contracts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$144.9	\$130.4	\$93.3	\$93.0	\$124.9	\$5.5
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$126.2	\$123.8	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$103.7	\$101.7	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$8.6	\$7.4	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,284.8	\$1,253.6	\$1,341.6	\$11.0
ROW	\$112.3	\$112.3	\$101.8	\$101.8	\$111.0	\$1.3
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
Total	\$1,899.8	\$1,899.8	\$1,733.5	\$1,696.4	\$1,847.3	\$52.5

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$595.6	\$513.7	\$517.2	\$513.4	\$521.3	-\$7.6
20 Stations	\$376.1	\$441.2	\$454.6	\$449.3	\$461.8	-\$20.6
30 Support Facilities: Yard, Shop	\$5.3	\$6.1	\$6.5	\$6.5	\$6.5	-\$0.3
40 Sitework & Special Conditions	\$140.8	\$233.8	\$180.8	\$174.5	\$188.2	\$45.6
50 Systems	\$110.9	\$101.5	\$109.3	\$95.8	\$117.2	-\$15.7
Construction Subtotal (10 - 50)	\$1,228.7	\$1,296.4	\$1,268.5	\$1,239.4	\$1,295.0	\$1.4
60 Row, Land, Improvements	\$119.9	\$110.9	\$101.8	\$101.8	\$111.0	-\$0.1
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2	-\$0.2
80 Professional Services	\$420.7	\$424.6	\$363.1	\$355.2	\$423.9	\$0.7
90 Contingency	\$130.4	\$67.9	\$0.0	\$0.0	\$17.3	\$50.7
Total (10 - 90)	\$1,899.8	\$1,899.8	\$1,733.5	\$1,696.4	\$1,847.3	\$52.5

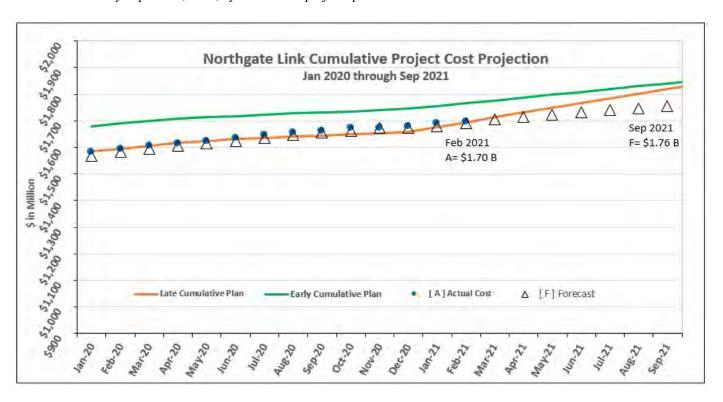
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Project Cash Flow Projection

The Northgate Link cost aligns with the planned expenditures as construction activities continue.

Total project cost to date reached \$1.70B of which about \$1.25B (74%) is attributed to construction. The project cost is forecast to reach \$1.76B by September, 2021, by the time the project opens for Revenue Service.



Risk Management

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

- As a result of pandemic conditions related to outbreak of COVID-19, activities on one or more construction projects are impacted.
- If there is a problem during vibration certification testing & analysis, acceptance by UW may be delayed, thereby delaying RSD.
- Damage to installed work could occur post contract package handover, e.g. a follow-on contractor may damage completed work, resulting in a fix being required.
- Electrical distribution system was not fully coordinated throughout the tunnel and the station interface, which resulted in some scope gap. This will result in a potential fix and project wide change for N830 and the civil contracts.
- SCL unable to power up the 100th signaling house within one week of arrival.
- Seattle Department of Construction and Inspections (SDCI, or formerly DPD) or Seattle Fire Department will revise fire
 and life safety codes, or there may be other issues such as different code interpretations that result in additional ventilation,
 egress, or mechanical and electrical requirements at stations.

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Contingency Management

The Northgate Link project budget was baselined in 2012 with a total contingency of \$396.2M.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA has been fully depleted and all major contracts have been awarded.

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.

In this period, AC remained unchanged. The overall contingency balance remains well above both the minimum and the buffer zone contingency levels.

Contingency Status (Monthly)

Contingency by Type



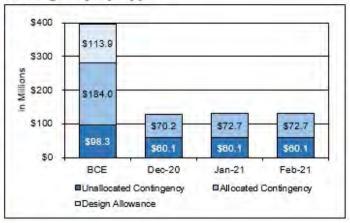
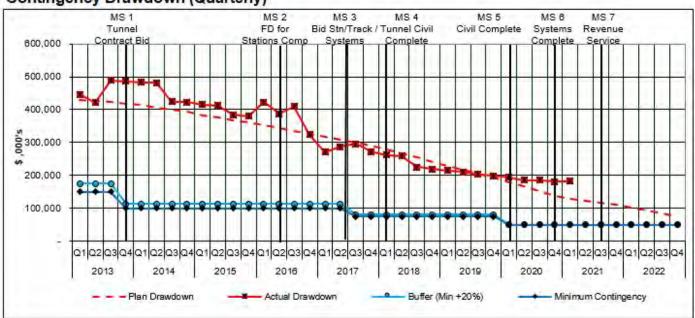


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



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Project Schedule

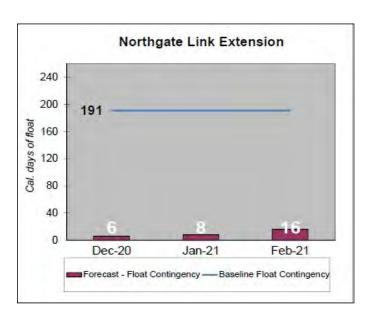
In February 2021, the physical percent complete for all Northgate Link construction contracts remains at 98.6% with only a slight increase. This is in part due to the addition of change order work to the schedules. The driving factor in the schedule is the completion of Testing & Commissioning. SIT testing is ongoing, Vibration testing started in January and has proceeded well. Project float remains at a minimum due to permanent power and as-built issues affecting the N830 contract. ST is working closely with it's contractors to identify opportunities for schedule improvement.

vty Name	Start	Frish	2016 2017 2018 2019 2020 01 02 03 04 02 03 04 02 03 04 02 03 04 03 03 04 03 04 03 04 03 04 03 04 03 04 03 04 03 04 03 04 03 04 03 04	2021 Q2 Q3
Northgate Link Extension Master Schedule - V	24-Dec-10 A	05-Nov-21		
Final Design	24-Dec-10 A	04-Nov-16 A		
Construction	01-Aug-12 A	30-Jun-21		~
N105 Advanced Demolition & Site Prep - DBB	04-Aug-14 A	28-Nov-16 A		
N110 Construction Advanced Utility Relocation - DBB	06-Mar-13 A	28-May-13 A		
N111 Advance Utility Relocation, Northgate Area - DBB	17-Feb-14 A	22-Jun-16 A	-	
N112 Advanced Demolition & Site Prep, U District & Roosevelt - DBB	01-Aug-12 A	31-Aug-13 A		
N113 115kV Relocation at Northgate - DBB	31-May-16 A	21-Feb-17 A		
N125 TBM Tunnels (UW Station to Maple Leaf Portal) - DBB	30-Sep-13 A	26-Feb-18 A		
N140 U District Station Finishes - GC/CM	07-Apr-17 A	01-Jul-20 A		
N150 Roosevelt Station Finishes - GC/CM	02-Dec-16 A	24-Oct-19A	+ -	
N160 Northgate Station and Elevated Guideway - DBB	02-Sep-16 A	18-Dec-20 A	•	_
N180 Trackwork - DBB	25-Aug-16 A	31-Oct-19A		
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17 A	30-Jun-21		-
Vibration & EMI Testing	04-Aug-17 A	27-May-21		-
Testing & Startup	20-Feb-18 A	05-Nov-21		
Lvl 1 - 2 Testing - Civil Contracts	20-Feb-18 A	18-Dec-20 A	-	
Lvl 1 - 3 Testing - Systems Contract	13-Feb-19.A	05-Nov-21		
NLE Rail Activation	10-Jun-21	26-Sep-21		-
Pre-Revenue Service	10-Jun-21	03-Sep-21		-
Pre-Revenue Preparation	10-Jun-21	07-Jul-21		-
Pre-Revenue Operations	06-Jul-21	03-Sep-21		9
Revenue Service	11-Sep-21	26-Sep-21		-
Project Float & Revenue Service	11-Sep-21	26-Sep-21		,
Revenue Service - Float	11-Sep-21	26-Sep-21		
Northgate Link Extension - Revenue Service		26-Sep-21*		

Project Float

Project float for the Northgate Extension increased to 16 day. The driving factors continue to lie within the N830 Systems contract. The ST team and contractor are is looking at potential mitigations, and schedule accuracies in an effort to regain some float.

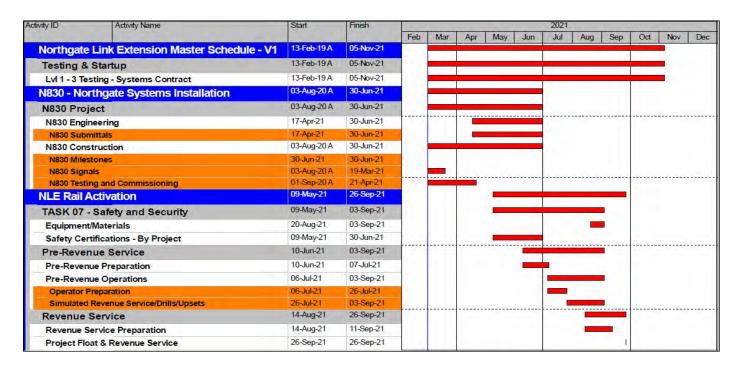
Continued detailed test planning and coordination with Operations will more definitively determine the status of project float in subsequent updates.



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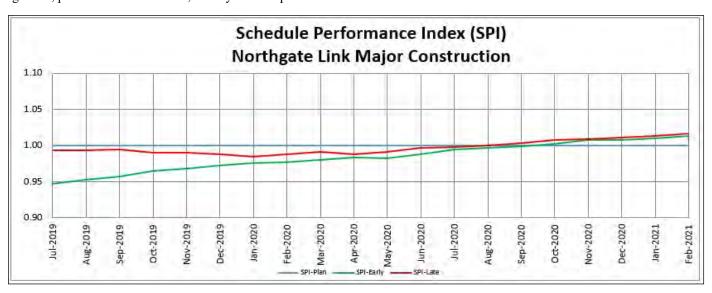
Critical Path Analysis

The critical path for Northgate Link remains the SIT Testing by the N830 contractor, followed closely by ST led testing for the Floating Slabs, EMI and VAE systems. SIT testing drives the completion of N830 Safety Certification, but also the As-Built drawings which are needed in order for ST to assume Care and Custody of the facilities. ST led testing continues to drive completion of ST agreements with the University of Washington. Successful testing has pulled this work back off the critical path. Both of these efforts culminate in the start of Simulated Revenue Service. The project is currently forecasting a minimum of float. The ST Team is looking at mitigations for both the As-Builts and the UW agreements in order to regain some float and maintain the forecast Revenue Service Date.



Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 1.02 for this period, and the late SPI is at 1.02, showing that in general, performance remains on, or very close to plan.

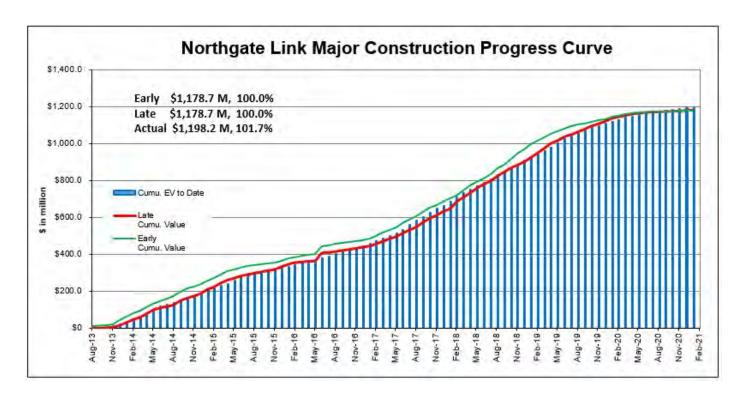


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Cost Progress Analysis

Overall Northgate Link major construction percent complete analysis is based on a weighted measurement among the six major construction contracts' schedules, durations and costs. The graph below shows the aggregate cost progression for these construction contracts is trending toward the early projection as drawn from the master schedule.



Community Engagement

- Met with Northgate Link Opening RET team.
- Met with U District Partnership regarding remaining construction activities and opening day planning.
- Met with SDOT regarding Hide and Ride Study.
- Responded to emails and phone calls about Northgate Link Opening.
- Presented to the Saltchuk Company on Northgate Link Opening and current service levels.

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Staffing Summary

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

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects actuals from January 2021 till current reporting month. Project staff support has scaled down faster than anticipated as major civil construction contracts near completion. For the 29 consultant FTEs, we planned for 4 design (including Design Services during Construction) and 25 for construction management. The overrun in YTD is driven by the extension in Civil Substantial Completion dates.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	27	(15)
Consultants	29	34	5
TOTAL	71	61	(10)

^{*} 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.	

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Construction Safety

Data/Measure	February 2021	Year to Date	Project to Date		
Recordable Injury/Illness Cases	1	1	115		
Days Away From Work Cases	0	0	6		
Total Days Away From Work	0	0	397		
First Aid Cases	0	0	187		
Reported Near Mishaps	0	0	146		
Average Number of Employees on Worksite	27	-	-		
Total # of Hours (GC & Subs)	4,145	12,625	5,208,859		
OSHA Incident Rates	Month	Year to Date	Project to Date		
Recordable Injury Rate	48.25	15.84	4.42		
LTI Rate	0.00	0.00	0.23		
Recordable National Average	3.00				
LTI National Average	1.20				
Recordable WA State Average	6.00				
LTI WA State Average		1.90			

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.

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Major Construction Contract Packages

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

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

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

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

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

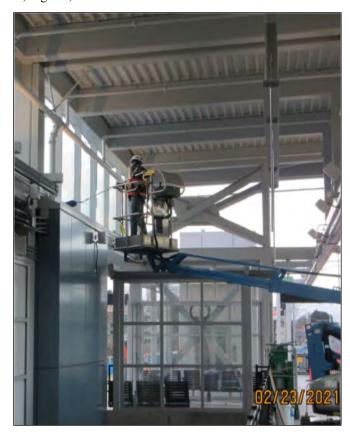
N140 U District Station Finishes - Civil and architectural finishes work for the U District Station (Substantially Complete)

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

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

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

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



N160—Workers cleaning windows at Northgate Station's South Entry.

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Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, achieved Substantial Completion on April 3, 2020. Hoffman focused on the following activities through the end of February:

- Continue escalator lighting changes
- Continued articulated lift storage

Next Period's Activities

- Continue working on punchlist and preventative maintenance
- Complete escalator lighting
- Continue roof drain rework
- Continue work on 45th & Brooklyn ADA ramps

Closely Monitored Issues

• Monitoring ongoing leak issues in lid membrane

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	n
Original Contract Value	\$159,836,688
Change Order Value	\$12,358,643
Current Contract Value	\$172,195,331
Total Actual Cost (Incurred to Date)	\$169,864,421
Percent Complete	99.4%
Authorized Contingency	\$15,491,834
Contingency Drawdown	\$12,358,643
Contingency Index	1.2

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Contract N150 - Roosevelt Station Finishes

Current Progress

The N150 Contractor, Hoffman Construction, achieved Substantial Completion on September 24, 2019. Hoffman focused on the following activities through the end of February:

- Continued preventative maintenance activities.
- Continued punchlist items.

Next Period's Activities

- Continue punchlist items
- Continue commissioning items
- Continue work on change management and close-out documentation.

Closely Monitored Issues

• Nothing to report.

Cost Summary

Present Financial Status	Amount	
N150 Contractor—Hoffman Construction		
Original Contract Value	\$152,291,184	
Change Order Value	\$18,190,671	
Current Contract Value	\$170,481,855	
Total Actual Cost (Incurred to Date)	\$169,354,155	
Percent Complete	99.9%	
Authorized Contingency	\$18,914,559	
Contingency Drawdown	\$18,190,671	
Contingency Index	1.0	

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

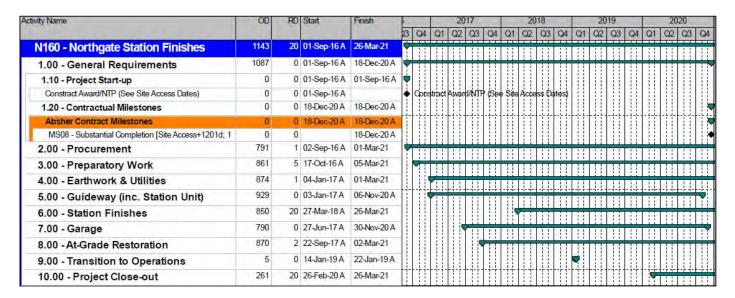
Current Progress

The N160 prime contractor, Absher Construction, and its various subcontractors are continuing work in all areas of the project. Accomplishments through the end of February include:

- Contractor achieved partial Substantial Completion of major contract work on December 18th. Areas NOT ready for Substantial Completion were identified for incomplete/remaining inspections.
- Continued work at Main Station punchlist corrections, install added lights over escalators, work on Non Confirmation Reports (NCR's)
- Continued with paint touch-up.

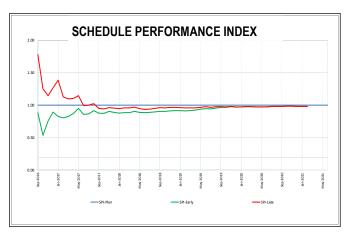
Schedule Summary

The project schedule for February shows some slippage in the completion punchlist, change order work, and resolution of quality issues. Items dependent on N830 remain outstanding. The remaining work items for this contract do not currently impact the Northgate critical path. A CPM update for February was submitted and is under review.



Schedule Performance Index

This period, the SPI early is 0.98 (same from last period) and the SPI late is at 0.98 (same from last period), indicating no change in performance since last month. However, the indices indicate that the contractor continues performing slightly behind plan when compared to the baseline schedule. Overall work progress has remained within 0.01 of its current trend over the last year.



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Next Period's Activities

- Continue punch list and NCR work.
- Resolving conflicts with N830.
- Mission Glass will continue working to correct areas of unacceptable trim.
- MLP South Elcon will need to swap breakers as part of Overcurrent Protection Study modifications.
- Systems/Areas requests for acceptance.
- Continue on Contract Interface/Third Party Coordination.

Closely Monitored Issues

- Schedule: Recap of Master Punch List (MPL) items through 02/25/21 indicated that Contractor had responded to 96% of total, while CMC/EOR have approved 76%.
- Quality: Major concerns of NCRs issued.
- SDOT Two unacceptable light pole locations -Potholing is complete and new location will be proposed for L9.

Cost Summary

Present Financial Status		Amount
N160 Contractor - Absher Construction		
Original Contract Value	\$	174,000,000
Change Order Value	\$	16,559,993
Current Contract Value	\$	190,559,993
Total Actual Cost (Incurred to Date)	\$	187,209,672
Percent Complete		100.0%
Authorized Contingency	\$	17,400,000
Contingency Drawdown	\$	16,559,993
Contingency Index		1.0



N160 - installing fire alarm wiring at Northgate Station South Entry.

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Link Light Rail Northgate Link Extension



Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones on October 31, 2019. Final contract change order was executed in December and ST is now awaiting final billing to proceed with closeout activities.

Next Period's Activities

- Continue with the Final Acceptance process in progress to fully meet the conditions of GC Article 9.08.A.(iii)
- Certification of the final invoice, process and payment to commence after the process stated above is completed.

Closely Monitored Issues

 Communication and coordination between contracts is ongoing, monitoring related activities to bring the contract to a successful close-out.

Cost Summary

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



Closeout activities continue

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Link Light Rail Northgate Link Extension

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

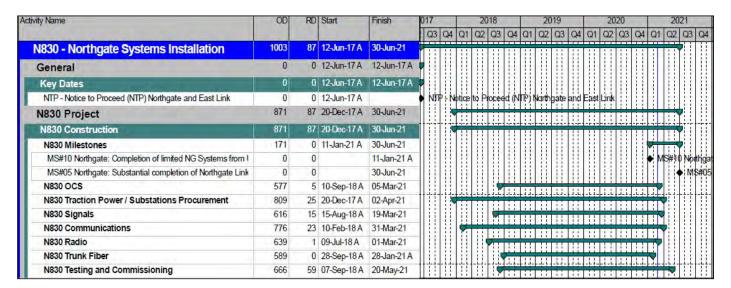
Current Progress

The N830 Contractor, Mass Electric Construction Co. (MEC), continued to prosecute the work as follows:

- Installed communication devices and preformed testing at U District Station (UDS).
- Installed communication devices and equipment at Roosevelt Station (RVS).
- Preformed testing on communication equipment at Northgate Station (NGS).

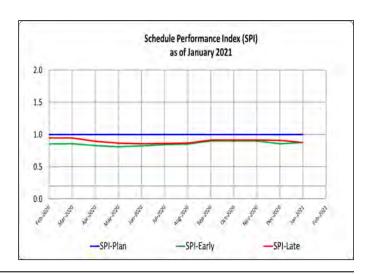
Schedule Summary

The N830 February schedule update continues to forecast a Substantial Completion date of July 1, 2021. The critical path for the contract continues to be driven by the SIT testing and subsequent production of As-Built drawings. ST is working with MEC on finding opportunities to pull the substantial completion back to an earlier date. This effort continues to be focused successful completion of the permanent power at Northgate, Integrated Testing, and As-Builts.



Schedule Performance Index

Performance for January is shown as the February invoice has been submitted but not approved. January SPI-Early is 0.88 (an increase from last period) and the SPI-Late is 0.88 (a decrease from last period). Activities decreased in response to the COVID-19 pandemic. On April 3rd, Sound Transit issued a Stop Work order until May 4, 2020, which limited work that was allowed on site.



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Link Light Rail Northgate Link Extension



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems, and Communications.
- Ongoing coordination meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of TPSS equipment in train control room, and signal racks in train control equipment room and communication cables/devices at University District Station.
- Ongoing installation of TPSS wiring, cables and conduit.
 Continue device testing and energize systems at Roosevelt Station.
- Ongoing installation of cabling, testing and inspection at Northgate Station.

Closely Monitored Issues

- ST and CMC closely monitoring conduit handover from Civil to Systems contractor; mitigation steps have been taken by the Systems CMC surveying all conduits and to work closely with the Civil Contractors to rectify the situation.
- Sound Transit and CMC are concerned contractor's ramp

 up of labor is not sufficient to meet the planned
 construction activities. Sound Transit and CMC are
 closely tracking the planned ramp-up of labor in
 comparison to actual progress.
- Ongoing impacts to worker productivity due to the COVID-19 pandemic and the necessity to wear masks and practice social distancing on the jobsite are being closely monitored and will be further assessed once better characterized.

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Constr	ruction Co.
Original Contract Value	\$104,660,444
Change Order Value	\$3,425,587
Current Contract Value	\$108,086,030
Total Actual Cost (Incurred to Date)	\$96,597,811
Percent Complete	91.8%
Authorized Contingency	\$7,233,022
Contingency Drawdown	\$3,425,587
Contingency Index	2.00

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



Installation of communication equipment at Northgate Station.

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Project Summary

Scope

Limits North Seattle to Shoreline, Mountlake

Terrace, and Lynnwood Transit Center

Alignment Lynnwood Link extends light rail 8.5 miles

to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes atgrade, elevated, and retained cut/fill

guideway.

Stations Shoreline South/148th

Shoreline North/185th

Mountlake Terrace

Lynnwood City Center

Systems Signals, traction power, communications,

and SCADA.

Phase Construction

Budget \$2.772 Billion (Baseline May 2018)

Schedule Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Continued placement of prestressed concrete girders and elevated deck concrete for the aerial guideway, in addition to continued wall construction work on both civil contracts.
- Continued construction of the Shoreline South / 148th Station and Parking Garage, reaching the 3rd level deck of the Garage with concrete decks (L200).
- Continued construction of the Shoreline North / 185th Station and Parking Garage with placement of concrete walls, columns, and foundations (L200).
- Continued construction of ancillary support buildings and concrete placement for the Mountlake Terrace Station (L300).
- Completed construction of the temporary parking lot located at 59th Place to replace the Mountlake Terrace surface lot during construction of the Mountlake Terrace Station (L300).
- Continued construction of the Lynnwood City Center Station and Parking Garage with station platforms and garage concrete placement (L300).
- Continued formwork and rebar placement for the long span overcrossing structure over I-5 (L300).
- Continued rail delivery and welding on the L200 project.
- Continued final design work for widening 200th Street SW in the City of Lynnwood.
- Continued procurement of systems equipment and development of project schedule documents (L800).

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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 February 2021, \$45.6 M was incurred. The major project expenditures were for civil construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, permitting, staff, legal and other direct charges.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date			Authorized Allocation vs. EFC
Administration	\$98.2	\$98.2	\$45.7	\$45.5	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$142.0 \$127.7		\$127.7 \$164.2	
Construction Services	\$128.4	\$128.4	\$110.8	\$52.4	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$11.6	\$10.0	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,899.2	\$677.3	\$2,094.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$229.7	\$183.1	\$168.8	\$229.7	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,431.4	\$1,120.7	\$2,771.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$791.8	\$1,002.2	\$681.2	\$219.6	\$794.7	\$207.4
20 Stations	\$333.8	\$333.8	\$411.6	\$113.6	\$431.5	-\$97.7
30 Support Facilities	\$2.0	\$2.0	\$0.0	\$0.0	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$601.8	\$324.3	\$560.8	-\$134.6
50 Systems	\$244.4	\$244.4	\$194.4	\$14.8	\$219.6	\$24.8
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,889.0	\$672.2	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$229.7	\$183.1	\$168.8	\$229.7	\$0.0
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.0	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$448.6	\$359.3	\$279.7	\$448.6	\$0.0
90 Unallocated Contingency	\$292.2	\$83.4	\$0.0	\$0.0	\$83.4	\$0.0
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,431.4	\$1,120.7	\$2,771.6	\$0.0

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Contingency Management

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

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 \$7.0 M for civil construction change orders.

Contingency Status

\$800 \$700

Contingency by Type



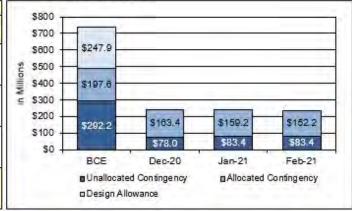
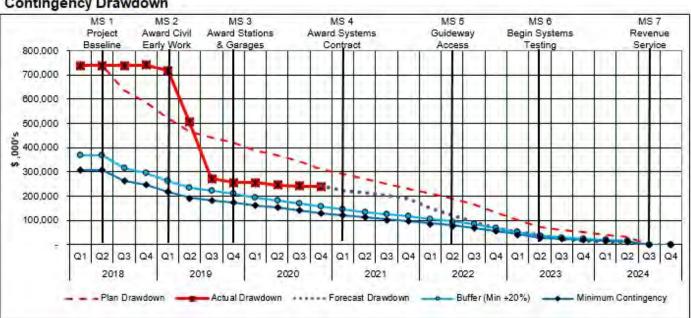


Table figures are shown in millions.

Contingency Drawdown



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Risk Management

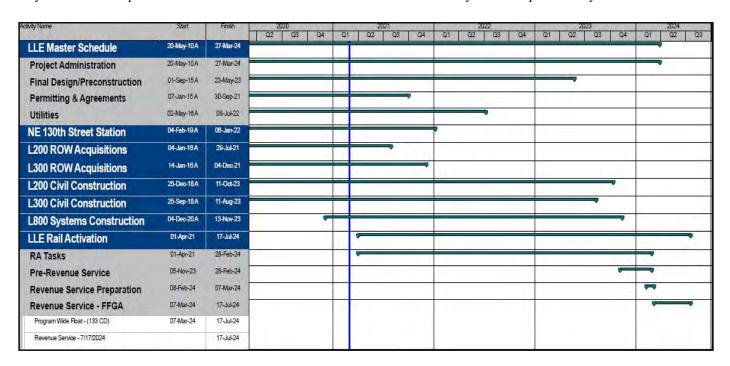
The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility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

The following are the top project risks:

- Inefficiencies in construction resulting from ongoing safety protocols instituted in response to the COVID-19 pandemic, including long lead material supplier delays.
- Maintaining positive relationships with GC/CM contractors and culture of collaboration for each contract.
- Tight budget, limited contingency, and changes during construction that impact cost and schedule.
- Adequacy and consistency of design documents for the civil contracts.
- Quality of CPM schedule submittals from the L200 contractor impairs master schedule clarity and reliability.
- Delays in long lead procurement of elevators, escalators and other key material/equipment/resources.
- Coordination of civil/systems interface and potential for civil construction delays to systems construction and vice versa.
- Safety implications associated with the increase in night work and elevated work activity as girders are placed and I-5
 overcrossing work continues.
- Environmental compliance challenges during the wet weather season with extensive areas of disturbed ground.
- Availability of adequate electrical power from Seattle City Light for the Shoreline South / 148th Station, Garage, and nearby Traction Power Substation (TPSS) in time to support testing in Q1 2022.

Project Schedule

The February update maintains the July 2024 revenue service date. Program-wide float remains at 133 days, driven by logic and sequencing in the L200 schedule. The driving path of the program is construction of the Shoreline South/148th Station. The L300 contractor has experienced some slippage in their guideway handover milestones, but has not impacted the Lynnwood critical path. The L800 baseline schedule is in final review and is likely to be accepted in early March.



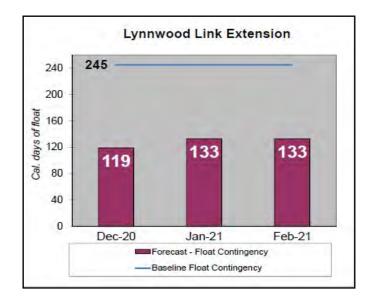
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Project Float

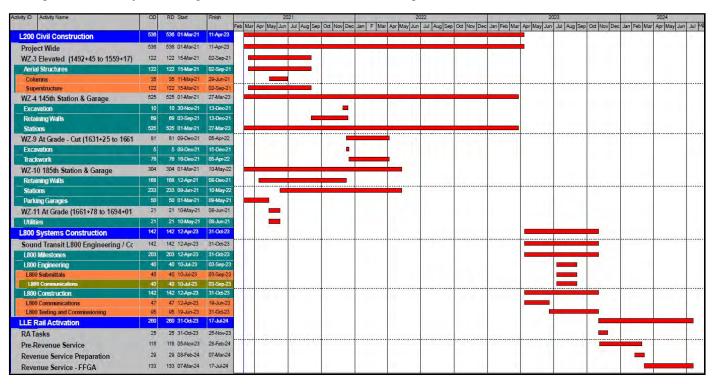
The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 133 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float has remained steady this period, ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work.

The impact of the COVID-19 shutdown has yet to be assessed, and is not reflected in these figures.



Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. The path currently runs through the Shoreline South/148th St. station, followed by construction of trackwork, and turnover of the guideway to the L800 contractor. Sound Transit is continuing to work with contractor SKH to resolve outstanding issues noted in the prior schedule submittals. This path remains subject to change with the assessment of COVID-19 impacts.



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Community Engagement

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

- Night work including: NE 175th right lane closure, and traffic shifts on Northeast 155th Street near the fire station between 1st Ave NE to 2nd Ave NE.
- Off-ramp closures, including: closures of the NE 107th, NE 130th, and NE 145th off-ramps from I-5.
- Closures of: 1st Ave Closure NE 112th to NE 113th, and NE 159th Street.
- 59th Place Bus Loop and Park & Ride Lot opening.
- Night closure of off-ramp to westbound SR 104 and off-ramp to eastbound SR 104.
- Closure of Interurban Trail for Lynnwood Link Extension.
- 236th St SW eastbound closure in Mountlake Terrace.
- 60th Ave West closed for night work and girder placement.

Community Engagement staff also completed the closeout of two temporary construction easements, distributed a tree planting schedule to the Save Shoreline Tree Advisory Board, and conducted outreach for the 148th Street merger and Jackson Park and Ride correction survey.

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.

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	776	735	440	369			

All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods. The number of Offers Made are inclusive of offers made to separate owners or interest holders. These numbers will exceed the number of Board Approved parcels. *Total number of parcels available for construction = 322.

Sound Transit Board Actions

Board Action	Description	Date
	None to report.	

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Staffing Summary

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

Less ST staff, but more consultant staff than planned has been needed for civil final design, design services during construction, and construction management. The trends are being watched; all contracts still anticipate completion within budget.

Resource Type	Planned FTE	YTD Actual FTE	Variance
ST Staff	42.5	36.0	(6.5)
Consultants	89.0	93.0	4.0
TOTAL	131.5	129.0	(2.5)

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

Construction Safety

Data/Measure	Feb. 2021	Year to Date	Project to Date				
Recordable Injury/Illness Cases	3	4	18				
Days Away From Work Cases	1	1	2				
Total Days Away From Work	20	20	55				
First Aid Cases	2	7	45				
Reported Near Mishaps	4	6	27				
Average Number of Employees on Worksite	538	-	-				
Total # of Hours (GC & Subs)	96,908	198,830	1,310,625				
OSHA Incident Rates	Feb. 2021	Year to Date	Project to Date				
Recordable Injury Rate	6.2	4.0	2.8				
LTI Rate	2.1	1.0	0.3				
Recordable National Average		3.0					
LTI National Average	1.2						
Recordable WA State Average	6.0						
LTI WA State Average	1.9						

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. Data includes the L200 and L300 contracts, as field work for L800 has not yet commenced.

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

Current Progress

The L200 Contractor, Stacy & Witbeck- Kiewit- Hoffman JV (SKH), is continuing work at site Work Zones (WZ):

- WZ-1: Continued concrete placement of end diaphragms, decks, and curbs along with acoustic panel placement.
- WZ-3: Continued column, cap, and deck construction.
- WZ-4: Concrete placement 148th garage level 3 deck, columns, and walls.
- WZ-8: Transition zone & column/caps installation.

Schedule Summary

The February update continues to forecast an August 26, 2023 substantial completion date, 28 days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path is driven by construction of the elevated guideway and 148th St. Station in Work Zone 3. The 185th Station and Garage also appeared to be critical within the current update, driven by a late start of the work. ST is reviewing the accuracy of this representation.

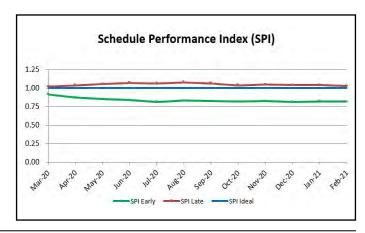
tivity Name	Start	Frish		-	202		2 1	1 40	S 20 3	2022	7. 14.		Se 500	2023	-	23
			Q1	(Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q		Q4
L200 Civil Construction	25-Deo-18A	11-Oct-23						1								
Project Wide	25-Dec-18A	11-Oct-23	Ħ												_	
Stations & Garages	20-Mar-20 A	30-Dec-20 A														
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19A	31-Oct-22	Ħ								-					
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	15-Nov-22	Ħ								-					
WZ-3 Elevated Seattle (1492+45 to 1542+75)	23-Mar-19 A	11-Aug-23	Ħ											-		
WZ-3 Elevated Shoreline (1542+75 to 1559+17)	28-Mar-19 A	11-Aug-23	Ħ											-		
WZ-4 145th Station & Garage	08-Apr-19 A	04-Aug-23	Ħ											_	1	
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	11-Aug-23	Ħ											-		
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	22-Jul-22	Ħ							_						
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	11-Aug-23	Ħ											_		
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	27-Jan-23	Ħ									-				
WZ-9 At Grade - Cut (1631+25 to 1667+50)	15-Apr-19 A	11-Aug-23														
WZ-10 185th Station & Garage	15-Apr-19 A	17-Feb-23	Ħ									7				
WZ-11 At Grade (1667+50 to 1694+01)	09-Apr-19 A	11-Aug-23	Ħ													
Ronald Bog	12-Jun-19 A	19-Feb-21 A	-													

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule (early dates). This period, the early SPI is 0.82 (no change from last period).

Late SPI represents progress against a more conservative schedule (late dates). This period, the late SPI is 1.03 (down from 1.04 last period).

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



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Work Zone Overview



Next Period Activities:

- WZ-1: Continue formwork and concrete placement of deck spans and curbs.
- WZ-3: Continue concrete placement of decking and end diaphragms.
- WZ-4: Concrete placement of 4th and 5th floor deck, columns, and walls at 148th station garage.
- WZ-7: Continue soil nail wall panels.
- WZ-10: Complete 185th garage footings, walls, and columns.

Closely Monitored Issues:

- Monitoring impacts of COVID-19.
- Monitoring timing of receipt of all permits necessary for construction.
- Erosion and sediment control during the wet season.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$763,320,141
Current Contract Value	\$851,467,399
Total Actual Cost (Incurred to Date)	\$349,917,728
Percent Complete	41.0%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$11,469,135
Contingency Index	1.6



185th station platform wall formwork removal.

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

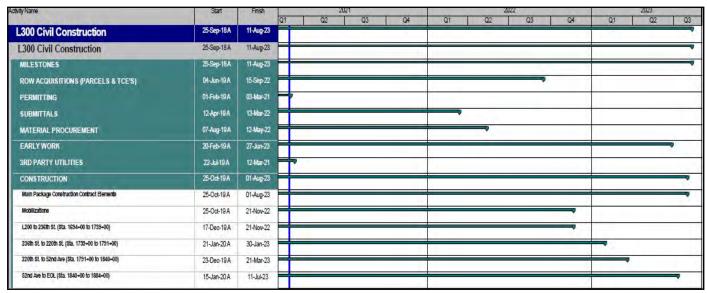
Current Progress

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

- Completed waterproofing the soil bearing walls at the Mountlake Terrace ancillary building.
- Continued formwork and reinforcing for the I-5 overcrossing.
- Continued platform decking and track slab concrete placement at the Mountlake Terrace and Lynnwood stations.
- Continued with concrete placement for garage footings and columns at Lynnwood City Center (LYN) Garage.
- Continued mass excavation in Work Area (WA) 13.
- Ongoing soil nail and cast-in-place wall construction.

Schedule Summary

Skanska's February update forecasts an early completion of the project with substantial completion on August 10, 2023, five days early. The critical path remains the Lynnwood Parking Garage, followed by the installation of the final drainage, utilities, and sitework at the station site.

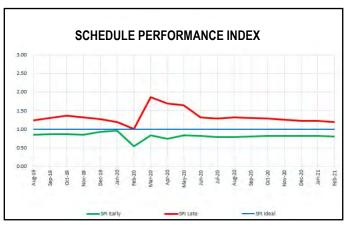


Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.81 (a decrease from 0.82 last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.19 (a decrease from 1.23 last period).

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



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Work Zone Overview



Next Period's Activities

- Complete 59th Place temporary Park & Ride.
- Continue decking at all erected girder spans.
- Continue platform decking and track slab concrete placements at the Mountlake Terrace and Lynnwood stations.
- Continue with LYN station garage work.
- Ongoing soil nail and cast-in-place wall construction.
- Ongoing mass excavation in WA-13.

Closely Monitored Issues

- Monitoring work-site safety and culture.
- Monitoring impacts of COVID-19.
- Quality control and assurance of work performed.
- Erosion and sediment control during the wet season.

Cost Summary

Present Financial Status	Amount			
L300 Contractor—Skanska				
Original Contract Value	\$56,886,631			
Change Order Value	\$790,500,152			
Current Contract Value	\$847,386,783			
Total Actual Cost (Incurred to Date)	\$295,557,668			
Percent Complete	36.6%			
Authorized Contingency	\$42,888,048			
Contingency Drawdown	\$12,386,783			
Contingency Index	1.3			



WA08 - Placing concrete at abutment wall G01 footing.

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Link Light Rail NE 130th St Infill Station

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Link Light Rail NE 130th St Infill Station



Project Summary

Scope Construct foundation and substructure

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

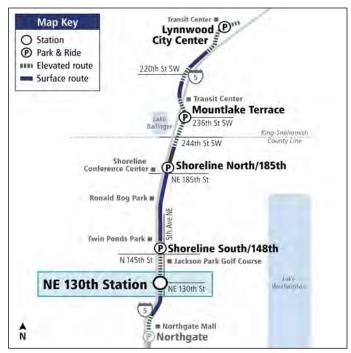
Seattle.

Phase Final Design / Early Construction

Budget \$28.9 Million

Schedule Open for Service date will depend on

Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- Continued final design for D2 and D3 packages.
- Began falsework removal of completed elements of the C1 construction package (foundation and substructure).
- Continued rebar and formwork for crossbeams as part of the C1 construction package (foundation and substructure).

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The figures in both tables are shown in millions. In February 2021, \$0.9M was incurred. The major project expenditures were for construction services, final design and construction.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$1.3	\$1.3	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$7.1	\$3.9	\$10.8	\$0.0
Construction Services	\$2.1	\$1.6	\$0.7	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.8	\$0.1	\$0.9	\$0.0
Construction	\$8.5	\$5.4	\$2.2	\$8.5	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$28.9	\$18.9	\$10.9	\$28.9	\$0.0

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Risk Management

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

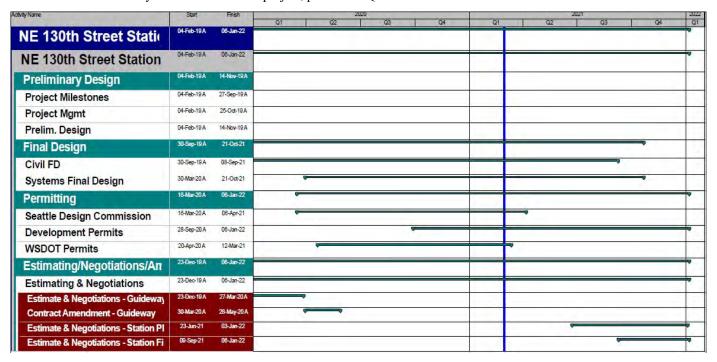
The following are the top project risks identified:

- Alignment of the station construction schedule with the LLE construction schedule.
- City of Seattle may require additional right-of-way improvements that require time to incorporate.
- Delays in permitting review resulting in schedule extension.
- Seattle City Light may need to construct additional upgrades to the power infrastructure to supply the station.

Project Schedule

Design for the Station remains on schedule for delivery of the 100% designs. Permitting activities for the Building and Street Improvement (SIP) permits continue to be refined and are under way. No significant changes occurred in this period.

Construction of the initial construction package for columns & girders is ongoing. The next major milestone is the ST Board decision to continue early advancement of the project, planned in Q4 2021.



Community Engagement

Reviewed online open house community feedback on station elements with the project team.

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Link Light Rail NE 130th St Infill Station



Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance		
ST Staff	4.5	3.0	(1.5)		
Consultants	19.5	25.0	5.5		
TOTAL	24.0	28.0	4.0		
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.					

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



Straddlebent falsework

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Link Light Rail NE 130th St Infill Station

Contract Cost Summary

Civil Final Design Overview

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

Present Financial Status	Amount					
HNTB Jacobs- Civil Final Design						
Original Contract Value	\$1,570,864					
Change Order Value	\$4,377,595					
Current Contract Value	\$5,948,459					
Total Actual Cost (Incurred to Date)	\$3,434,191					
Financial Percent Complete	58%					
Authorized Contingency	\$596,337					
Contingency Drawdown	\$0					
Contingency Index	N/A					

Systems Final Design Overview

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

Present Financial Status	Amount				
LTK- Systems Final Design					
Original Contract Value	\$299,332				
Change Order Value	\$823,076				
Current Contract Value	\$1,122,408				
Total Actual Cost (Incurred to Date)	\$374,829				
Financial Percent Complete	33%				
Authorized Contingency	\$110,310				
Contingency Drawdown	\$0				
Contingency Index	N/A				

Construction Overview

Sound Transit executed an amendment to the Lynnwood Link L200 contract with Stacy & Witbeck-Kiewit-Hoffman JV (SKH) for the addition of drilled shafts, columns and crossbeams required for incorporation of the 130th Street station structure into the L200 guideway structure as an "integrated structure". This is consistent with direction received from Sound Transit Board to progressively advance the station project.

Present Financial Status	Amount
SKH- Civil Construction	
Original Contract Value	\$5,000,000
Change Order Value	\$0
Current Contract Value	\$5,000,000
Total Actual Cost (Incurred to Date)	\$2,220,589
Percent Complete	44%
Authorized Contingency	\$500,000
Contingency Drawdown	\$0
Contingency Index	N/A

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



Project Summary

Scope

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



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

Phase Construction

Budget \$207.6 Million

Schedule Construction Complete: December 2020

for Primary work; Third Party oversight to

continue through 2025

Major Contracts

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

Key Project Activities/Milestones

- Civil Construction Ancillary construction: I-90 Catch Basin Lid & Frame Replacement: Substantial Completion granted 21-Aug-19; MBT Hydrant Cover Safety Restriping Substantial Completion granted 5-Jun-20
 - ♦ Final payment for R8A Construction & CM Services task order received by WSDOT
- Physical Completion, IMCO Contract Notification to be issued by WSDOT (pending)
- Third Party Oversight (City of Mercer Island) Ongoing obligation through December 2025

Closely Monitored Issues

WSDOT executed a clear-all settlement change order with their contractor in May for the major construction contract work; Substantial Completion for that work was retroactively granted June 2017. All ancillary WSDOT construction work is substantially complete; the following items continue to be monitored at this time:

• City of Mercer Island litigation, Mercer Island Transportation Mitigation Agreement

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

Project Cost Summary

The following tables summarize the cost information for the I-90 Two-Way Transit and HOV Operations (Stage 3) project. Expenditures for the month of February were \$10.87K, for ST staff charges and minor non-contract expenses. With completion of the major construction work, a Project budget reserve was realized and \$18.0M de-committed from the Project; tables below are in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$2.8	\$2.5	\$2.5	\$2.8	\$0.0
Preliminary Engineering	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$0.0
Final Design	\$22.1	\$19.4	\$18.7	\$18.4	\$19.4	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$198.3	\$183.9	\$187.0	\$177.2	\$183.9	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.6	\$207.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
40 Sitework & Special Conditions	\$180.6	\$183.9	\$187.0	\$177.2	\$183.9	\$0.0
80 Professional Services	\$26.3	\$23.6	\$22.7	\$22.4	\$23.5	\$0.0
90 Unallocated Contingency	\$18.7	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.6	\$207.6	\$0.0

Tables in millions; totals may not equal column sums due to rounding of line entries.

Cost Contingency Management

In the table below, the Allocated Contingency includes WSDOT-controlled construction contingency and total ST controlled allocated contingencies. Most of the remaining Unallocated Contingency (UAC) was de-committed from the Project as the majority of work has been completed; current UAC is just under \$180K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 16.5% of remaining total project budget.

Contingency Status	Baseline Amount	Baseline % of Total	Current Amount	CTG as % of Remaining Work Budgeted
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Committed Allocated Contingency	\$17.0	7.5%	\$1.1	14.3%
Unallocated Contingency	\$18.7	8.3%	\$0.2	2.2%
Total	\$35.7	15.8%	\$1.3	16.5%

Note: Totals may not equal column sums due to rounding of line entries.

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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 Link Extension expands light rail to

East King County via I-90 from Downtown Seattle to the Overlake Transit Cen-

ter area of Redmond.

Stations Judkins Park, Mercer Island, South Belle-

vue, East Main, Bellevue Downtown, Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and

Redmond Technology (RTS).

Systems Signals, traction electrification, and com-

munications (SCADA).

Phase Construction

Budget \$3.677 Billion (Baseline April 2015)

Schedule Revenue Service: June 2023



Map of East Link Extension Alignment.

Key Project Activities

- Floating Bridge Retrofit (E130): Continued E750 coordinated access activities on floating bridge; ongoing wax tape removal; progress landscaping activities at approaches
- Mercer Island (E130): Ongoing fire alarm testing, Mercer Island Tunnel; progress finishes, HVAC/BMS commissioning activities at Mercer Island Station
- IDS to Mt. Baker Tunnel (E130): Progress sign installation in IDS; continue F/L/S system installation & testing in Mt. Baker Tunnel; ongoing Judkins Park Station lighting, vertical conveyance, and commissioning activities.
- E320 South Bellevue: Continued commissioning work at garage and station; progressed thermite welding ballasted track and direct fixation track and emergency guardrails along guideway. Continued wet utility punch list work along 112th Ave. and emergency walkways and acoustic panels along the I-90 guideway.
- **Downtown Bellevue to Spring District (E335)**: Continued Plaza and sidewalk grade and pour, Light pole installation and wiring traffic light at East main Station. Continued platform canopy electrical and fire protection rough-ins, wire pulling, installation elevator shaft wall sheathing at Wilburton Station.
- **Bel-Red (E340)**: Installed fencing around maintenance stair tower on aerial guideway area. Completed buildout of entrance canopies at the station. Repaired embedded track and installed landscaping at NE Spring Blvd.
- SR520 to Redmond Technology Station (E360): Overlake Village Station (OVS) site furnishing and station signage installation. OVS Ped Bridge Art Louver installation continued. Redmond Technology Station (RTS) garage beam GPR Scanning continued; Progressed station canopy work; and Flyer Stop Precast tread and handrail installation.
- Systems (E750): Continued with submittals, component design/manufacturing/fabrication. Continued installation of communication and signaling equipment, and setting OCS poles. TPSS unit delivered and installed.

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Closely Monitored Issues

- Redmond Technology Station Garage's structural repairs.
- Design change during construction phase particularly at our most technically challenging stations.
- Quality, construction safety and environment compliances.
- Civil segments continue to trend schedule late in handing over access to follow on Systems contractor.
- COVID-19 pandemic remains fluid and challenging at all levels of project activities.

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 is approximately \$24.7M, increasing the total expenditure to date from \$2.81B to \$2.83B. Project commitment is approximately \$3.2B with all major construction contracts in place. The major cost predominantly driven from E130; E335 and Systems E750 constructions. Impacts from COVID-19 continue to be assessed as well as ongoing monitoring due to the fluid situation of the pandemic.

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	\$104.7	\$104.1	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$248.7	\$234.5	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$196.7	\$164.3	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.3	\$32.5	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,233.9	\$1,967.1	\$2,544.3	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$298.2	\$278.9	\$278.2	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,155.9	\$2,835.5	\$3,677.2	\$0.0

Cost Summary by SCC

Jost Gammary By Joo						
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	\$945.7	\$903.4	\$880.3	\$949.3	(\$204.7)
20 Stations	\$397.7	\$478.2	\$451.4	\$404.6	\$478.8	(\$81.1)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$495.1	\$447.9	\$567.9	\$240.6
50 Systems	\$353.8	\$367.9	\$351.4	\$205.6	\$369.9	(\$16.1)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,201.4	\$1,938.5	\$2,366.0	(\$61.4)
60 Row, Land	\$288.5	\$288.5	\$278.9	\$278.2	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.0	\$0.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$674.7	\$618.8	\$889.9	\$8.5
90 Unallocated Contingency	\$182.9	\$130.0	\$0.0	\$0.0	\$130.0	\$52.8
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,155.9	\$2,835.5	\$3,677.2	(\$0.0)

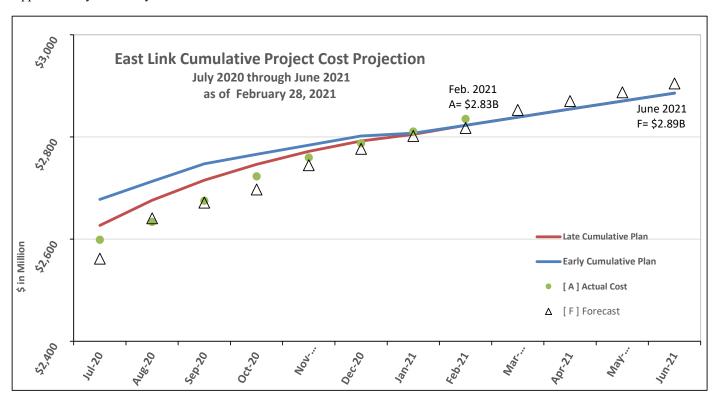
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Link Light Rail East Link Extension



Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project to date expenditure topped out at approximately \$24.7M where Construction Phase is responsible for about 69.4% or approximately \$18.6M of February's expenditure. Total project cost incurred to date topped \$2.83B, to which about \$1.9B were recorded in the Construction Phase. The project expenditures continue to pick up and is predicted to rise to approximately \$2.89B by June 2021.



Risk Management

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

The Risk Mitigation Milestone #4 (Completion of SEM Tunneling) completed in 2018/19 predicted that given the risk profile in the project, there are sufficient schedule and budget in the project to complete in accordance to baseline. The next risk mitigation milestone is in 2021 but an interim risk "milestone" was inserted in for 2020. A Quantitative Risk Assessment workshop was completed in October 2020. The QRA Report was finalized with results documenting a good confidence that ELE will complete within the baseline cost and scheduled Revenue Service date. The following are the top project risk and risk areas:

- Civil turnovers to Systems construction
- Interfaces between contracts, agency supplied equipment and third party jurisdictions
- COVID-19 pandemic cost and schedule impacts
- Resolution to Redmond Technology Station Garage's structural elements repairs
- Scope gaps between Construction and Operations as well as readiness for Startup

The Project is now in preparation to update the risk register for Quarter 1 2021.

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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 \$338.55M (previously \$341.2M). 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 drops in this period from \$2.7M to \$1.5M Due to E135 procurement. 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 was balance shows a net decrease of approximately \$1.5M due to continued annual reallocation of budgets offset by normal construction changes. Decrease was due to the reallocation from future commitments.

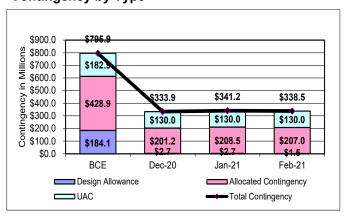
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

Contingency Status

Contingency	Base	eline	Current Status		
Туре	Amount % of Total Budget		Amount Remaining	% of Work Remaining	
Design Allowance	\$184.1	5.0%	\$1.5	0.2%	
Allocated Contingency	\$428.9	11.7%	\$207.0	24.6%	
Unallocated Contingency	\$182.9	5.0%	\$130.0	15.4%	
Total	\$795.9	21.6%	\$338.5	40.2%	

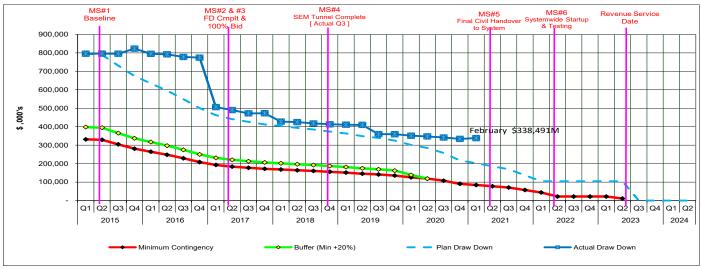
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately \$338.5M (previously \$341.2M) and with all major construction contracts procured, remains above the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of February represented the monthly net decrease \$2.7M due to various construction change orders and a reduction of Design Allowance in the completion of E135 design and the successful bidding of the that contract.



Contingency Drawdown as of February 31, 2021

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Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below.

E130 continued Fire/Life Safety commissioning in Mt. Baker tunnel; lighting, vertical conveyance, and commissioning at Judkins Park Station; fire alarm testing in Mercer Island Tunnel and commissioning at the station; wax tape removal.

E320 continued acoustical panel and emergency walkway installations along aerial guideway; finish work and commissioning at the station and parking garage; thermite weld and survey work of track; finishes and landscaping.

E330 has achieved final acceptance.

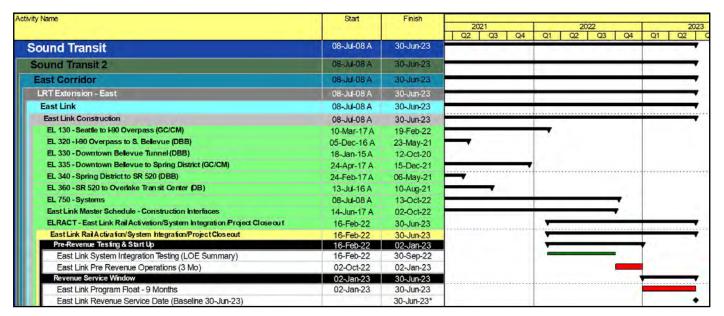
E335 continued plaza and sidewalk grading and canopy lighting at E. Main Station; rough-ins at the South Portal Electrical Building; tile installation and finish work at Bellevue Downtown Station; rough-ins and elevator testing at Wilburton.

E340 installed fencing along the aerial guideway and at the station; landscaping and track repair along Spring Blvd; landscaping and irrigation along 136th Pl.

E360 continued landscaping for the Sweeper Site; signage and landscaping at OVS; continued RTS garage crack repair; ramp handrails and lighting for the OVS pedestrian bridge.

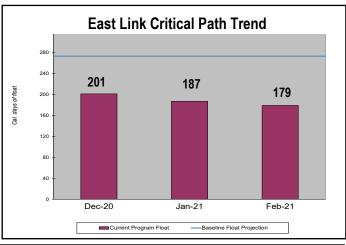
E750 continued installation of communications systems at MIS, S. Bellevue Station and Garage, Wilburton, 120th, 130th, OVS, and RTS; set OCS poles and installed signal equipment and conduit along civil segments; set TPSS-01.

Work is forecast to complete in time to perform pre-revenue simulation as planned and open for Revenue Service by June 2023.



Project Float

East Link was baselined with 273 days of program float. The current projected use of 94 days of float is a result of cumulative impacts from all contracts throughout 2020, currently reflected through an unmitigated late completion for E750. No change has been issued to formally allocate float on the project; this is merely a forecast based on current performance trends. Negotiations are underway with the E750 contractor to revise their plan based on delayed access to work areas throughout the alignment, which may result in some time savings. Revised float projections will be provided when this plan is formalized in Q2 2021.

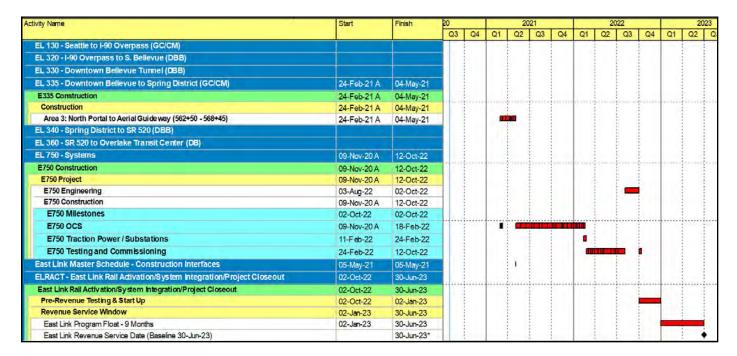


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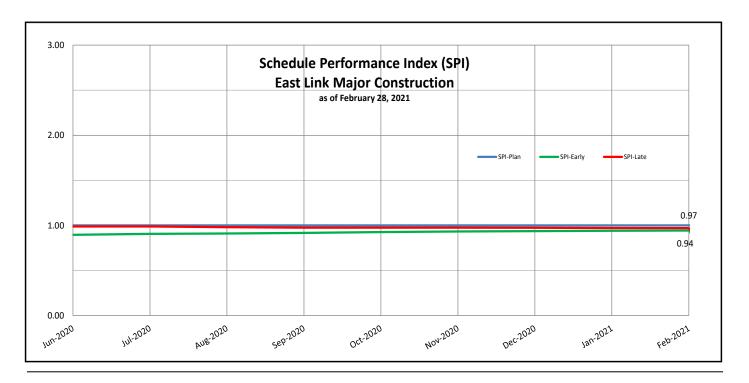
Critical Path Analysis

The East Link critical path is currently driven by the E335 handover of Bellevue Downtown Station, followed by E750 OCS work. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.



Schedule Performance Index

The early Schedule Performance Index (SPI) for East Link's Major Construction Packages remains at 0.94 for this period, which indicates continued steady performance. The late SPI remains 0.97 as contractors continue to respond to COVID-related disruptions and inefficiencies, and attempt to finalize work areas for handover to interfacing contracts.



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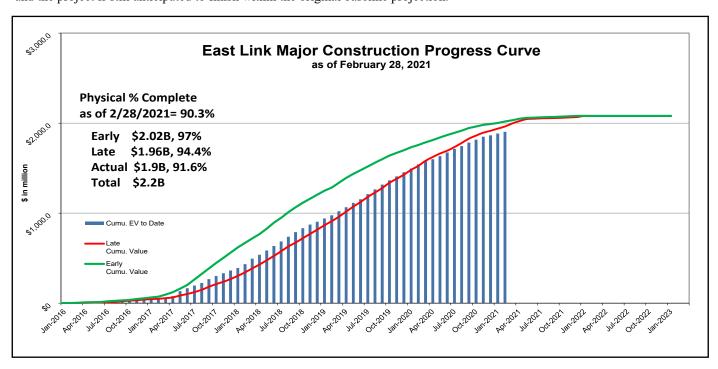
Link Light Rail East Link Extension



Project Cash Flow Projection

The overall physical percent complete for East Link construction is 90.3%.

The percent complete analysis is based on a weighted measurement among the seven major construction contracts' schedule, duration and cost. The graph below shows the aggregate cost progression for these construction contracts. Performance remains slightly below the late projection. Although progress is likely to continue to trend below the late curve, performance is steady and the project is still anticipated to finish within the original baseline projection.





E360 SR520 to Redmond Technology Station: OVS Pedestrian Bridge art installation by Leo Berk pixelates colorfully over SR520.

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Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for Mercer Island, Bellevue and Redmond. While maintaining proper social distancing, communicated with numerous neighbors about upcoming major traffic changes, including full closures. February's focus: pedestrian detour on 23rd Ave /JPS headhouse; communicating with residents on ongoing work near surplus properties on 111th; continued coordination of future TPSS deliveries; coordination of ticket machines relocation notification on Bellevue Transit Center and address security concerns due to Green Sound Wall removal on 110th Pl.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of
 concerns including property acquisition, construction easements, night time noise, traffic, access, maintenance of traffic.

Right-of-Way

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

East Link Extension Acquisition Status					
ACQUISITION			RELOCATION		
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
239	246	239	237	229	229

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

Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through February of 2021. Consultants utilization, currently, are dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline and current overage is not indicative of budget overage. That said, longer than anticipated construction duration coupling with COVID-19 remaining a fluid situation, it is hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance	
ST Staff	52.8	46.2	(6.5)	
Consultants	91.5	158.6	67.1	
TOTAL	144.3	204.8	60.6	

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

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Link Light Rail East Link Extension



Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	February 2021 Year to Date		Project to Date	
Recordable Injury/Illness Cases	2	2	87	
Days Away From Work Cases	0	0	15	
Total Days Away From Work	0	0	1337	
First Aid Cases	2	5	274	
Reported Near Mishaps	2	4	282	
Average Number of Employees on Worksite	626	-	-	
Total # of Hours (GC & Subs)	83,390	198,639	6,765,561	
OSHA Incident Rates	Month	Year to Date	Project to Date	
Recordable Injury Rate	4.80	2.01	2.57	
LTI Rate	0.00	0.00	0.44	
Recordable National Average	3.00			
LTI National Average	1.20			
Recordable WA State Average	6.00			
LTI WA State Average	1.90			

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.

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Link Light Rail East Link Extension



Major Construction Contract Packages

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

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

Status: Completed and Closed.

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

Status: See following pages under Contract E130.

E320 South Bellevue – One light rail station and a parking garage at South Bellevue P&R; aerial, at-grade and retained-cut guideway along Bellevue Way SE and 112th Avenue SE. [Design-bid-build]

Status: See following pages under Contract E320.

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

Status: See following pages under Contract E330.

E335 Downtown Bellevue to Spring District – Four light rail stations; aerial, at-grade and retained-cut guideway from Downtown Bellevue, over I-405 to 124th Ave. NE. [Heavy Civil GC/CM]

Status: See following pages under Contract E335.

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

Status: See following pages under Contract E340.

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

Status: See following pages under Contract E360.

E750 Systems – Light rail systems elements, including Traction Power Electrification, Overhead Catenary System, Train Signals and Communication System. Combined with Northgate Link N830. [Heavy Civil GC/CM]

Status: See following pages under Contract E750



E320 South Bellevue: Art installation by Vicki Scuri comprises of complex leaf-like drawings found nearby vicinity.

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

Current Progress

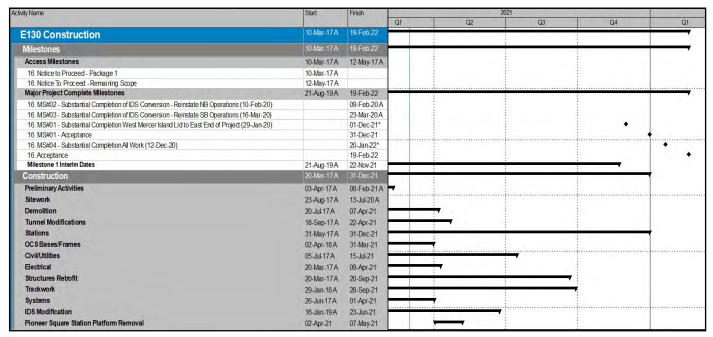
West Segment: Progress sign installation in IDS; continue F/L/S system installation & testing in Mt. Baker Tunnel; ongoing Judkins Park Station lighting, vertical conveyance, and commissioning activities

Center Segment: Continued E750 coordinated access activities on floating bridge; ongoing wax tape removal; progress landscaping activities at approaches

East Segment: Ongoing fire alarm testing, Mercer Island Tunnel; progress finishes, HVAC/BMS commissioning activities at Mercer Island Station

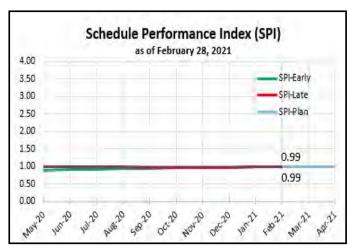
Schedule Summary

The critical path for this project currently runs through E750 installation of fiber required for final testing in the tunnels. The contractor's February update is presented below. The E750 Systems contractor has been granted access to all areas included under Milestone 1, and coordinated access to remaining work areas is underway.



Schedule Performance Index

Through February, reported cumulative SPI-Early is reported at 0.99, with SPI-Late also at 0.99. This indicates the contractor is nearly on target with both early & late start/ finish schedule performance, although the current progress update is under review. Contractor delay impacts continue to be evaluated; a plan to realign several lagging activities with the post-acceptance period is in negotiations, and Milestones 1 & 3 negotiations continue. Contract interface coordination with the E750 contractor continues; access coordination is ongoing, and the E750 contractor has begun activities along the E130 alignment.



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Link Light Rail East Link Extension

SoundTransit

Next Period's Activities

- West Segment: Progress sign installation, IDS Area H; continue F/L/S system install & test in Mt. Baker Tunnel; ongoing Judkins Park Station lighting, vertical conveyance, and commissioning activities
- Center Segment: Continued E750 coordinated access activities on floating bridge; ongoing wax tape removal, and landscaping at approaches
- East Segment: Ongoing fire alarm testing, Mercer Island Tunnel; progress finishes, HVAC/BMS commissioning activities at Mercer Island Station

Closely Monitored Issues

- Activity progress to reach Milestones 1 & 4 and resultant potential impacts to E750
- COVID-19 impacts
- Requirement for shielding non-conductive wires for the cathodic protection on floating bridge
- Wax-Tape Removal from Nylon Inserts on floating bridge
- IDS: rail grinding, Milestone 3 resolution

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*		
E130 Contractor - Kiewit-Hoffman			
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000		
Change Order Value	\$34,194,661		
Current Contract Value*	\$698,216,498		
Total Actual Cost (Incurred to Date)	\$667,997,561		
Percent Complete	95.61%		
Authorized Contingency	\$56,660,541		
Contingency Drawdown	\$34,194,661		
Contingency Index	1.6		

^{*} Contract Value excludes Betterments



Crews remove wax tape from track attachments on floating bridge

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Contract E320 - South Bellevue

Current Progress

I-90 Flyover: Continued guideway emergency walkway work including acoustic panels. Performed electrical feeder to Traction Power Substation (TPSS) activities, as well as installation/verification of trench systems raceways.

Bellevue Way SE: Continued ADA ramp work at Winters House and grading and compacting of parking area at Winters House. Performed final grade slope to south access road.

S. Bellevue Sta./P&R: Continued garage and station finishes including commissioning activities in both; installed metal panels at bus stop and metal mesh fence by the station.

Wye-to-East Main and Track Work: Finished grading west of wall 8.8B, formed and poured street gutter at SE 15th and continued with wet utilities punch list items. Continued thermite weld, de-stress and survey of direct fixation (DF) track.

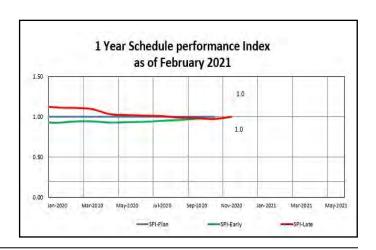
Schedule Summary

The critical path for this project currently runs through finish work and final landscaping. The contractor's January update is presented below. This schedule submittal was rejected due to non-compliance with ST specifications and a corrected submittal has not yet been received. The contractor has granted station and parking garage access to the E750 systems contractor; track access is anticipated within the next two months.

ctivity Name	Start	Start	Finish	1	44
			Q1	Q2	
E320 Construction	05-Dec-16 A	22-May-21			
Milestones and Summary	05-Dec-16 A	22-May-21			
Contract Milestones	05-Dec-16 A	22-May-21			
Limited Notice to Proceed	05-Dec-16 A		2		
Notice to Proceed	13-Feb-17 A	T			
Milestone 3A - Clear & Grub Sweyolocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A			
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A	1		
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A			
Milestone 4 - SIDT & SCADA Complete (NTP+1160D)		27-Feb-20 A	1		
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		11-Sep-20 A			
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		03-May-21*	5	•	
Milestone 6 - Required Substantial Completion (NTP+1364D)		22-May-21*	1		
Construction-1	21-Apr-17 A	12-Mar-21			
Mobilization	21-Apr-17 A	16-Jul-18 A			
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	25-Feb-21	7		
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	12-Mar-21		************	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	09-Mar-21			
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	12-Mar-21	-		
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A			
Area F - Sweyolocken Mitigation	23-Apr-18 A	21-Dec-18 A			

Schedule Performance Index

The Contractor is behind their baseline substantial completion date. While the SPI early and late, both show as 1.00 as of December, the contractor continues to remain slightly behind. This is primarily due System Interface Data Table changes ST implemented and station delays. Critical path currently is finish work, as well as final landscaping.



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Link Light Rail East Link Extension



Next Period's Activities

- I-90 Flyover: Continue emergency walkways acoustic work on guideway and installation/verification of raceways
- Bellevue Way SE: Continue ADA ramp install and grading and compacting at Winters House for parking
- S. Bellevue Sta./P&R: Ongoing commissioning work at garage and station.
- Wye-to-East Main and Track Work: Progress with railroad crossing and thermite weld and distress of DF track. Start hand dressing ballast.

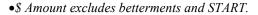
Closely Monitored Issues

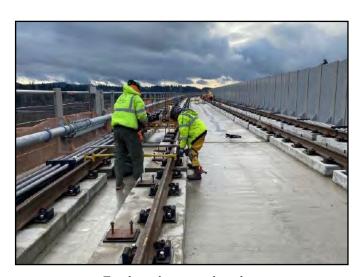
- COVID-19 impacts
- Working adjacent to wetland areas, environmental compliance concerns



Cost Summary

Present Financial Status	Amount*				
E320 Contractor - Shimmick/Parsons JV.**					
Original Contract Value	\$319,859,000				
Change Order Value	9,482,993\$				
Current Contract Value	\$329,341,993				
Total Actual Cost (Incurred to Date)	\$320,393,749				
Percent Complete	96.98%				
Authorized Contingency	\$38,532,000				
Contingency Drawdown	\$9,482,993				
Contingency Index	4.1				





Track work on aerial guideway

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Link Light Rail East Link Extension



Contract E330 - Downtown Bellevue Tunnel

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



Cost Summary

Final Financial Status	Amount				
E330 Contractor– Guy F Atkinson Construction, LLC.					
Original Contract Value	\$121,446,551				
Change Order Value	(\$1,111,675)				
Current Contract Value	\$120,334,876				
Total Actual Cost	\$120,334,876				
Percent Complete	100%				
Authorized Contingency	\$13,256,330				
Contingency Drawdown	(\$1,111,675)				
Contingency Index	N/A				



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

Current Progress

East Main Station: Continued Plaza and sidewalk grade and pour, Light pole installation and wiring traffic light. Continued Electrical rough-ins at station canopy and Electrical Building.

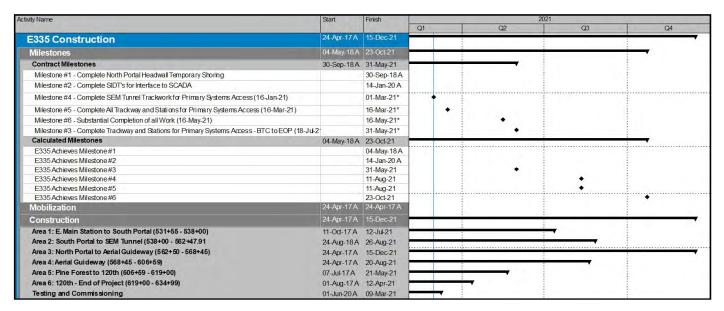
Bellevue Downtown Station (BDS): Continued installation of curtain walls, public stair ceiling panel installation, glazing and stairs hand rail installation. Continued tile installation at platform level and employee bathrooms. Continued work on plaza monument pool water feature wall.

Wilburton Station: Continued installation of overhanging metal panel and North and South plaza wall metal panel, plaza level curtain wall and platform stud framing and sheathing. Continued platform canopy electrical and fire protection rough -ins, wire pulling, installation elevator shaft wall sheathing.

Track Work: Line and grade ballasted track work from East Main Station to the tie-in with the E320 project.

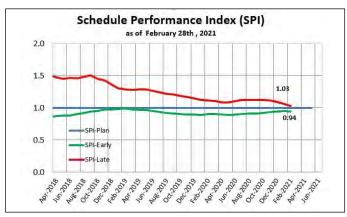
Schedule Summary

The critical path for this project now runs through Bellevue Downtown Station. Phased handovers of work areas to the E750 contractor have begun; currently they have access to all track east of the tunnel and 120th station, as well as coordinated access at Wilburton Station and in the downtown tunnel.



Schedule Performance Index

This period, the SPI-Early is at 0.94 and the SPI-Late is at 1.03. The lag on SPI Early is mostly due to delay at DBS and Wilburton Station which some Design changes caused rework and re-sequencing non-critical activities in these areas. Expectation is to see improvement in SPI trends as progress being made on design changes, Switchgear procurement is confirmed and Jet Fans being delivered to the site.



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Link Light Rail East Link Extension

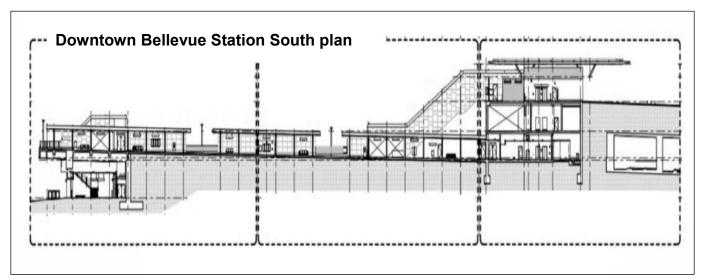


Next Period's Activities

- East Main Station: Continue Electrical, Mechanical rough-in, plaza and sidewalk grade and pour, Install light fixtures. Commence landscaping.
- BDS: Continue Plaza monument pool water feature wall, canopy glazing, tile installation, stairs metal panel installation
- Wilburton Station: Continue installation of curtain wall platform, canopy overhang metal panel and door hard wares, Elevator shaft wall water and air barrier application.
- **120th Station:** Continue install platform light bar, public stair bike runnel, South head house conveyance commissioning and testing.

Closely Monitored Issues

- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- The Contractor has confirmed the procurement of switchgear at BDS and work with their subcontractor's to provide acceptable submittals for the procurement of the transformer, snubber, and other associated equipment. However, the related delays continue to impact the project schedule and continue to impede E750 access. Also, schedule slippage and/or risks are discussed weekly and respective mitigation/recovery actions are identified during weekly meeting.



Cost Summary

Present Financial Status	Amount					
E335 Contractor– Stacy & Witbeck/Atkinson Joint Venture (SWA-JV).						
Original Contract Value (includes station scope)	\$393,798,210					
Change Order Value	\$16,607,688					
Current Contract Value	\$410,405,898					
Total Actual Cost (Incurred to Date)	\$367,629,857					
Percent Complete	93.91%					
Authorized Contingency	\$29,689,911					
Contingency Drawdown	\$16,607,688					
Contingency Index	1.7					



BDS street level south view

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Contract E340 - Bel-Red

Current Progress

Aerial Guideway area: Installed fencing and paved access road around maintenance stair tower.

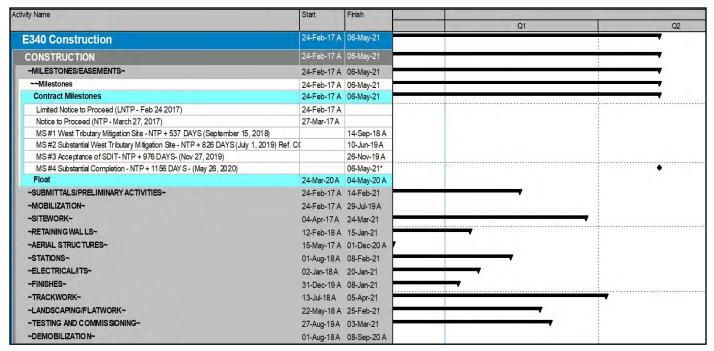
130th Ave Station: Installed guardrail, artistic railing, chain and decorative fencing. Completed buildout of entrance canopy. Pulled system conductors. Placed sidewalk and curb at crossing. Installed irrigation, permanent signage.

NE Spring Blvd: Repaired embedded track. Installed landscaping. Installed metal safety rail.

136th Pl NE: Installed landscaping and irrigation. Installed metal safety rail. Installed permanent signage.

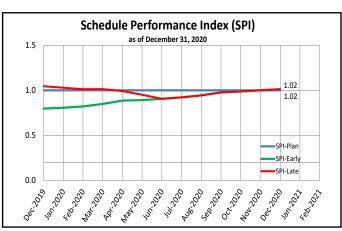
Schedule Summary

Critical path of this project segment now runs through repairs to the embedded track. The contractor's December update is presented below. A January update has not been submitted. ST is working with the contractor to preserve the interface with the E750 systems contractor. Access to 130th Station has been granted.



Schedule Performance Index

The Contractor is behind on their substantial completion date. This Schedule Performance Index chart has been updated as of December 2020, which is the latest schedule submittal. Contractor has been tardy with their schedule. The SPI-Early is at 1.02 and the SPI-Late is at 1.02. These numbers indicate that the contractor is right on track with their current early and late performances.



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Link Light Rail East Link Extension



Next Period's Activities

Aerial Guideway area: Continue install fencing and pave access road to maintenance stair tower.

130th Ave Station: Install light poles. Pull conductors. Install irrigation. Commissioning of electrical installations.

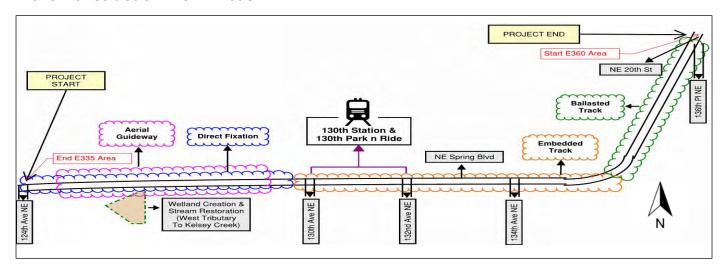
NE Spring Blvd: Repair embedded track, install permanent signage. Install metal safety railing. Install rail lubricator.

136th Place NE: Continue install permanent signage. Install metal safety rail. Install irrigation and landscaping.

Closely Monitored Issues

- There are non-compliant track in various stages of construction. Sound Transit is monitoring contractor's corrective method action plan to bring the rail alignment back within specified tolerances.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The Contractor needs to work out an agreement with the property owners where extensions are not granted and work has not been completed.

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor- Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$5,670,616
Current Contract Value	\$98,840,628
Total Actual Cost (Incurred to Date)	\$95,580,317
Percent Complete	95.68%
Authorized Contingency	\$9,317,000
Contingency Drawdown	\$5,670,616
Contingency Index	1.57



Picture showing the correct drilling depth for reinforcing steel looing southwest.

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

Current Progress

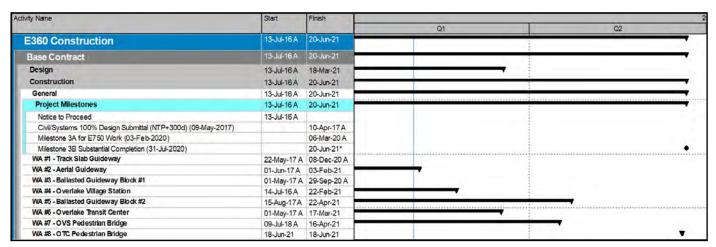
Design: Notice of Design Change work is still ongoing to include ST and KH initiated changes. Design changes include Sweeper Site Access Road and Clear Zone Protection. KH has presented a garage repair design and ST has presented an additional peer review due to garage beam cracks being discovered and is under joint ST review.

Construction:

- Work Area (WA)#1: Park place perimeter fencing continued.
- WA #2: Sweeper Site slope protection and punch list work for Aerial Guideway continue. Clearing and grubbing between OVS and RTS for Clear Zone, installation of guardrail at Clear Zone.
- WA #3/4: Overlake Village Station (OVS) signage installation, site furnishings, and lighting installation.
- WA #5: All major construction activities complete in this area.
- WA #6: Leased Office Building punch list work. Redmond Technology Station (RTS); signage installation, planting/ landscaping, GPR scanning of Garage Beam ongoing, Flyer Stop precast tread/handrail installation, and continued canopy work.
- WA #7: Paperclip handrails and lighting installation continued; installation of Art Lourvers and receipt additional louver deliveries.

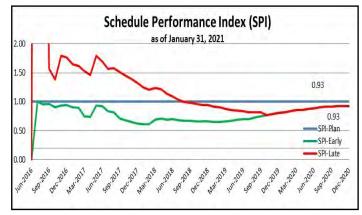
Schedule Summary

The critical path currently runs through the sweeper site landscaping in Work Area 2. The E750 contractor now has access to all work areas.



Schedule Performance Index

The May/June/July pay apps are being withheld due to defective structural design and construction of the RTS garage. Schedule Performance Index chart has been updated per the latest schedule submittal. Early and late SPI are both 0.93. The lag on SPI curves are skewed to the late finish because of pending commercial resolution of the RTS pedestrian bridge scope that was terminated from the project.



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Link Light Rail East Link Extension



Next Period's Activities

- WA #1: Park Place Punchlist inspection for vaults.
- WA #2: Punchlist work continues
- WA #3/4: Station Signage/Landscaping/ Site Furnishing/ Punchlist work.
- WA #5: Plants and irrigation.
- WA #6: Punchlist items. GPR Scanning at Garage. Canopy work continues.
- WA #7: Louvers installation.

Closely Monitored Issues

- Commercial issues for RTS Pedestrian Bridge, City of Redmond CDF Trench Backfill, TOD Laydown Areas.
- Schedule delays for Building Management Systems E340/E360 Interface, Jan & Feb weather events.
- RTS Garage Cracking.
- Milestone 3A and 3B delays.
- COVID Impacts.

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$8,999,662
Current Contract Value	\$234,335,750
Total Actual Cost (Incurred to Date)	\$213,255,479
Percent Complete	96.33%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$8,999,662
Contingency Index	2.4

Excludes Betterment



WA 7— OVS Ped Bridge Art Louvers

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Contract E750 - Systems Heavy Civil GC/CM

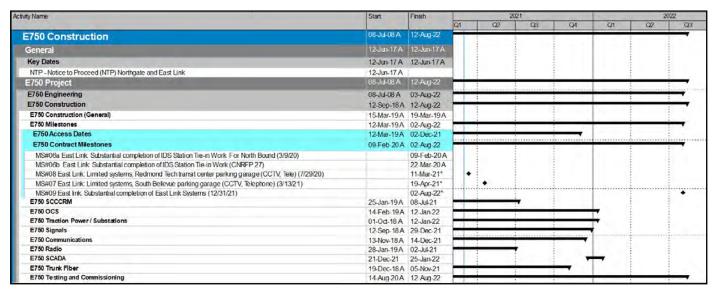
Current Progress

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

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS),
 Overhead Catenary Systems (OCS), Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installation of radio cable at E130 civil segment. Installation of radio conduit and communication devices at E360 civil segment.
- Installed impedance bonds and conduit for signal houses at E130 civil segment.
- Preformed basement build out for TPSS units and delivered and set a TPSS unit at the E130 civil segment.

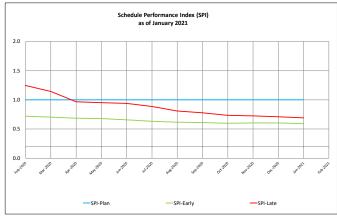
Schedule Summary

The contractor's January update is presented below. The critical path for this project is driven by access to Bellevue Downtown Station, followed by OCS installation. The contractor has experienced some delays in access to work areas, but is still forecast to achieve substantial completion in time to meet Sound Transit's post-construction schedule.



Schedule Performance Index

Performance for January is shown as the February invoice has been submitted but not approved. The SPI-Early is 0.59 and SPI-Late is 0.69. Both figures indicates the contractor is behind the early and late plans. This lag is due to access issues on civil segments, especially E130 and E360, as well as from the April suspension of activities in response to COVID-19. While the suspension was lifted on May 4th the challenges to comply with pandemic protocols remains a challenge and directly impacts the efficiency of work. The trend is expected to persist in the near future.



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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 and delivery of TPSS and Factory Acceptance Testing (FAT).
- Ongoing installation of OCS cabling and pole installation at the E130 and E360 civil segments.
- Delivery of TPSS unit for the E130 civil segment.

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount				
E750 Contractor - Mass Electric Construction Co.					
Original Contract Value	\$255,768,128				
Change Order Value	\$2,342,806				
Current Contract Value	\$257,715,833				
Total Actual Cost (Incurred to Date)	\$119,923,066				
Percent Complete	54%				
Authorized Contingency	\$12,788,406				
Contingency Drawdown	\$2,342,806				
Contingency Index	2.95				

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



TPSS unit delivered and set near Judkins Park.

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Link Light Rail Downtown Redmond Link Extension

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Link Light Rail Downtown Redmond Link Extension



Project Summary

Scope

Limits The Downtown Redmond Link Extension

(DRLE) builds new light rail from the Redmond Technology Station to downtown

Redmond.

Alignment The extension starts at Redmond

Technology Station and travels generally along SR-520 and SR-202 to downtown

Redmond.

Stations Two Stations—SE Redmond (at Marymoor

Park) and Downtown Redmond

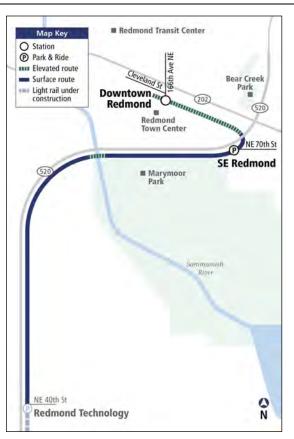
Systems Signals, traction electrification, and

communications (SCADA)

Phase Design Build

Budget \$1.530 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Field work includes NE 51st cut and cover, Sammamish river crossing foundation and wall work, haul road construction and site prep in SE Redmond.
- Continue progressing unnamed tributary structure; 100% planned in April.
- Reviewing work plan for the 2021 fish window in coordination with Washington State Department of Fish and Wildlife, Muckleshoot Indian Tribe, Army Corps of Engineers, City of Redmond and King County.
- Coordination with Puget Sound Energy on timing and configuration of utility relocation work on NE 70th St. which supports work at SE Redmond garage planned to begin in March.
- Reviewing design and construction submittals latest is the Heavy Civil and Systems 100% package.
- Acquisition of property rights related to design refinements.

Closely Monitored Issues

- Timing of Liberty Mutual power service restoration as it relates to the timing of the adjacent R200 wall work along SR 520.
- Bear Creek Design: final design review and approval by the Muckleshoot Indian Tribe and King County.
- Design solutions to address high ground water in the SE Redmond station area.
- Key operations and maintenance issues along the corridor needing further discussion and/or future agreements.
- Mitigation of sensitive receptor identified on Microsoft campus requires challenging mitigation solution.
- Continue progressing design through a remote work environment due to COVID-19 pandemic.

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Link Light Rail Downtown Redmond Link Extension

Project Cost Summary

Voters approved funding for preliminary engineering for the Redmond Link Extension (DRLE) in the 2008 in the Sound Transit 2 ballot measure. In response to the 2007-2009 Great Recession, the ST Board suspended the project. In February 2016, the ST Board restored funding to support preliminary engineering of the project prior to funding approval for final design and construction as part of the Sound Transit 3 Plan. Table (below) figures in millions. This project has now been baselined, 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 in FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately \$10.1M of expenditure. This period expenditure incurred primarily in the Construction phase \$7.7M for mostly progression of design build scope and ROW acquisition of \$1.5M. Total cumulative expenditure to date rose from \$301.5M to \$311.6M.

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	\$14.1	\$13.9	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.2	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$0.8	\$0.6	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.4	\$13.7	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$4.5	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$741.6	\$163.2	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$99.6	\$96.6	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$935.9	\$311.6	\$1,530.0	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$229.7	\$44.3	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$183.1	\$23.6	\$261.9	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.7	\$192.4	\$26.5	\$287.7	\$0.0
50 Systems	\$108.6	\$103.6	\$65.2	\$8.4	\$103.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$985.6	\$670.4	\$102.8	\$985.6	\$0.0
60 Row, Land	\$168.5	\$168.5	\$99.6	\$96.6	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.0	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$165.6	\$112.3	\$293.6	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$935.9	\$311.6	\$1,530.0	\$0.0

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Link Light Rail Downtown Redmond Link Extension



Risk Management

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

The project completed its quantitative risk assessment risk workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment report supported with good probability that the project baseline cost and schedule assumptions. The externality conditions remains the same this period and may have reduced in some instances, therefore, the project's risk profile remains unchanged. Quantitative Risk Assessment is planned for March 31, 2021. The following are the current top project risk areas:

- Property acquisition market conditions; protracted durations of attaining control of properties; evolving design impacts
 property needs; however, the current cost risk seems to be subsiding due to appraisals and offers aligning to the baseline
 budget assumptions.
- Permitting and third party requirements construction adjacent to SR520; flood prone areas by Sammamish River and Bear Creek; archaeological discovery; permitting of stream crossings; betterment requests increases complexity of projects; construction impacts to traffic; protracted negotiation with third parties; interfaces with private utilities for utility relocations.
- Construction market conditions inflationary pressure due to competitiveness for resources and labor; higher materials pricing due to demand as well as regulations (tariffs and taxes); However, since the DB contract bid and awarded for less than baseline estimate, a very significant cost pressure to this project has been averted.
- Agency staffing capacity developing and mobilizing resources and coordinating start up activities across multiple
 extensions within a short time frame.
- COVID-19 pandemic impact due to COVID-19 is unknown and this fluid situation is being closely monitored.

Project Schedule

The current project schedule is presented below. Design, permitting and early construction work, including utilities and drilled shafts for the Sammamish Guideway substructure, are ongoing. ST and the contractor worked to mitigate the delays in design approval to recover negative float from January's schedule. The project is forecast for completion toward the end of 2024.

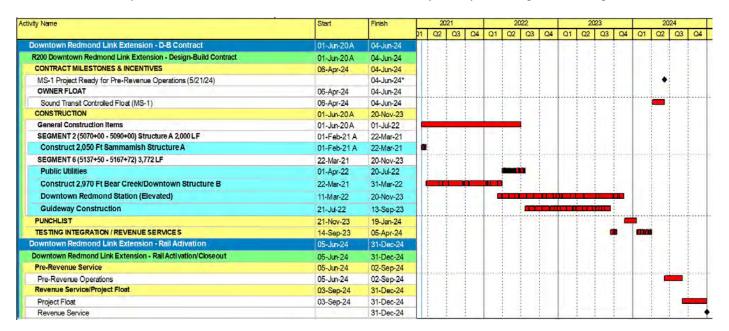
tivity Name	Start Finish			a trans	NeV-	
			2021	2022	2023	2024
		-	Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 C
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24				
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	02-Sep-24				_
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	02-Sep-24	_			_
SWK Construction Complete		03-Nov-23				
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		04-Jun-24*				•
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		02-Sep-24	1			•
OWNER FLOAT	09-Sep-19 A	02-Sep-24				
PRE-CONSTRUCTION	09-Sep-19 A	30-Aug-21	_			
CONSTRUCTION	09-Sep-19 A	04-Jun-24	-			
occ	30-Aug-23	25-Oct-23	11			1
PUNCHLIST	21-Nov-23	18-Feb-24				
TESTING INTEGRATION / REVENUE SERVICES	27-Jun-22	03-Aug-24				_
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	02-Sep-24				_
Downtown Redmond Link Extension - Rail Activation/Goseout	11-Oct-23	31-Dec-24		7 1	, ·	
Systems Integration & Testing	11-Oct-23	04-Jun-24			_	
Safety and Security Certification	06-Nov-23	04-Jun-24	1		_	
Pre-Revenue Service	05-Jun-24	02-Sep-24				, T
Pre-Revenue Operations	05-Jun-24	02-Sep-24	1			
Revenue Service/Project Float	03-Sep-24	31-Dec-24				_
Project Float	03-Sep-24	31-Dec-24				
Revenue Service		31-Dec-24	1	CALLED CONTROL OF THE		

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Link Light Rail Downtown Redmond Link Extension

Critical Path Analysis

The critical path currently runs through the drilled shafts for the Sammamish Guideway Structure and then over to the Downtown Guideway Structure and Downtown Redmond Station, and finally into System Integration Testing.



Right-of-Way

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

Downtown Redmond Link Extension Property Acquisition Status*						
ACQUISITION RELOCATION						
Total Acquisitions Board Approved Offers Made to date Closings to				Relocations Required **	Relocations Completed to date	
84	88	91	65	1579	1498	

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

Note: The change in Board Approved was due to a correction. The WSDOT ASL/TCAL leases was being counted in the #of parcels needed and board authorized and they should have been included in the WSDOT tracking.

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^{**} A large majority of the relocation count is due to the relocation of storage units.

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 start of construction this year and the increasing construction activities along SR520.
- Continued briefing homeowners on tree removal, clearing and grubbing along SR 520 eastbound.
- Continued engaging businesses, property owners and management in Downtown Redmond.
- Notifications for nighttime drilled shafts on SR520/West Lake Sammamish Parkway East Bound off-ramp.

Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through February of 2021. The consulting variance is due to the fact that the design build project management consultants are being prudently mobilized. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it hard to predict how the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance			
ST Staff	27.2	25.2	(2.0)			
Consultants	37.0	31.7	(5.3)			
TOTAL	64.2	56.9	(7.3)			
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.						

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Link Light Rail Downtown Redmond Link Extension

Construction Safety

Data/ Measure	February 2021	Year to Date	Project to Date		
Recordable Injury/Illness Cases	0	0	0		
Days Away From Work Cases	0	0	0		
Total Days Away From Work	0	0	0		
First Aid Cases	0	1	2		
Reported Near Mishaps	0	0	4		
Average Number of Employees on Worksite	150	-	-		
Total # of Hours (GC & Subs)	24,000	33,158	65,285		
OSHA Incident Rates	Month	Year to Date	Project to Date		
Recordable Injury Rate	0.00	0.00	0.00		
LTI Rate	0.00	0.00	0.00		
Recordable National Average		3.00			
LTI National Average	1.20				
Recordable WA State Average	6.00				
LTI WA State Average		1.90			

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.



Artist rendering of Downtown Redmond Station platform

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Link Light Rail Downtown Redmond Link Extension



Contract R200 - DRLE Design Build

Current Progress

Design:

- Completed the Heavy Civil Guideway System (HCGS) design packet 100% milestone review.
- Reviewed and responded to Notice of Design Change / Final Design Consultant.

Construction:

- Clear and grading including tree removal. Haul and access road construction through Marymoor Park.
- Microsoft walls footings poured for 40th stairway.
- PSE continued work to relocate transformers / vista switches at the Liberty Mutual building.
- 70th St. site development in preparation for ground improvement work.

Next Period's Activities

- Continue with clear and grading including tree removal in Downtown Redmond. Haul and access road construction through Marymoor Park.
- 51st cut and cover cap beam pour.
- Utility relocation on Microsoft Access Road and 40th St.
- PSE continued work to relocate transformers / vista switches at the Liberty Mutual building.

Closely Monitored Issues

- Unnamed Tributary designation as a fish passage has resulted in a change with significant cost impacts. ST is working with the Contractor to avoid schedule impacts.
- Working on the design and permitting approval to allow site prep work near Bear Creek supporting a full utilization of the summer 2021 fish window.
- City of Redmond Shoreline Permit conditions may impact the project. The condition of "no rise" remains a potential risk to monitor.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Ku	iney a Joint Venture
Original Contract Value	\$719,396,000
Change Order Value	\$1,976,499
Current Contract Value	\$721,372,499
Total Actual Cost (Incurred to Date)	\$154,664,627
Percent Complete	25.4%
Alternative Concept Allowance	\$49,207,485
Authorized Contingency	\$73,719,115
Contingency Drawdown	\$1,976,499
*Contingency Index	9.48



Marymoor Access Road Construction.

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^{*}Excludes Betterments



Link Light Rail Downtown Redmond Link Extension

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Project Summary

Scope

The West Seattle Extension includes 4.7 miles of light rail from downtown Seattle to

West Seattle's Alaska Junction

neighborhood and includes a bridge across

West the Duwamish Waterway.

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

The Ballard Extension includes 7.1 miles of light rail from downtown Seattle to

Ballard's Market Street area.

The Draft EIS includes alignment

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

Stations See project map

Phase Planning

Budget \$285.9 M through completion of

Preliminary Engineering

Schedule Revenue Service Date(s) will depend on

Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- Continued production of the Draft EIS.
- Continued collecting data and conducting fieldwork for environmental and engineering evaluation in support of design.
- Briefed community groups virtually as requested. Provided overview of outreach, project goals, agency roles, and near-term opportunities for engagement.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.
- Continued coordinating with partner agencies including City of Seattle, King County, Port of Seattle and other local, state and federal agencies.
- Continued ongoing engagement planning efforts for 2021.

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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 \$25M in 2021 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	\$63.1	\$18.4	\$18.1	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$85.5	\$77.0	\$205.4	\$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	\$11.4	\$1.5	\$0.9	\$11.4	\$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	\$2.7	\$1.6	\$6.0	\$0.0
Total	\$285.9	\$108.0	\$97.5	\$285.9	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$5.0	\$2.7	\$1.6	\$5.0	\$0.0
80 Professional Services	\$263.4	\$105.3	\$96.0	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$108.0	\$97.5	\$285.9	\$0.0

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Risk Management

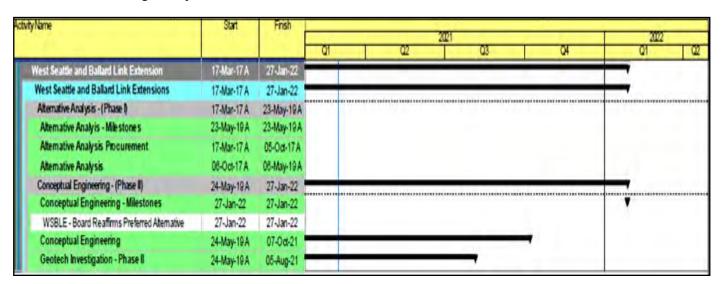
Sound Transit has a vigorous risk management program and is committed to identifying, assessing, and monitoring risks and implementing risk reduction/mitigation actions. Risk Assessment for the West Seattle and Ballard Link Extensions Project was conducted as part of the ST3 Planning process.

Project issues and risks identified at this stage include:

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

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. Through this period, the project has experienced three months of delay within the conceptual engineering phase of design which is associated with COVID-19 related impacts and which has the potential to delay the overall project schedule. Revenue Service Date for the different sections will depend on Board direction from the realignment process.



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Community Engagement

- Prepared and staffed four community briefings in February 2021 for the communities to learn more about light rail route and station location options being studied in the Draft EIS. The specific date of each event was:
 - Sierra Summit Schools February 17, 2021
 - International Special Review District (ISRD) February 23, 2021
 - SODO BIA Transportation Committee February 24, 2021
 - Mercer Corridor Stakeholders Group February 24, 2021
- Prepared and staffed five property owner meetings.
- Continued effort to contact stakeholders throughout project corridor to offer briefings.
- Developed, coordinated, and distributed fieldwork notifications regarding one geotechnical boring, five Environmental Site Assessments, and quarterly water testing at thirteen locations.

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-February actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	34.3	34.1	(0.2)
Consultants	50.0	42.0	(8.0)
TOTAL	84.3	76.1	(8.2)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Project Summary

Scope

Limits 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.

Alignment The extension generally parallels SR 99

and I-5 freeway.

Stations Stations at Kent/Des Moines, South 272nd

Star Lake Park –and-Ride and the Federal

Way Transit Center

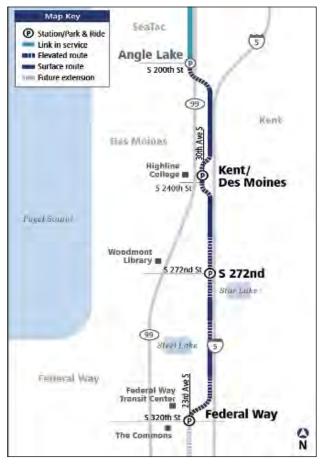
Systems Signals, traction power, and

communications (SCADA)

Phase Final Design/Construction

Budget \$2.45 Billion (Baseline Sep 2018)

Schedule Revenue Service: December 2024



Map of Federal Way Link Extension.

Key Project Activities

- F200: Continued task force meetings with project team; continued column and cap construction of elevated guideway at Kent/Des Moines; continued drill shafts of elevated guideway at SeaTac.
- F200: Negotiations continued regarding FWTC change order and scheduled for April 2021 Board.
- ST CEO and Mayor Federal Way meeting monthly to address significant challenges in partnering and advanced project work that may jeopardize project budget and schedule. Project team continues to make efforts to engage City staff to identify a path forward for releasing critical pending permits for elevated guideway drilled shaft work.
- Development Agreement alterations #2 is scheduled to go to Federal Way City Council March 2021.
- Project team continued coordinating PSE utility relocations and Kiewit's deep foundation drilled shaft work.
- WSDOT and ST have reached agreement on the Letter of Understanding (LOU) for SR 509 Noise Wall betterment.
- Project team, PSE and WSDOT continued to secure time-sensitive outstanding WSDOT utility permits related to PSE utility relocation work in WSDOT ROW.
- Project activity outside current Area of Potential Effect (APE) has been identified by the DB and has been included in an amendment submittal to FTA in February 2021.

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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 \$18.3M was incurred for February of which \$1.1M incurred was for Right-of-Way; \$1.8M incurred for Construction Services; \$14.5M for Construction phase comprised mainly of \$14.1M for Design Build construction contract, \$0.2M for Cities Construction Permits and \$0.2M Utility Relocations. 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	\$30.3	\$30.2	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$45.0	\$49.0	\$0.0
Final Design	\$3.1	\$3.1	\$1.2	\$1.0	\$3.1	\$0.0
Construction Services	\$107.0	\$107.0	\$97.2	\$31.3	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$24.9	\$7.9	\$27.7	\$0.0
Construction	\$1,831.9	\$1,829.4	\$1,337.8	\$393.1	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$199.2	\$196.0	\$338.8	\$0.0
Total	\$2,451.5	\$2,451.5	\$1,736.1	\$704.7	\$2,451.5	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$451.1	\$388.4	\$85.5	\$513.4	(\$62.4)
20 Stations	\$318.9	\$297.7	\$249.8	\$52.9	\$333.7	(\$36.0)
30 Support Facilities	\$5.3	\$11.8	\$11.3	\$2.5	\$5.1	\$6.7
40 Sitework & Special Conditions	\$558.4	\$489.5	\$465.9	\$137.4	\$640.1	(\$48.6)
50 Systems	\$153.8	\$170.4	\$114.1	\$25.1	\$150.8	\$19.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,229.5	\$303.5	\$1,643.0	(\$120.6)
60 Row, Land	\$341.6	\$338.8	\$199.2	\$196.0	\$338.8	(\$0.0)
70 Vehicles	\$1.8	\$1.8	\$0.0	\$0.0	\$1.8	\$0.0
80 Professional Services	\$370.7	\$514.4	\$307.4	\$205.2	\$294.1	\$120.6
90 Unallocated Contingency	\$178.1	\$176.3	\$0.0	\$0.0	\$174.0	(\$0.0)
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,736.1	\$704.7	\$2,451.5	(\$0.0)

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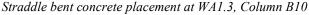
Risk Management

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

Below are the top project risks:

- Federal Way Transit Center (FWTC) design changes as requested may impact cost and time at greater values than anticipated at time of issuance of RFP
- PSE service connections & utility relocations impacting the construction schedule
- Utility relocation work that extends outside the Area of Potential Effect (APE)
- PSE may request reimbursement to upgrade their electrical grid outside of known scope
- System adequacy for traction power
- Not meeting the property acquisition schedule provided in RFP
- DB delays due to securing PSE Easements for advanced utility relocations
- Sanding program and LRV storage requirements impacting permit issuance
- Requirements for facility and/or systems modifications by AHJs and ST
- Ensuring safe and effective interior equipment access for Operations
- Undisclosed utilities discovered during course of construction
- Contaminated material or unforeseen conditions encountered during construction
- Design and construction submittal reviews from ST and WSDOT are not completed as scheduled
- Delays in obtaining PSE easements could delay follow-on utility work
- Equipment circulation diagrams not provided for timely review
- Unknown property rights coming to light and acquisition impacting the construction schedule







Drilling for B23 foundation casing E at WA2.1

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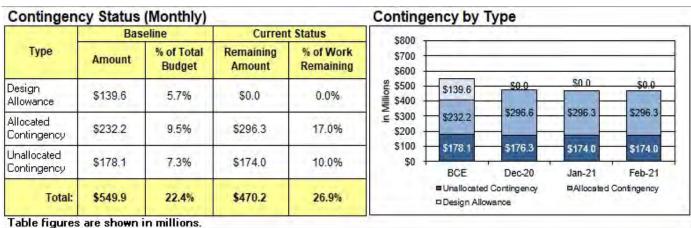
Contingency Management

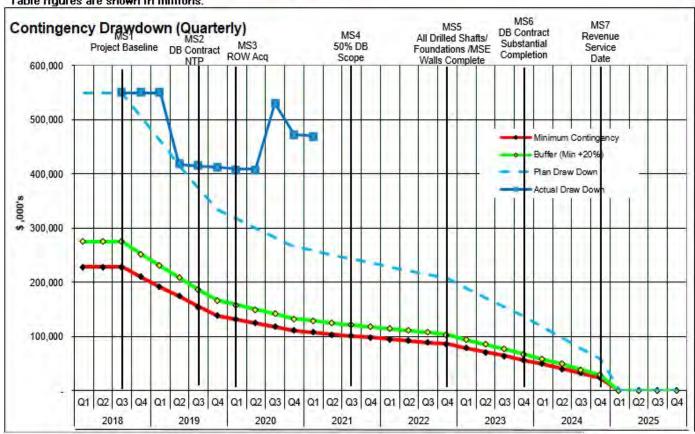
The Federal Way Link Extension project budget was baselined in September 2018 with a total contingency of \$549.9M. The current contingency balance is \$470.2M.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC was reduced by a minor amount of \$0.001M due to two executed F200 CO, of which one is a credit. Plus minor utility relocation task order.

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





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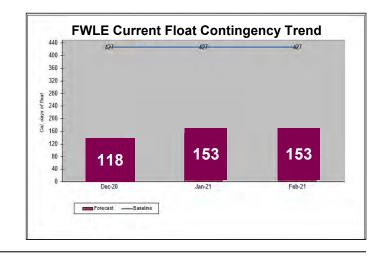
Project Schedule

The project schedule is presented below. Right-of-Way acquisitions are nearly complete. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. A limited construction NTP was issued in early May 2020. Kiewit is currently assessing impacts from FWTC design changes and utility relocations. ST may need to reduce the project float contingency for the FWTC change order currently being negotiated. Revenue Service remains on schedule for Q4 2024 even as schedule pressures mount. The schedule submittal from the F200 contractor for February 2021 has been accepted under the assumption that all FWTC design and work activities, which are impacting critical milestones, will not be accepted until the change order is issued.



Project Float

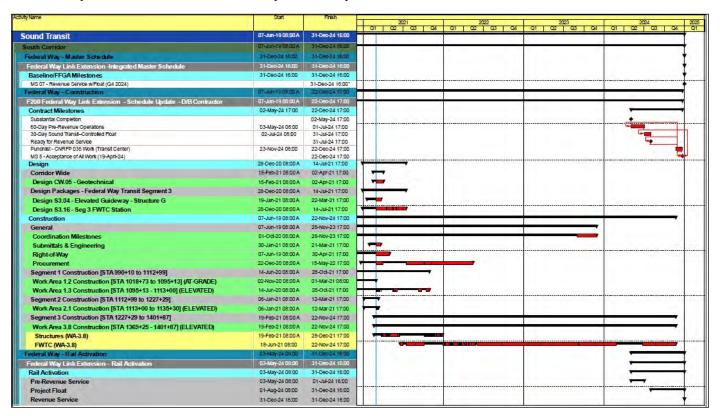
Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 153 days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024. Schedule pressure from ST design revisions for FWTC, Utility Relocates, and delays to ROW acquisitions, may require the reduction of float contingency in the near future, if mitigation measures are exhausted. No change orders have been issued to adjust contract milestones or utilize project float contingency at this time.



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Critical Path Analysis

The critical path to Revenue Service currently runs through FWTC foundation planning, augercast piles, capitals, girder erection, deck and diaphragms at the FWTC station, FWTC station structure and finishes thru commissioning and Pre-Revenue Service and project float contingency. The scope for FWTC is still in design and a change order for this redesign has not been incorporated in a change order at this time. Negotiations are expected to be completed Q1 2021. Kiewit is showing F200 Milestone #5 Final Acceptance out into December 2024 for completion of the project at the FWTC. ST does not agree with these impacts. The schedule update for February 2021 has been accepted as we continue to work with Kiewit regarding the schedule impacts of FWTC which have not accepted these impacts at this time.



Right-of-Way

Acquisitions for a range of property interests, 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 ROW status for this period is summarized in below table.

ACQUISITION				RELO	CATION
Total Acquisitions Board Approved Offers Made to date Closings to date				Relocations Required	Relocations Completed to date
256	353	297	236	432	431

Terminology: Total Acquisitions is defined as only parcels (recognizing only land not owners). Board Approved based on parcels and properties (multi-unit acquisitions). Relocation numbers are the number of affected individuals.

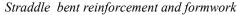
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Community Engagement

- Communication with property owners and the public on FWLE route, station areas and property acquisition is ongoing.
- Neighborhood briefing to the Heritage Court Condos in Des Moines on 2/16.
- Released a flyover video of the SR99 bypass detour in SeaTac on 2/9.
- Continued development of social media plan and calendar for FWLE Facebook page.
- Coordinated with the OMF-S team on future collaborative presentations to the Federal Way community.
- Continued outreach to enroll businesses in the Loyal to the Local business mitigation plan.
- Alerted Federal Way residents about upcoming clearing and grubbing.
- Met with various property owners and local businesses to address concerns about future project impacts.







Column and cap work continues at KDM station area

Staffing Summary

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

Overall the project FTE is 15.0 under the staffing plan. DBPM Services is slightly under plan, but they are addressing Design-Build contractor activities for change management, design and major construction oversight that involves drill shafts, demo, utility relocations and various civil site work throughout the alignment. ST staffing is trending approximately 26% under plan, however there are a few vacancies on the project that needs to be filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	44.9	33.4	(11.5)
Consultants	64.1	60.6	(3.5)
TOTAL	109.1	94.1	(15.0)

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

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Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	February 2021	Year to Date	Project to Date		
Recordable Injury/Illness Cases	0	0	0		
Days Away From Work Cases	0	0	0		
Total Days Away From Work	0	0	0		
First Aid Cases	0	0	3		
Reported Near Mishaps	0	0	2		
Average Number of Employees on Worksite	319	-	-		
Total # of Hours (GC & Subs)	38,280	66,653	287,585		
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date		
Recordable Injury Rate	0.00	0.00	0.00		
Lost Time Injury (LTI) Rate	0.00	0.00	0.00		
Recordable National Average		3.00			
LTI National Average	1.20				
Recordable WA State Average	6.00				
LTI WA State Average		1.90			

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.

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F200 Design Build Contract

Current Progress

Upon the close of February 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings, delivered 32 of 46 IFC design package submittals, and 11 of 17 final specification packages. A review of the baseline schedule for design delivery identified 13 late items: 9 design packages and 4 specification packages. During the month, 13 design packages were reviewed; 10 were evaluated and dispositioned, of which 6 were final construction documents. The NDC process was heavily utilized to complete portions of design packages that contained clouded sections.

Design:

- Load Flow Simulation Report for the traction power system was submitted; it intended to prove the system configuration. At the close of February, the review was ongoing, and the disposition was not yet assigned.
- Structure C design was placed on hold until the soil liquefaction issue can be resolved; significant construction delays may
 occur.
- Designs for End-of-Line Facility (S3.06), Star Lake Garage (S2.05) and KDM station (S1.06) achieved 90%/100% development and approval.
- The Garages Specifications (CW.04k), several Civils IFC packages, and Structure E IFC (S3.02) achieved Final development and approval for construction.

Construction:

- Drilled shaft resequencing was implemented by ST and Kiewit. Progress is generally on schedule; 12 of 22 shafts throughout Structure A and 18 of 39 throughout Structure B were completed.
- Structure B shaft accessibility via Lowes property and permission to build was granted.
- KDM Garage Tower Crane foundation completed.
- Extensive collaboration with Kiewit and WSDOT regarding SR99 Bridge shop drawings and construction methods occurred throughout the month.
- Wall construction included soil nail wall finishing and construction of MSE leveling pads within segment 1; Kiewit prepared for walls at Midway Landfill within segment 2.



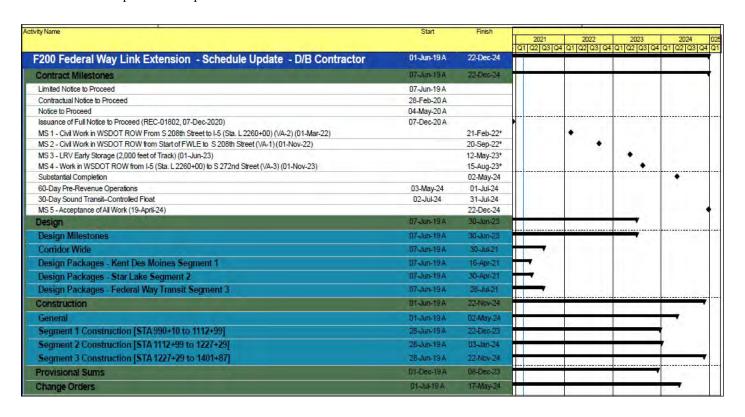
Colum formwork placement at SeaTac

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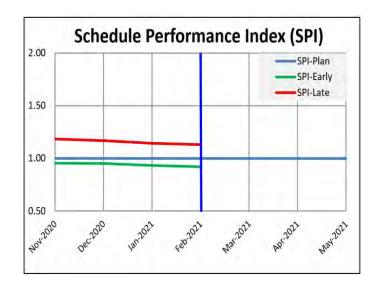
Schedule Summary

The progress schedule for February 2021 is currently under review and is shown below. Construction NTP was issued in May 2020. Revenue Service is expected in August 2024 based on Kiewit's schedule but please note *Milestone 5 - Final Acceptance* is reporting impacts due to FWTC redesign and is noted below in December of 2024. Kiewit has assumed and identified work that is not required for Revenue Service and is now tied to Final Acceptance. This will be considered during the negotiations for the FWTC redesign change order. ST continues to work with Kiewit regarding the schedule impacts of FWTC and have not accepted these impacts at this time.



Schedule Performance Index

For the February period, the Early SPI is 0.92 and Late SPI is 1.13 (previously: 0.93 and 1.14, respectively). The Early SPI continued to decrease this period, indicating slower progress than anticipated. However, compared against revised cash flow projections, (incorporating both base contract and change orders executed to date), Kiewit remains within acceptable performance tolerances.



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Next Period's Activities

Design:

- Specification packages or standard drawings expected to be delivered: Stations & Garages Specification IFC (CW04C), Standard Drawings Stations only IFC (CW04Fi), Standard Drawings Fencing & Stairs IFC (CW04G), Non-station Landscaping 90/100% (CW07) and Guideway Fire Protection 60% (CW08).
- Design packages expected to be delivered include KDM Garage IFC S1.07), Mark Twain 90/100% (S3.14), 60% FWTC Layover (S3.15A).
- Continued effort on NDC responses to complete designs is anticipated

Construction:

- KDM Garage Tower Crane erection.
- SR99 mass excavation for shafts, piers and rebar assembly.
- Mobilize drill rig to Structure G; start drilled shafts construction.
- Substructure: Drilled shafts, Columns, and cap construction.
- Superstructure: Preparation for girder placement.

Closely Monitored Issues

- Substructure: Maintaining drill rig planned sequencing and continuing efforts on Structures A and B.
- Federal Way Transit Center (Redesign): Design is progressing; negotiations are in progress.
- **COVID-19:** Work continues with appropriate oversight.
- **Permitting:** Timeliness of permit issuance to enable progress of work.
- **SBE/DBE Participation:** SBE improved from past periods (currently 9.34%), but remains below the contract goal of 15%. DBE participation is at 7.23% (with 5% goal).

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$63,837,086
Current Contract Value	\$1,349,037,086
Total Actual Cost (Incurred to Date)	\$373,747,467
Percent Complete	30.14%
Authorized Contingency	\$228,520,000
Contingency Drawdown	(63,837,086)
Contingency Index	1.08



MSE Wall 1018 (NW) Leveling Pad Concrete Placement

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Link Light Rail Hilltop Tacoma Link Extension



Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension 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.

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; The at-grade alignment will include additional signals, OCS, traction power, and communications

infrastructure.

Phase Construction

Budget \$252.7 Million (Re-Baselined June 2020)

Schedule Revenue Service: May 2022



Map of Hilltop Tacoma Link Extension.

Key Project Activities

Final Design: Design consultant continued design services during construction scope including review of construction contractor submittals and responded to requests for information.

Construction: February construction activities were performed in accordance with contractor COVID-19 safety training and protocols.

- **Heading 1**: Installed six OCS poles on Commerce St.; poured inbound track slab across intersection of S. 7th and Commerce St and began excavation for inbound track across S. 9th St. intersection; installed street lighting conduits at S. 7th and S. 8th intersections
- Heading 2: 2/5: Poured 442 If IB track and crosswalks at Division and Yakima intersection Began IB track slab excavation from MLK to S. J St.; installed signal and street light conduits at intersection of Division and MLK; Grade and formed footing at TPSS No. 2
- **Heading 3:** 2/5: Pour ed IB track at across intersection at S. 9th and formed inbound track slab across intersection at S. 7th on MLK; continued installation of TPSS No. 3 feeder conduits; performed street light; traffic signal and OCS feeder conduits at 11th and Earnest Brazil and street light and traffic signal conduit across S. 9th. Poured three OCS foundations at S. 3rd and Division Ave.
- OMF: E. 25th St Began track slab on E. 25th St. Completed installation of OCS poles <u>Yard</u> Completed installation of vehicle wash facility glazing; poured footing and began forming walls at TPSS No. 5. <u>Interior</u> Began building testing and commissioning activities; poured turntable foundation and formed walls; began installation of 1st Fl. transformer; continued installation of office furniture

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Link Light Rail Hilltop Tacoma Link Extension

Project Cost Summary

In September 2017, Sound Transit Board adopted the Hilltop Tacoma Link Extension (HTLE) baseline schedule and budget. In June 2020 the Sound Transit Board approved an increase to the authorized project allocation from \$217.3M to \$252.7M. 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 T100 construction contract was executed in August 2018. Staff received ST Board approval in December 2019 to add contingency to this contract. Following the risk assessment in April 2020, staff recommended an additional \$35.4M budget for an Estimated Final Cost of \$252.7M of the project. The ST Board approved the recommendation for additional project budget in June 2020.

Approximately \$4.3M was incurred in the February 2021 period. A majority of the expenditures (\$2.7M) occurred in the Construction Phase that are related to the T100 contract, City of Tacoma Work Orders, Vehicle Procurement, and Startup & Testing. The remaining expenditures are from Administration, Construction Services, and Final Design phases.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$21.7	\$15.2	\$15.0	\$21.7	(\$0.0)
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$14.1	\$13.2	\$12.8	\$14.1	\$0.0
Construction Services	\$12.4	\$10.4	\$8.8	\$12.4	\$0.0
3rd Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$128.8	\$107.5	\$162.0	\$0.0
Vehicles	\$33.4	\$32.3	\$4.8	\$33.4	\$0.0
ROW	\$2.2	\$2.2	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$208.9	\$157.3	\$252.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	\$31.0	\$24.6	\$20.6	\$31.0	\$0.0
20 Stations	\$3.5	\$2.8	\$2.3	\$3.5	(\$0.0)
30 Support Facilities	\$41.2	\$32.7	\$27.3	\$41.2	(\$0.0)
40 Sitework & Special Condi-	\$51.7	\$41.2	\$34.4	\$51.8	\$0.1
50 Systems	\$34.6	\$27.5	\$22.9	\$34.6	(\$0.0)
Construction Subtotal (10 - 50)	\$161.9	\$128.8	\$107.5	\$162.0	(\$0.1)
60 Row, Land	\$2.0	\$2.2	\$1.9	\$2.2	\$0.2
70 Vehicles (non-revenue)	\$33.1	\$32.3	\$4.8	\$33.4	\$0.3
80 Professional Services	\$53.8	\$45.7	\$43.1	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	(\$2.0)
Total (10 - 90)	\$252.7	\$208.9	\$157.3	\$252.7	\$0.0

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Link Light Rail Hilltop Tacoma Link Extension



Risk Management

The Hilltop Tacoma Link Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. It is Sound Transit's responsibility for continuously monitoring project status and associated risks, taking mitigation actions for known risks identified on the risk register, and effectively responding in a timely manner to those risks that pose a significant impact to the project cost or schedule forecast.

The Baseline Risk Assessment was conducted in May 2017 and we conducted a Quantitative Risk Assessment in May 2019. A Recovery Action Workshop was conducted on October 24-25, 2019. An update to the risk model following review of secondary risk mitigations was done and updated the project's estimate at completion. The team implemented the mitigations for the top risks which are tracked via weekly status updates. The latest Risk Register was updated for progress through February 2021. The current top project risks include:

- Water Ponding is occurring more than anticipated along the alignment. This is a result of lowering the track slab for ADA crossing redesign. Additional redesign and rework could be required.
- Stadium High School curve redesign causes rework to the track slab, rail and adjacent flatwork/roadway restoration.
- Roadway Modifications Full depth restoration Full depth restoration required in areas previously called out for grind and overlay.
- City of Tacoma Delays to construction progress as the result of late submittal comments, RFI responses, or design reviews.
- Cutovers Contractor planning and implementation from existing alignment to new alignment at 9th & Commerce St. switch may negatively impacts Operations.
- Vehicle Procurement Schedule Sufficient time must be allowed for the manufacturer to deliver the cars, otherwise testing and opening of the expansion could be delayed. Current OMF can store 1 LRVs for delivery.
- Unidentified utilities (Commerce St) under the proposed alignment lead to increased cost and schedule delays for mitigation during construction.
- Unidentified utilities at OMF Yard area lead to increased cost and schedule delays for mitigation during construction.
- DSDC Delays to construction progress as the result of late submittal comments, lack of internal coordination of reviewer comments, RFI responses, or designs from DSDC. Prioritization of design issues.
- Inadequate schedule contingency (float) may result in project finishing later than anticipated

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Link Light Rail Hilltop Tacoma Link Extension

Contingency Management

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

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at \$0M, 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 \$1.8M due to executed change order for T100, Construction Management (Jacobs) change order and Non Revenue Vehicle contract. Current balance is to \$31.5M.

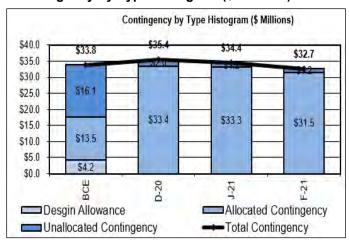
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains unchanged this period.

Contingency Status (Monthly)

	Base	line	Re-B	aseline
Туре	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$31.5	33.0%
Unallocated Contingency	\$16.1	8.2%	\$1.2	1.2%
Total	\$33.8	17.2%	\$32.7	34.2%

Table figures are shown in millions.

Contingency by Type Histogram (\$ Millions)



Contingency Drawdown (Quarterly)



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Link Light Rail Hilltop Tacoma Link Extension

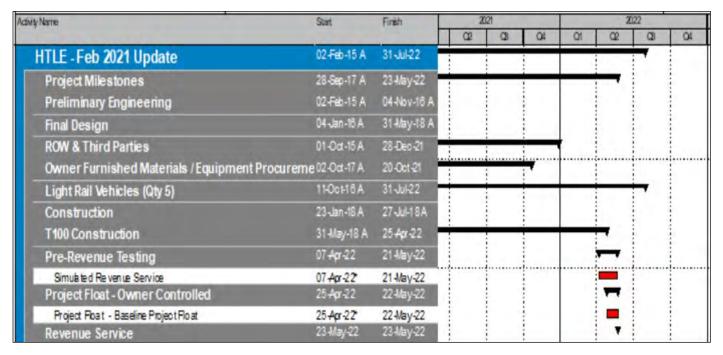


Project Schedule

The Master Schedule has been updated through the end of February 2021. Overall physical percent complete is 74%. *Master Schedule does not include T100 Feb 2021 schedule submittal as it is under review.*

LRV: For ecast delivery of the first car arriving in late Q3 2021 and last car in Q1 2022. The car builder's schedule forecasts all cars will be delivered and completed conditional acceptance testing in time to support pre-revenue service startup in Q1 2022.

T100: Systems handover of OMF and Mainline testing to start of pre-revenue service in early April 2022. MS#2 Substantial Completion of all work is forecasted to be completed in late April 2022.



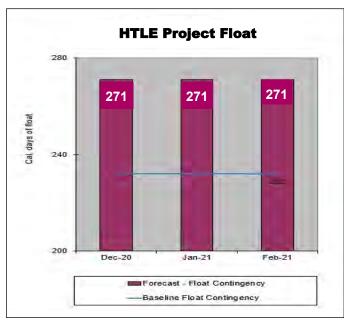
Project Float

Hilltop Tacoma Link Extension was baselined with 232 days of project float in the schedule in order to achieve Revenue Service on May 23, 2022. Current schedule forecasts that all the project float of 271 days will be used in order in order to maintain Revenue Service Date.

RFC #148/ CO #37 was approved and awaiting for a 15 day time extension due to differing site conditions and design issues and is reflected in the current project float drawdown.

CO #35, #46 and #14 were approved for seven day time extension due to weather delays and is reflected in the current project float drawdown.

RFC #251 was submitted by the Contract and is still in review with ST CM Team with a possible 105 day time extension that is not reflected in the current project float drawdown.

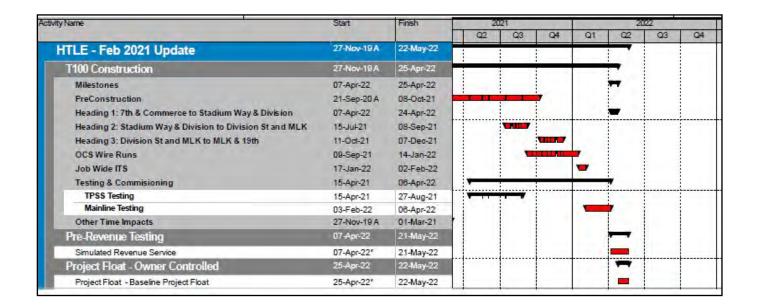


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Link Light Rail Hilltop Tacoma Link Extension

Critical Path Analysis

The analysis for Feb 2021 shows the main critical path runs through the T100 contract with the installation of the TPSSs in Heading 1, Heading 2 and Heading 3 followed by completing OCS wire runs; Job Wide ITS testing and Testing and Commissioning before pre-revenue service begins.



Right-of-Way

The Hilltop Tacoma Link Operations and Maintenance Facility will expand to the east and five new vehicles will be purchased. The Right-of -Way effort for this project involved 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 resulted in owner and tenant residential and commercial relocations. The following table summarizes the right-of-way program status for this period. All project property acquisitions are complete.

Tacoma Link Extension Property Acquisition Status						
ACQUISITION RELOCATION				CATION		
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required Relocations Comp		
20	20	20	20	1	1	

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Link Light Rail Hilltop Tacoma Link Extension



Community Engagement

- Continued coordinating with Kaiser Permanente and MultiCare on the schedule and progress of track installation near the medical facilities. Met with Kaiser Permanente to discuss the track installation at MLK Jr. Way and Division Ave, the foundations for OCS poles in their driveway, and their redesigned driveway on MLK Jr. Way, Feb 4. Provided information about the track installation phasing along Division Ave, including notification about track installation in the Division Ave and MLK Jr. Way intersection and OCS pole installation. Held two site walks with MultiCare (Feb 5 and Feb 19).
- Met with Tacoma Public Utilities and the hospitals to prepare for winter weather, Feb 12. As a result, the contractor removed catch basin socks to help prevent flooding during snow melt.
- Produced and distributed notification about stormwater work and track installation starting on Commerce Street. Later
 informed the community that the stormwater work will be rescheduled. Coordinated with the contractor and businesses on
 access and parking.
- Informed Hilltop stakeholders about the status of construction on MLK Jr. Way, including track installation, OCS pole tieins and electrical work, as well as a heads-up on curb and gutter work.
- Updated Stadium stakeholders on the schedule and traffic impacts for the Division Avenue track installation. Produced and distributed notification about installing the concrete pad at TPSS 2.
- Gave a presentation on the HTLE project at the Stadium Business District's quarterly meeting (Feb 24) and at the Hilltop Stakeholders Outreach meeting (Feb 25).
- Produced and distributed the weekly construction alert about traffic impacts.
- Continued coordinating with Communications on the Loyal to the Local campaign, including videos for businesses.
 Continued posting to the HTLE Facebook group. Took construction videos.
- Responded to questions/complaints about contractors parking along Division Ave near businesses, parking on S. 8th St.
 near residents, and parking in the Tacoma Medical Center's parking lot. Provided additional information about signage and
 access.

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Link Light Rail Hilltop Tacoma Link Extension

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance		
ST Staff	24.1	14.7	(9.4)		
Consultants	15.5	16.7	1.2		
TOTAL	39.6	31.4	(8.2)		
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.					

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Link Light Rail Hilltop Tacoma Link Extension



Construction Safety

Data/ Measure	February 2021	Year to Date	Project to Date		
Recordable Injury/Illness Cases	0	0	8		
Days Away From Work Cases	0	0	0		
Total Days Away From Work	0	0	0		
First Aid Cases	1	2	20		
Reported Near Mishaps	4	9	56		
Average Number of Employees on Worksite	121	-	-		
Total # of Hours (GC & Subs)	5,523	13,999	259,603		
OSHA Incident Rates	Month	Year to Date	Project to Date		
Recordable Injury Rate	0.00	0.00	6.16		
Lost Time Injury (LTI) Rate	0.00	0.00	0.00		
Recordable National Average		3.00			
LTI National Average	1.20				
Recordable WA State Average	6.00				
LTI WA State Average	1.90				

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.

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Link Light Rail Hilltop Tacoma Link Extension

Contract T100 — Hilltop Tacoma Link Extension

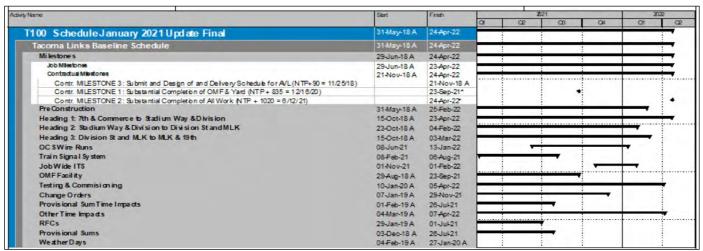
Current Progress

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

- Heading 1: Installed remaining OSC poles on Commerce Street. Excavate, lay and backfill power conduits to service point, lighting conduits and controller conduits.
- Heading 2: Finished excavating for IB track slab at from MLK and S. J Street. Excavate, lay and backfill signal and
 illumination conduits at Division and MLK intersection. Grade and form TPSS #2 CIP footing and installed footing wall
 rebar.
- Heading 3: Poured OCS foundations between S. 3rd and Division Ave. Began re-building and adjusting IB rail on MLK from S.8th and S. 9th Street. Finish underground electrical at SW corner of MLK and S.17th Street.
- OMF Yard: Poured TPSS #5 CIP footing and wall. Finished OCS poles on E. 25th Street.
- OMF Building: Finished installing 1st floor four fold door electrical, prime and paint entry way and elevator walls, start building testing and commissioning. Poured turntable foundations and walls.

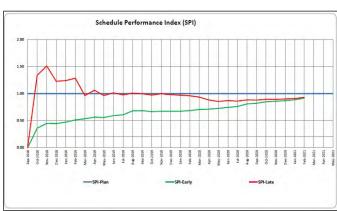
Schedule Summary

The T100 contractor schedule represented is Jan 2021 monthly update submittal. The Feb 2021 Update Submittal is under review and therefore the milestones remain the same as last month. *MS#1 OMF & Yard Substantial Completion* is forecasting September 2021. *MS #2 Substantial Completion of All Work* is still forecasting for April 2022.



Schedule Performance Index

This period, the SPI-Early increased from 0.88 to 0.91 and the SPI- Late increased from 0.91 to 0.93. The early index indicates that the contractor continues to perform behind the plan when compared to the baseline schedule. Based on the current trends there will be schedule impacts to the current T100 contract milestones. Change Orders are in process to address the schedule delays.



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Link Light Rail Hilltop Tacoma Link Extension



Next Period's Activities

- Heading 1: Continue OB corners for traffic signal foundations, Pull in IB and OB rails from I-705 to S. 7th Street. Saw cut and begin excavation for systems ductbank for connection into existing alignment.
- Heading 2: Finish welding IB pre-curve rail from MLK to Division Ave.
- Heading 3: Pour OCS foundations and install OCS pole at future Tacoma General station, pour crosswalks at S.
 9th and MLK intersection, pave the outside of IB trackslab, grade in between trackslabs for permanent HMA for from 6th Ave through S. 9th Street
- OMF Yard: Complete pour for turntable walls.
- OMF Building: Install office furniture wiring, BMS and installing ST provided IT equipment in communications room. FRP new turntable grade beams and slab.

Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- Redesign of curve at Stadium High School delayed the start of work in this area for seven weeks. ST CM assessing impacts to schedule. This seven week delay pushed all work on Commerce Street on the critical path. ST CM has worked with the City of Tacoma and the Contractor to develop a robust plan to work continuously on Commerce from February to July 2021.
- Notifications to the community of upcoming construction activities are ongoing. Business mitigation efforts are underway to support businesses impacted by construction activities. Community Outreach staff are managing this effort with the support of the contractor, City of Tacoma and ST field staff. The feedback from these businesses assisted the project team with developing the robust Commerce Street plan.
- The cutover at 9th and Commerce requires a series of planning workshops which began in January 2020.
 Participants include ST (including Operations), City of Tacoma and the contractor.

Cost Summary

Present Financial Status	Amount			
T100 Contractor— Walsh Construction Company				
Original Contract Value	\$	108,295,000		
Change Order Value	\$	8,915,152		
Current Contract Value	\$	117,210,152		
Total Actual Cost (Incurred to Date)	\$	98,628,494		
Percent Complete		83%		
Authorized Contingency	\$	37,114,750		
Contingency Drawdown	\$	8,915,152		
Contingency Index		3.5		



Stacy & Witbeck lining track.

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Link Light Rail Hilltop Tacoma Link Extension

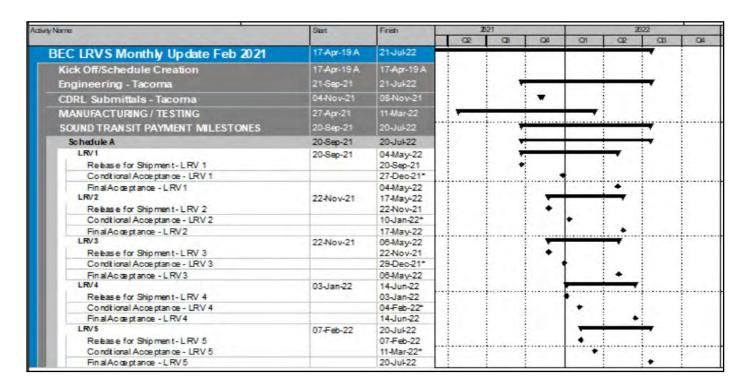
Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Progress

- Brookville continues to work on scheduling FAIs with subcontractors and suppliers as POs and lead times are identified.
- Brookville continues work on completing the upcoming FDRs.
- Brookville continues to work on completing Final Design CDRLS that affect the build of the first vehicle frame.
- Brookville continues to work with Sound Transit/Tacoma to plan for onsite training, commissioning and the testing plan.
- Working on Long Lead time components that could possible impact Cab Partition Wall, Interior Wall Linings and Ceiling Cove Enclosures.

Schedule Summary

- Brookville provided letter TAC2-CRE-00763 COVID-19 Supplier Force Majeure due to the uptick of additional COVID
 cases causing possible delays with subcontractors and supplier.
- The February 2021 schedule indicates Brookville FDR2 for Cab, Doors, HVAC, Electrical and Communications. FDR 3 for Carbody, Coupler, Truck, Interior /Exterior will complete in Mar 2021 with FDR4 and FDR 5 starting in late Mar 2021 and completing in Apr 2021.
- Current Forecast is forecasting a slip of a month for shipping and delivery of the 1st car arriving to OMF in Tacoma in Sept 2021 due to delays of testing of LVRs on the Valley Metro Project. The 2nd LRV and 3rd LRV will arrive in Nov 2021 with the remaining LRVs shipping in Q1 2022. Conditional Acceptance testing for all 5 LRVs in Tacoma will be complete by March 2022.



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Link Light Rail Tacoma Dome Link Extension



Project Summary

Scope

Limits Federal Way Transit Center to South

Federal Way, Fife, East Tacoma, and

Tacoma Dome

Alignment The Tacoma Dome Link Extension (TDLE)

expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.

Stations South Federal Way, Fife, and East Tacoma

(elevated stations) and Tacoma Dome

(at-grade station)

Systems Signals, traction power, communications

(SCADA), Operations and Maintenance

Facility South (OMF South)

Phase Planning: Alternative Development

Budget \$125.7 Million for Preliminary Engineering

Phase 1—Alternative Development

Schedule Revenue Service: Open for Service date

will depend on Board direction from

realignment process.



Map of Tacoma Dome Link Extension.

Key Project Activities

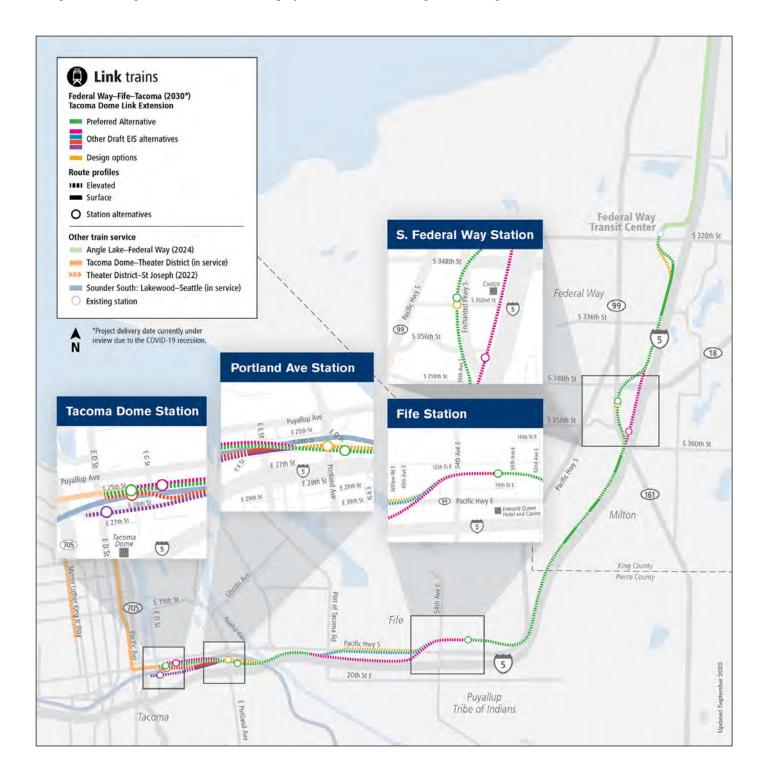
- Prepared preliminary evaluation results for no-motorized station access.
- Held meetings with the OMFS IAG via virtual conference.
- Held meetings with FTA virtually on TDLE.
- Prepared for OMFS DEIS Publication.

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Link Light Rail Tacoma Dome Link Extension

Project Map

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



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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.

Project expenditure is almost 25% less than the planned budget in February. The major variance is observed in Administration and 3rd Party phases, however upcoming publication of OMF South DEIS in March is expected to raise Administration incurred cost in Q1 and Q2 2021. The other factor contributing to the variance is that 3rd Parties have been late in issuing of their invoices to Sound Transit.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$26.8	\$11.5	\$11.3	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$48.8	\$31.1	\$87.1	\$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	\$1.6	\$0.7	\$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	\$0.5	\$0.1	\$5.4	\$0.0
Total	\$125.7	\$62.4	\$43.2	\$125.7	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$5.4	\$0.5	\$0.1	\$5.4	\$0.0
80 Professional Services	\$110.9	\$61.9	\$43.1	\$110.9	\$0.0
90 Unallocated Contingency	\$9.4	\$0.0	\$0.0	\$9.4	\$0.0
Total (10 - 90)	\$125.7	\$62.4	\$43.2	\$125.7	\$0.0

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Link Light Rail Tacoma Dome Link Extension

Risk Management

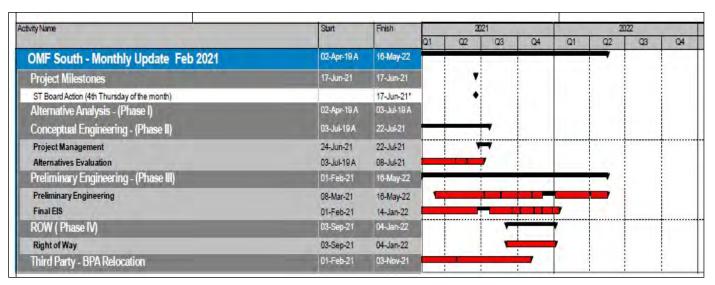
The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. Sound Transit will continuously monitoring project status and associated risks. ST will take mitigation actions for known risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

The Q4 2020 risk review workshop was held in December 2020. The following are the top project wide risks:

- Puyallup Tribe may take longer than planned to provide cultural resources and/or fisheries, storm-water mitigation approvals.
- Impacts to partners due to COVID-19 pose potential schedule risk.
- Reduced revenue as a result of COVID-19 may impact schedule and cost.
- Other ST projects are experiencing baseline cost escalation, especially WSBLE, resulting in insufficient funding available for TDLE and OMFS.
- Contaminated soil and/or groundwater maybe discovered during TDLE and OMF South construction, resulting in increased costs
- OMF South may not be built in time for ST3 vehicle schedule.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Complication to cross the Puyallup River due to cultural, geo-technical, structural, or ROW.
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Lack of federal funding for public transit projects could delay the project.

Critical Path Analysis

The critical path for the overall TDLE program continues to run through OMF South portion of the project. OMF South must complete conceptual engineering and environmental to produce the Draft EIS. The critical path then continues through the project life cycle of conceptual, preliminary design, final design, permitting, Right-of-Way acquisition, BPA relocation and construction.



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Link Light Rail Tacoma Dome Link Extension

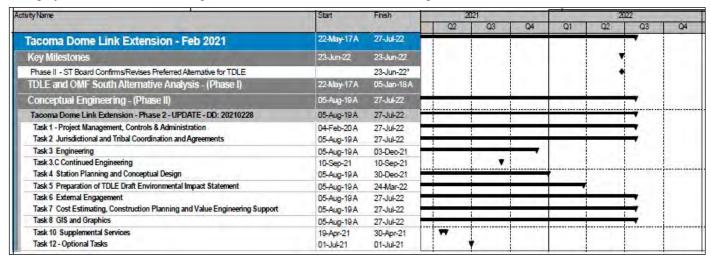


TDLE Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. During the realignment process only near-term schedule activities will be reported.

Below is the summary schedule as of February 28, 2021. At this time the project is estimating approximately 12 months of delay to the DEIS being published due to stakeholder reviews which can be associated with COVID-19 related impacts. These delays have the potential to impact the overall project schedule and are being assessed by the ST Board.

The project continues to forecast a publication of the Draft Environmental Impact Statement in Q2 2022.

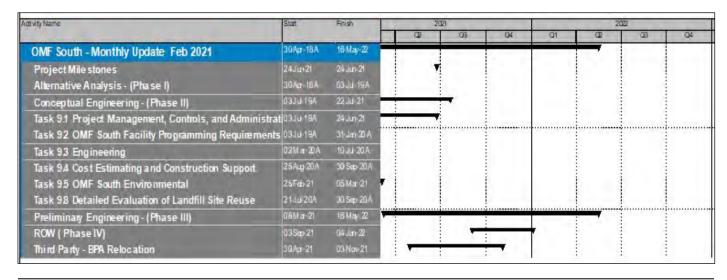


OMF South Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic but at this time the project is experiencing a six month delay of the DEIS being published due to stakeholder reviews which were associated with COVID-19 related impacts.

This project is part of the assessment. During the realignment process only near-term Phase II conceptual engineering schedule activities will be reported.

Below is the summary schedule as of February 28, 2021. The project is still forecasting that the Draft Environmental Impact Statement will be submitted in Q1 2021.



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Link Light Rail Tacoma Dome Link Extension

Community Engagement

- OMF South Hosted an Interagency Group meeting (virtual meeting on 2/16)
- OMF South Met with representatives from the Belmor Park property management and residential board (virtual meeting on 2/16)
- OMF South Participated in the City of Federal Way's City Center Access project design webinar for Belmor Park residents (virtual meeting on 2/24)

Staffing Summary

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

Project has planned 58.5 average FTEs per month for the year 2021. To date, both ST and consultant actual staffing levels have recorded a negative variance (underrun) to the Planned Monthly FTE average. However, an increase of ST and consultant staff is expected during the OMF South DEIS review which will gradually increase the actual FTE in the coming months.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	20.8	(9.2)
Consultants	28.5	23.1	(5.4)
TOTAL	58.5	43.9	(14.6)

 $^{^\}star$ 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.	

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Link Light Rail Link Operations & Maintenance Facility: East



Project Summary

Scope The Link Operations and Maintenance

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

LRVs.

Phase Proceed to Construction

Budget \$449.2 Million (Baselined July 2016)

Schedule Substantial Completion: December 2020



Map of OMF East Site

Key Project Activities

Milestone 2, Acceptance: System Integrated Testing (SIT) and Commission work plans continue in support of milestone
completion. HP continues to address punch list items including: metal panels siding leakage, track survey, metallic coated
steel sheeting, photovoltaic collectors, roof membrane damage, LRV Auxiliary power cabling testing, and testing of the
interlocks and sensors at the fall gates.

Closely Monitored Issues

- Monitoring commissioning and testing in support of project transition to Operations.
- Readiness of Operations to assume occupancy of the facilities.
- COVID-19 safety plan and requirements are being enforced and followed.
- Submittal of complete and acceptable as-built drawings.

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Link Light Rail Link Operations & Maintenance Facility: East

Project Cost Summary

The Baseline Budget (July 2016) for the OMF East is \$449.2M. The OMF East cost is summarized into two cost tables. The first table is in accordance with Sound Transit's Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The Estimated Final Costs (EFC) continues to be projected at approximately \$449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period's project's expenditure topped out at about \$789K. The total project cost incurred increased from approximately \$365.1M to \$365.9M. The majority of the cost are driven by the Administrative and Construction Service Phase.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$9.7	\$9.6	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$9.0	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.5	\$16.4	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$233.3	\$228.5	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$372.6	\$365.9	\$449.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$2.6	\$4.4	\$4.2	\$4.2	\$4.2	\$0.2
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$130.5	\$128.7	\$143.9	-\$7.8
40 Sitework & Special Conditions	\$43.6	\$48.5	\$41.7	\$39.7	\$44.2	\$4.4
50 Systems	\$43.0	\$41.6	\$40.3	\$39.5	\$40.1	\$1.5
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$216.8	\$212.0	\$232.4	-\$1.8
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$71.6	\$70.3	\$53.0	\$51.2	\$68.5	\$1.8
90 Unallocated Contingency	\$13.8	\$13.8	\$0.0	\$0.0	\$13.8	\$0.0
Total (10 - 90)	\$449.2	\$449.2	\$372.6	\$365.9	\$449.2	\$0.0

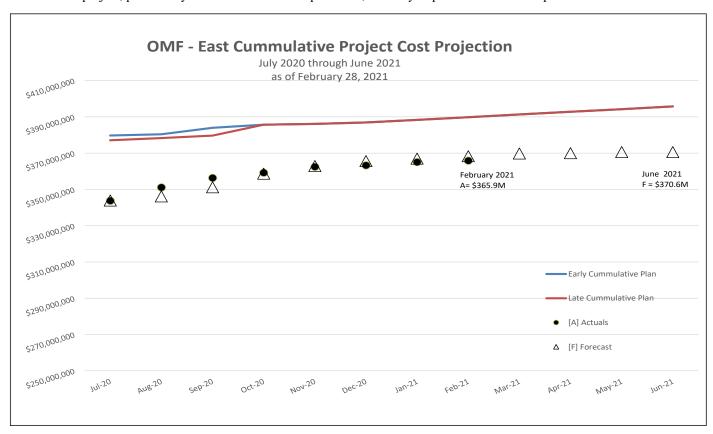
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Link Light Rail Link Operations & Maintenance Facility: East



Project Cash Flow Projection

The OMF East cost projection is trending late this period but anticipates to pick up. Total project expenditure incurred to date at approximated \$365.9M with Construction Phase at about 62% and Right-of-Way (ROW) phase at 28%. The project expenditure continues to trend a projection of \$370.6M by June of 2021 which is below the lower bounds of the late planned expenditures as shown in the graph below. The probability of the project to finish under the project budget of \$449.2M is excellent giving reason to the plateauing of the forecast curve shown below. That said, there continues to be considerable cost risk and uncertainties ahead of the project, particularly due to the COVID-19 pandemic, that may impacts the cost at completion.



Risk Management

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

The project issued Substantial Completion at the end of December. While Substantial Completion has been achieved, residual risk remains in the project. The following are the actively managed risk areas that pertains to only cost:

- **Design:** Late changes made to scope by 3rd Parties and Operations impact the project at this stage.
- Scope: Scope Interfaces with E750 Systems when ELE has integrate OMF East with OMF Central through East Link.
- Construction: COVID-19 virus pandemic's impacts are cost difficult to assess at this stage.
- Start Up: At this juncture, it is a matter of completion of testing and various punch list items, as well as miscellaneous follow on scope satisfactorily transition over to Operations.

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Link Light Rail Link Operations & Maintenance Facility: East

Contingency Management

The Link Operations and Maintenance Facility: East was baselined and approved by Sound Transit Board in July 2016 with a total contingency of \$93.2M. The Project's starting contingency balance as of the Notice to Proceed for Construction was \$71.6M reflecting the inclusion of the Design Allowance in the Design Builder contract amount. In this period, change orders were related to various construction scope. The current contingency balance at the end of this period is approximately \$60.4M (previous period at \$61.4M).

Design Allowance (DA): N/A

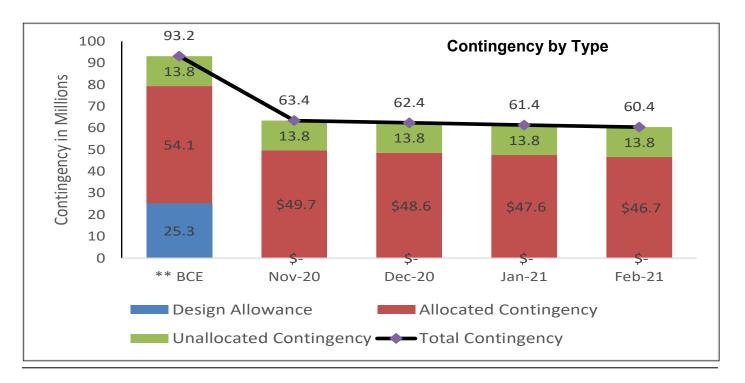
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Allocated contingency balance at the end of this period continues to be stable at \$46.7M (the previous period at \$47.6M). The approximately contingency draw were attributed to normal construction changes.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The baseline UAC amount of \$13.8M reflects no changes this period.

Contingency Status

	Base	eline	Current			
Contingency Type	Amount	% of Total	Amount	% of Work Remaining		
Design Allowance	\$ 25.3	5.6%	\$ -	0.0%		
Allocated Contingency	\$ 54.1	12.0%	\$ 46.7	56.0%		
Unallocated Contingency	\$ 13.8	3.1%	\$ 13.8	16.5%		
Total	\$ 93.2	20.7%	\$ 60.4	72.6%		

Table figures are shown in millions.



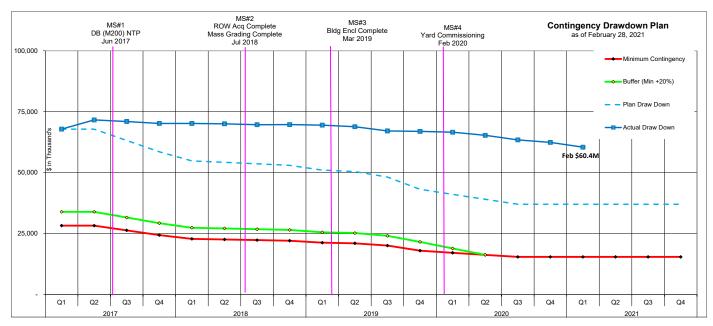
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Link Light Rail Link Operations & Maintenance Facility: East



Contingency Drawdown

At the end of the Q4 2020, OMF East Project's total contingency drawdown plan is trending positively. Total contingencies balance in February 2021 at approximate \$60.4M (previously quarter at \$61.4M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The next update will be at end of the Q4 2020. The Final Risk Mitigation Milestone #3 was revised and met in Q4 2019.





OMF East with LRVs from Kinkisharyo (at the back) and Siemens (in front)

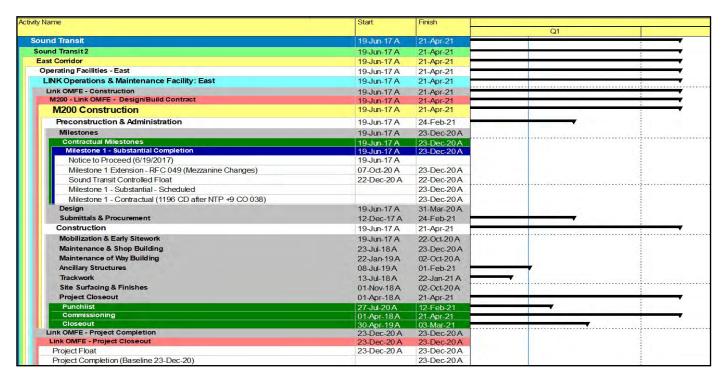
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Link Light Rail Link Operations & Maintenance Facility: East

Project Schedule

In the month of December, the M200 contractor achieved Substantial Completion, meeting Sound Transit's baseline target. Closeout work is ongoing. As the facility is now functionally occupied, schedule progress will no longer be reported.



Critical Path Analysis

Construction and testing required for beneficial occupancy are complete. The remaining critical path is the contractor's two-year performance guarantee, which started the day after Substantial Completion was achieved. As the facility is now functionally occupied, schedule progress will no longer be reported.

ctivity Name	Start	Finish	2021				2022			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Link OMFE - Construction	19-Jun-17 A	23-Dec-22				1				
M200 Construction	19-Jun-17 A	23-Dec-22				1				
Preconstruction & Administration	19-Jun-17 A	23-Dec-22								
Milestones	19-Jun-17 A	23-Dec-22		1		-				
Contractual Milestones	19-Jun-17 A	23-Dec-22				1				
Milestone 1 - Substantial Completion	19-Jun-17 A	23-Dec-20 A		; , ,						ir stor ir
Milestone 2 - Final Completion	23-Dec-22	23-Dec-22				1				
Final Acceptance per Article 3.09D		23-Dec-22				Ì				
Two Year Energy Performance Guarantee	24-Dec-20 A	23-Dec-22		1		1				
Energy Performance Guarantee	24-Dec-20 A	23-Dec-22								
Change Orders	07-Oct-20 A	07-Oct-20 A					1.1.212,131			1
Link OMFE - Project Completion						1				

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Link Light Rail Link Operations & Maintenance Facility: East



Community Engagement

- Ongoing engagement with the public on potential impacts to the neighborhood.
- Coordination of media event regarding the completion of the facilities.

Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through February of 2021. Utilization of staff and consultants anticipate to be longer in duration than planned; however, the monthly average should trend closer to the plan as the year comes to a close. That said, with COVID-19 pandemic's fluid situation, it is hard to predict how the annual plan will unfold accordingly for the remainder of the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	9.8	4.6
Consultants	2.8	14.8	12.0
TOTAL	8.0	24.7	16.6

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



OMF East - OMF Building (front) and MOW Building (back) and STArt Nails (lower right) along the Maintenance Yard

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Link Light Rail Link Operations & Maintenance Facility: East

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety *

Data/ Measure	December 2020	Year to Date	Project to Date		
Recordable Injury/Illness Cases	0	3	9		
Days Away From Work Cases	0	0	2		
Total Days Away From Work	0	0	31		
First Aid Cases	0	9	17		
Reported Near Mishaps	0	11	27		
Average Number of Employees on Worksite	20	-	-		
Total # of Hours (GC & Subs)	5,000	276,622	599,257		
OSHA Incident Rates	Month	Year to Date	Project to Date		
Recordable Injury Rate	0.00	2.17	3.00		
LTI Rate	0.00	0.00	0.67		
Recordable National Average	3.00				
LTI National Average	1.20				
Recordable WA State Average	6.00				
LTI WA State Average	1.90				

Notes: 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.

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^{*} This is the Final Report as the project has reached Substantial Completion in December 2020.

Link Light Rail Link Operations & Maintenance Facility: East



Contract M200 - OMF East Design Build

Current Progress

Design: Hensel Phelps (HP) design administration for supporting construction activities.

Construction:

Milestone 2, Acceptance: System Integrated Testing (SIT) and Commission work plans continue in support of milestone
completion. HP continues to address punch list items including: metal panels siding leakage, track survey, metallic coated
steel sheeting, photovoltaic collectors, roof membrane damage, LRV Auxiliary power cabling testing, and testing of the
interlocks and sensors at the fall gates.

Next Period's Activities

In response to COVID-19, the contractor continues to enforce approved COVID safety work plan.

- OMF East Building: Punchlist items continue.
- MOW Building: Punchlist items continue.
- Systems: Systems integration testing continues.
- Commissioning: Activities continuing.

Closely Monitored Issues

- COVID-19 safety plan and requirements are being enforced and followed.
- Monitoring commissioning and testing in support of project transition to Operations.
- Submittal of complete and acceptable as-built drawings.
- Roof Leaks at OMFE and MOW.

Cost Summary

Present Financial Status	Amount					
M200 Contractor – Hensel Phelps						
Original Contract Value	\$218,912,000					
Change Order Value	\$11,023,268					
Current Contract Value	\$229,935,268					
Total Actual Cost (Incurred to Date)	\$225,668,859					
Percent Complete	99.53%					
Authorized Contingency	\$21,891,200					
Contingency Drawdown	\$11,023,268					
*Contingency Index	2.5					



Kinkisharyo and Siemens LRVs lifted up by in-floor lift in the OMF Building.

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^{*}Excludes Betterments



Link Light Rail Link Operations & Maintenance Facility: East

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Link Light Rail Light Rail Vehicle Fleet Expansion



Project Summary

Scope Design, manufacturing, assembly, inspec-

tion, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood

Link Extensions.

Phase Manufacturing

Budget \$740.7 Million (Baseline September 2015,

Amended April 2017)

Schedule Project Completion: 3Q 2024



Siemen's LRV

Key Project Activities

- Progressed safety certifiable items, critical Field Modification Items (FMI), operations requirements, ongoing qualification testing and burn-in prior to the Conditionally Acceptance (CA) of the 1st Light Rail Vehicle (LRV) is in progress to complete by the 1st Quarter of 2021.
- Car # 256, 257, 269 & 270 were delivered to Operation & Maintenance Facility (OMF) Central, Seattle in February 2021.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.
- First car Conditional Acceptance (CA) coordination meetings held on February 22 & 26.
- Held February 2021 monthly Safety & Security Certification Review Subcommittee (SSCRS) meeting.



Car 214 Burn-in testing in Seattle, WA



Car 256 staged for delivery in Sacramento, CA

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Link Light Rail Light Rail Vehicle Fleet Expansion

Closely Monitored Issues

- OMF Central yard LRV storage capacity continues to be an issue. The timeframe for this concern remained in the 1st Quarter of 2021; LRVs delivery and transportation plan between OMF Central and OMF East has been established and closely monitor.
- Reducing number of documents on Certifiable Items List (CIL) pending approval: Design (3%), Qualification (14%), and Operation (4%).
- Manufacturer continue reporting supply chain interruptions impacting implementation of FMIs and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.

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 expenditure incurred to date is approximately \$279.1M to which a majority of the cost is attributed to the vehicles phase of \$266.0M. The current period expenditure is \$11.5M mainly from light rail vehicles of \$11.2M comprised mainly of vehicles production milestone payments to Siemens. The other incurred cost was mostly attributed from engineering and inspection of \$203.0K and staff costs of \$104.7K.

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	\$6.3	\$9.6	\$4.5	\$4.4	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$8.7	\$18.0	\$0.0
Vehicles	\$716.1	\$713.1	\$656.7	\$266.0	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$676.3	\$279.1	\$740.7	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$702.8	\$705.3	\$667.5	\$270.4	\$705.3	\$0.0
80 Professional Services	\$6.1	\$23.2	\$8.7	\$8.7	\$23.2	\$0.0
90 Contingency	\$31.7	\$12.2	\$0.0	\$0.0	\$12.2	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$676.3	\$279.1	\$740.7	\$0.0

^{*}Totals may not equal column sums due to rounding of line entries.

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Link Light Rail Light Rail Vehicle Fleet Expansion



Risk Management

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

There are no changes to the current top risk as listed below based on the last update:

- Siemens slower than expected Safety Certification Process could possibly delays to revenue service dates on all programs.
- Special tools and test equipment must be identified, procured, delivered and commissioned prior to LRV conditional acceptance.
- Familiarization Training with local emergency responders has not yet started and the time table for completion.
- Siemens limited staff and equipment supporting testing and commissioning is a constrain on qualification testing and safety certification will remain open until complete.
- Automatic Train Protection interface between ST1 vehicle ATP system and new ST2 vehicle ATP causing potential interface
 with wayside signal and on-board systems under investigation. Qualification test postponed until completion of
 investigation.
- COVID-19 remains a fluid situation and disruption to Siemen's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$64.3M or about 13.6% of remaining work in the project.

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

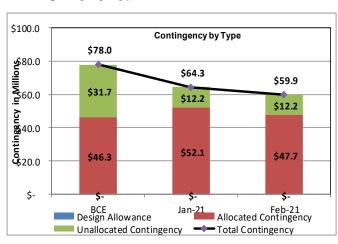
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The AC for February decreased by \$4.4M to \$47.7M due to various Siemens Change Orders.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC for February remains unchanged at \$12.2M.

Contingency Status (Monthly)

Contingonou	Base	eline	Current		
Contingency Status	Amount	% of Total Budget	Remaining Amount	% of Work Remaining	
Design Allowance	\$ -	0.0%	\$ -	0.0%	
Allocated Contingency	\$ 46.3	6.4%	\$ 47.7	10.3%	
Unallocated Contingency	\$ 31.7	4.3%	\$ 12.2	2.6%	
Total	\$78.0	10.7%	\$ 64.3	13.0%	

Contingency by Type

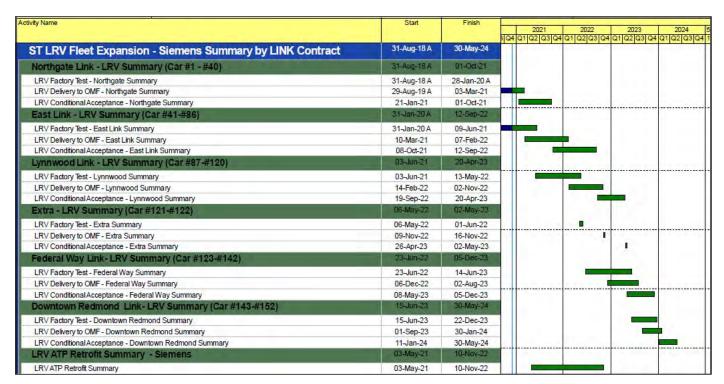


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Link Light Rail Light Rail Vehicle Fleet Expansion

Project Schedule

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 the Siemen's monthly schedule update. As of November 2020, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below but Northgate Link is also seeing schedule pressure as conditional acceptance complete for the 40th car slips into October of 2021. Mitigation measures are currently in place and being monitored closely by the team. A summary bar for the ATP retrofit of the Kinkisharyo cars was also added for monitoring this period.



LRV Delivery and Testing Progress as of January 31, 2021								
LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service				
Planned	66	66	46	46				
Actual	40	40	0	0				

Critical Path Analysis

The critical path is completing the on-site Vehicle Performance Qualification Test and Acceptance Testing and Burn-In of all LRVS that have been delivered to Sound Transit site. Car 214 is the main test vehicle and Car 204 is needed for test requiring multiple cars.

Delivery and Conditional Acceptance Testing of all 40 light rail vehicles required for Northgate Link is closely monitored to support the Pre-Revenue simulation period. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be complete by September 2024. As well as on time for the start of Pre-Revenue Service for each of the new extension lines: East Link, Lynnwood Link, Federal Way Link and Downtown Redmond Link.

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Link Light Rail Light Rail Vehicle Fleet Expansion



Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through the end of February 2021. The variance between the planned ST Staff and the YTD Actual ST Staff is 2.2. This variance largely continues to be due to the cumulative fractions of estimated FTEs spread across various departments and cannot be attributed to any one main variance driver. That said, with COVID-19 pandemic's fluid situation, it is hard to predict how the annual plan will unfold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance	
ST Staff	9.5	7.8	(1.7)	
Consultants	7.8	10.3	2.5	
TOTAL	17.3	18.1	(0.8)	

 $^{^\}star$ 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.	

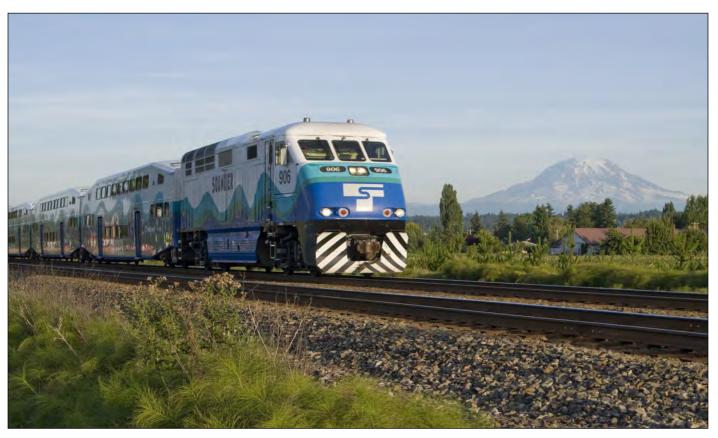
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Progress Report **Sounder Program**



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

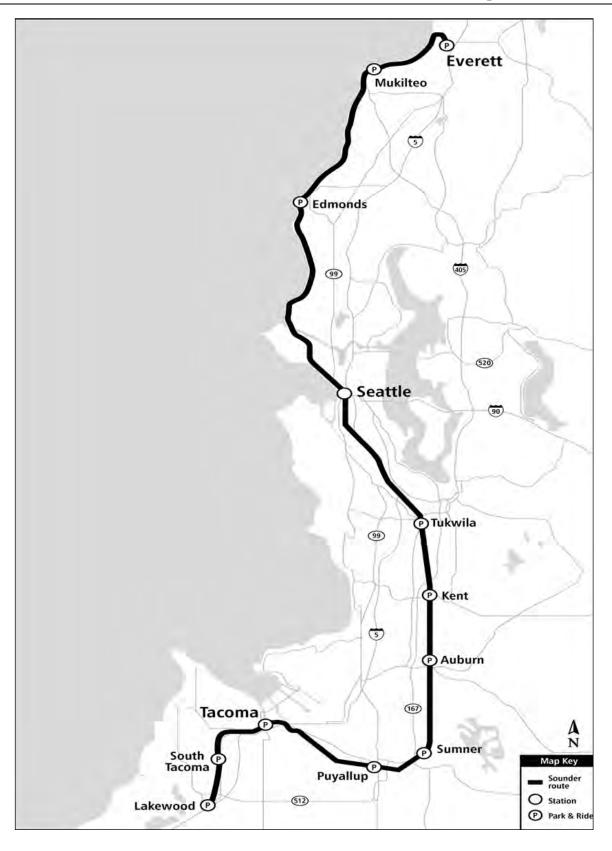




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Sounder Commuter Rail Routes

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Sounder Commuter Rail Program Overview



Auburn Station Parking & 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.

Edmonds and Mukilteo Stations Parking & Access Improvements: The Edmonds and Mukilteo Stations Parking and Access Improvements Project will provide parking and access improvements to the Edmonds and Mukilteo Sounder Stations. A variety of access improvements will be considered for each station including bicycle and pedestrian access, pick up/drop off areas, transit integration, and parking.

Kent Station Parking & 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.

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 Maintenance Base: Sound Transit will construct a new railroad maintenance facility to service Sounder commuter trains at its expanded Century Yard facility in the City of Lakewood. The building will contain maintenance bays, materials storage areas, offices, and facilities for employees.

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.

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.

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Sounder Commuter Rail Program Overview

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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.

SOUNDER	Authorized Allocation	Commitment To Date	Incurred to Date	Forecast to Complete	Estimated Final Cost	Authorized Allocation vs EFC
AUBURN STATION ACCESS	\$12.6	\$6.5	\$4.2	\$6.0	\$12.6	\$0.0
EDMONDS & MUKILTEO STN P&A IMP	\$3.9	\$0.9	\$0.9	\$2.9	\$3.9	\$0.0
KENT STATION ACCESS IMPRVMNTS	\$16.8	\$7.5	\$5.1	\$9.3	\$16.8	\$0.0
PUYALLUP STATION IMPROVEMENTS	\$79.1	\$69.8	\$31.7	\$9.3	\$79.1	\$0.0
SOUNDER MAINTENANCE BASE	\$12.9	\$10.7	\$9.8	\$2.3	\$12.9	\$0.0
SOUNDER SOUTH CAPACITY EXPN	\$17.3	\$4.6	\$2.9	\$12.8	\$17.3	\$0.0
SUMNER STATION IMPROVEMENTS	\$17.8	\$16.1	\$11.2	\$1.7	\$17.8	\$0.0
Total SOUNDER	\$160.4	\$116.2	\$65.8	\$44.3	\$160.4	\$0.0

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects in the realignment process are not shown.

Project Name	Start	Finish		20	20			202	21			202	22			202	23
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	0 0
→ Sound Transit	01-May-15	11-Apr-22											1				
♦ Sound Transit 2	01-May-15	11-Apr-22	T					T	T							T	T
South Corridor	01-May-15	11-Apr-22															
Sounder Commuter Rail - South	01-May-15	11-Apr-22							Ī								
Station Access - South	01-May-15	11-Apr-22															
S300017-Puyallup Station Access Improvements - DB	01-May-15	11-Apr-22							I								

Construction Safety

Construction and System Safety provide systematic and comprehensive oversight, resources, and guidance to eliminate recognized hazards, promote a safety culture and achieve an integrated system of compliance and continuous improvement of safety on both construction projects and transit system elements. Agency-led active construction contracts under the Sounder program are as follows:

• None to report.

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Project Summary

Scope The purpose of the project is to improve

parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.

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

Auburn Station.

Phase Complete Environmental and enter Design

& Construction

Budget \$12.6 Million

Schedule Open for Service date will depend on ST

Board direction from realignment process.



Improving access to Sounder Auburn Station

Key Project Activities

- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.
- Project team continued development of an agreement to provide funding to WSDOT for traffic mitigation.

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 \$23K. The incurred cost increased from \$4.16M to \$4.18M. The majority of this period's costs is attributed to staff costs, conceptual engineering work and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.4	\$1.5	\$1.5	\$2.4	\$0.0
Preliminary Engineering	\$3.4	\$2.8	\$2.6	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.8	\$0.0	\$2.0	\$0.0
3rd Party Agreements	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
Construction	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
ROW	\$3.8	\$0.4	\$0.1	\$3.8	\$0.0
Total	\$12.6	\$6.5	\$4.2	\$12.6	\$0.0

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Risk Management

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

- The project team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team plans to conduct a risk assessment workshop to identify all the potential risks during design and construction in 2021.
- The project team reviewed and updated the risk register in December 2020. The team will review and revise the register on a quarterly basis, the next risk register update is scheduled for March 2021.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

The project is nearing completion of Phase II—Conceptual Engineering and Environmental activities. The project completed the environmental assessment in Q1 2020.

Project team issued SEPA Checklist and SEPA Determination of Non-Significance (DNS) with conditions for public comment January 29, 2020 and the FTA approved the NEPA Documented Categorical Exclusion (DCE) in February 2020.

The Sound Transit Board action for "Select the Project to be Built" occurred in April 2020, Sound Transit Phase Gate 3: Enter Design and Construction completed/passed in January 2021.

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis (underway) of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. This may potentially reduce overall project final design and construction costs as well help develop Project Requirements for the Design-Build Procurement RFQ and RFP. This will help project continue to pursue "shovel ready." Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and Baselining are not currently planned to start until after ST Board realignment decisions are made regarding the project. Further ST Board realignment decisions are anticipated as part of the July 2021 ST Board Realignment.

Other activities underway include initiating property appraisal and condemnation activities, negotiating funding agreement with City of Auburn, expected Q4 2021, pending ST Board Realignment actions.

ctivity ID	Activity Name	Start	Finish	1		2020			202	1	Ty.	2022
				Q	Q	QQ	Q	Q	Q	Q Q	Q	Q C
S300041-Aub	urn Station Access Improvements - DB	24-Feb-16 A	28-Jun-22				rhorr			-		7
S300041 - Au	uburn Station Access and Improvements - CE/PE	24-Feb-16 A	28-Apr-22	-	_							7
S300041 - AL	uburn Station Access and Improvements - Construction Management	02-Jan-20 A	28-Jun-22	1	_	_		-				7
Design-Build F	Project Management (DBPM)/Construction Services	02-Jan-20 A	28-Jun-22	X	_	_		_		-	_	7
DBPM Contra	act Procurement	02-Jan-20 A	03-Dec-20 A	1			_					
DBPM Design	n/Construction Services/Support (Pre-Const and Const)	03-Dec-20 A	28-Jun-22		37.55		7					7
DBPM Cons	truction Services/Support - Phase 1 (Pre-Construction)	03-Dec-20 A	28-Jun-22					_		-		7

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Community Engagement

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

Staffing Summary

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

The project work in February was focused on advancing the development of a funding agreement for traffic mitigation with WSDOT. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.6	1.2	(2.4)
Consultants	3.0	0.1	(2.9)
TOTAL	6.6	6.6 1.3	

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Project Summary

Scope

The purpose of the project is to provide parking and access improvements to the Edmonds and Mukilteo Sounder Stations, in order to increase ridership on Sounder North.

A variety of access improvements will be considered for each station including bicycle and pedestrian improvements, transit connections, vehicle access, parking and pickup/drop-off areas.

Phase Planning

Budget \$3.9 Million (Phase 1-2)

Schedule Open for Service date will depend on ST

Board direction from realignment process.



Sounder Mukilteo Station Access Improvements

Key Project Activities

- Finalized Phase 1 documents and shared with internal team, city partners and Community Transit for review.
- Conducting review to identify potential in-house project development activities within current budget resources.
- Next steps, including budget amendment to fund Phase 2 work and amendment of the consultant contract, are pending Board direction on realignment.

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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.

Project being on pause, this period expenditure only increased by \$350 in Staff Costs. Not enough to be seen in the rounded number in the table below

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$1.0	\$0.4	\$0.4	\$1.0	\$0.0
Preliminary Engineering	\$2.6	\$0.5	\$0.5	\$2.6	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Total	\$3.9	\$0.9	\$0.9	\$3.9	\$0.0

Risk Management

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

- Challenge in allocating the \$40 million project budget between two station areas. This is a decision the ST Board of Directors will make, likely during Phase 2, of the project.
- City partners have expressed interest in more parking, and/or more expensive parking, than appears affordable within the \$40 million project budget.

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Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities through 2021 will be reported. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

Activity ID	Activity Name	Start	Finish		20)21			202	22
				Q1	Q2	Q3	Q4	Q1	Q2 (Q3 Q4
S00087 - Edmonds &	Mukilteo Stations Parking	08-Jan-18 A	05-May-26							
Prelminary Engineering		08-Jan-18 A	13-Mar-23							
Alternative Analysis - (F	Phase I)	08-Jan-18 A	28-Jan-21	•						
Conceptual Engineering	g - (Phase II)	03-Dec-19 A	31-Dec-21							

Community Engagement

• Community outreach needs for the project will be developed and implemented consistent with the Board's realignment direction.

Staffing Summary

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

Planned FTE is an annual projection. The variance is explained by the fact that advance Phase 2 is on pause, waiting for realignment decision Summer 2021.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance							
ST Staff	3.8	0.03	(3.8)							
Consultants	0.0	0.0	(0.0)							
TOTAL	3.8	3.8 0.03								
* 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.	

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Project Summary

Scope

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

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

Station.

Phase Complete Environmental/Enter Design &

Construction

Budget \$16.8 Million

Schedule Open for Service date will depend on ST

Board direction from realignment process.



Improving access to Sounder Kent Station

Key Project Activities

- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.
- Project team continued to advance the Development Agreement with the City of Kent and continued work to advance a funding agreement with King County Metro for a bus layover area and electric charging stations.

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 \$24K. The incurred cost increased from \$5.03M to \$5.05M. The majority of this period's costs is attributed to staff costs, ROW activities and conceptual engineering work.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.7	\$1.6	\$1.6	\$2.7	\$0.0
Preliminary Engineering	\$3.4	\$3.1	\$2.6	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.8	\$0.0	\$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	\$1.0	\$0.8	\$8.2	\$0.0
Total	\$16.8	\$7.5	\$5.1	\$16.8	\$0.0

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Risk Management

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in January 2021. The next risk register update is scheduled for April 2021. The following are the top project wide risks:

- Real Estate: Potential challenge to purchase specific parcels for the realigned of Railroad Avenue.
- Geotechnical: Unknown contaminated soils underneath existing building.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

The project continues working towards completing the Phase II—Conceptual Engineering and Environmental activities throughout Q4 2019 and completed the environmental evaluation in Q4 2019. Letter Of Concurrence (LOC) between Sound Transit and City of Kent was signed in January 2020.

In February 2020 the project team went to the ST Board and received approval for the "Select the Project to be Built." The project team presented to the ST Phase Gate Committee "Phase Gate 3: Enter Design and Construction" on March 17, 2020 and received approval to enter the phase.

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. Board September Re-Alignment Motion allows advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. NTP granted to HNTB in December 2020. This will help project continue to pursue "shovel ready." Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and Baselining are not currently planned to start until after ST Board realignment decisions are made regarding the project. Further ST Board realignment decisions are anticipated as part of the July 2021 ST Board Realignment.

Other activities underway include initiating property appraisal and condemnation activities, negotiating Development Agreement with the City of Kent and negotiating King County Metro agreement and contribution for bus layover accommodation expected in Q4 2021, pending ST Board Realignment actions.

divity ID	Activity Name	Start	Finish	0	0	2020	0 0	2021	2022
\$300036-K	ent Station Access Improvements - DB	24-Feb-16 A	28-Jun-22	-	~	u u	w w	u u	
S300035 -	Kent Satation Access and Improvements - CE/PE	24-Feb-16 A	23-Sep-21	۰	-		٠	_	
S300036 -	Kent Station Access and Improvements - Construction Management	02-Jan-20 A	28-Jun-22		-		٠		-
Design/Bui	lld Project Management (DBPM)/Construction Services	02-Jan-20 A	28-Jun-22		-			_	-
DBPM Cor	ntract Procurement	02-Jan-20 A	03-Dec-20 A	1	-		7		
DBPM Des	sign/Construction Services/Support (Pre-Const and Const)	03-Dec-20 A	28-Jun-22	Ī	Ī		-		_
DBPM Co	are truction Services Support. Phase 1 (Pro-Construction)	U3-Dec-20 A	20-Jun 22	ı			+		-

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Community Engagement

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

Staffing Summary

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

The project in February was focused on the review of the Development Agreement with the City of Kent and Funding Agreement with King County Metro. Work advanced on the review of the Development Agreement with the City of Kent and Funding Agreement with King County Metro. Staff also worked on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later this year.

Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
5.0	1.1	(3.9)
3.0	0.1	(2.9)
8.0	1.2	(6.8)
	5.0 3.0	Monthly Average 5.0 1.1 3.0 0.1

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Project Summary

Scope The purpose of the project is to improve

access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus

riders, and drivers.

The proposed project includes an up to 5 level parking garage and an expansion of a surface lot; together both shall provide a minimum of 600 total stalls. The project also includes a pedestrian bridge over 5th

Street Northwest.

Phase Final Design and Construction

Budget \$79.1 Million

Schedule Open for Service: Q1 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway due to recently completed negotiations with the City impacting previously forecast Design Build Notice To Proceed (NTP) date. Open For Service date may be delayed beyond February 2022.
- Design Builder continues with completion of design packages and obtaining the remainder of the construction permits.
- Crew worked on excavation and installation of elevator pit and the tower crane foundation.
- Utility relocation work (electrical, telecommunication, and storm) continues.



Tower crane base installation.



Waterproofing installation at elevator pit.

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Project Cost Summary

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

This period expenditures increased by \$2.2M. The incurred cost increased from \$29.4M to \$31.7M. This period's costs are attributed to property acquisition and relocation, staff costs, construction management services and \$0.9M for the Design Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitme nt to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$4.6	\$3.1	\$3.1	\$4.6	\$0.0
Preliminary Engineering	\$2.9	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$5.2	\$5.1	\$4.6	\$2.1	\$5.1	\$0.0
3rd Party Agreements	\$2.2	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0
Construction	\$58.4	\$60.0	\$53.1	\$17.6	\$60.0	\$0.0
ROW	\$5.6	\$6.6	\$6.3	\$6.3	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$69.8	\$31.7	\$79.1	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitme nt to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$47.1	\$31.2	\$28.9	\$6.3	\$31.2	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$10.0	\$8.3	\$1.6	\$10.0	\$0.0
50 Systems	\$0.0	\$4.3	\$2.3	\$0.3	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.5	\$39.5	\$8.2	\$45.5	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.3	\$6.3	\$6.6	\$0.0
80 Professional Services	\$22.0	\$25.8	\$23.9	\$17.2	\$25.8	\$0.0
90 Unallocated Contingency	\$3.7	\$1.2	\$0.0	\$0.0	\$1.2	\$0.0
Total (10 - 90)	\$79.1	\$79.1	\$69.8	\$31.7	\$79.1	\$0.0

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Closely Monitored Issues

- The Burlington Northern Santa Fe (BNSF) railroad crossing agreements between Sound Transit (ST), the City of Puyallup, and BNSF is close to finalization. Completion of the agreement is subject to construction pricing by BNSF.
- ST is working with design consultant to perform investigation to confirm the location of the existing storm lines.
- City of Puyallup provided direction to relocate the 5th Street NW crosswalk from the north side of the pedestrian bridge to the north side of the 2nd Avenue.

Risk Management

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in February 2021. The next risk register update is scheduled for May 2021. The following are the top project wide risks:

- Real Property—Third Party Agreements. Project revenue service date may be delayed if BNSF agreement with ST regarding the 7th and 5th Street crossing is not resolved by Q1 2021.
- Rail Road Flaggers
 — Third Party Agreements. As a result of needing to use the railroad right of way, unavailability of
 BNSF flaggers may occur, thereby leading to delays to the schedule and increased costs. Risk of impact to 5th street and
 7th street and DB construction.

Project Schedule

This period the contractor performed utility work and continued with stone column installation.

Contractor finalized 100% design packages and continued advancing design packages with most design packages are under development to an Issue For Construction (IFC) level or are complete. Design Package 2 IFC—Civil work is planned for a late February submittal to ST. ST returned comments on Design Package 3 100%—ROW Street Improvements. Design Package 4 IFC—Garage Foundations will be submitted to ST for expedited review in early February. KPFF and ST are working to resolve open comments on the Design Package 5 Garage 60% and 100% packages.

The BNSF crossing agreements between ST and the City of Puyallup are close to finalization. ST safety and DBPM inspectors have been performing weekly site safety walks in conjunction with HP safety staff. No safety incidents have been recorded.

HP submitted closeout documentation for the monitoring well decommissioning for review. ST approved the Safety and Security Management Plan and Preliminary Hazards Analysis Report.

In Q1 2021, IFC Design Packages and Construction permits, and commencement of full garage construction activities is planned. February 2021 Board action planned to seek authority to execute two Construction and Maintenance Agreements between ST, BNSF, and the City of Puyallup. Also planned for Board action are Real Property Rights Acquisitions with the BNSF.

Activity ID	Activity Name.	Start	Finish	0	2020 Q Q Q	10 0	2021 Q Q	0 0
S300017-Puya	illup Station Access Improvements - DB	01-May-15 A	11-Apr-22	-	alala	u u	الاالا	4 4
S300017 - Pu	yallup Station Access and Improvements - PE	01-May-15A	20-Mar-19 A					
S300017 - Pu	yallup Station Access and Improvements - Permits & Third Party Agreements	15-Jul-16A	25-Mar-21	-			7	
S300017 - Pu	yallup Station Access and Improvements - ROW	05-Jul-16A	31-Mar-21	-			7	
S300017 - Pu	yallup Station Access and Improvements - Design/Build Project Management	17-Sep-18 A	11-Apr-22	-				+
S300017 - Pu	yallup Station Access and Improvements - Construction Procurement	17-Sep-18 A	26-Mar-20 A		-			
S300017 - Pu	yallup Station Access and Improvements - Design/Build - Design and Constructi	26-Mar-20 A	11-Apr-22				-	+
S300017 - Pu	yallup Station Access and Improvements - Project Completion	06-Jan-22	11-Apr-22					-
Post Construct	tion	06-Jan-22	11-Apr-22					-
Project Float		06-Jan-22	10-Feb-22					-
Open For Sen	vice	10-Feb-22	10-Feb-22					▼
Transition to 0	Operations	05-Feb-22	11-Apr-22					-

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Community Engagement

- Monitored construction activities for impacts to community and issued three construction alerts.
- Partnered with Puyallup Main Street Association for the "Love My Puyallup" window decorations in downtown businesses.

Staffing Summary

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

Project staffing is on track with planned projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.3	(1.0)
Consultants	7.5	6.2	(1.3)
TOTAL	14.8	12.5	(2.3)

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
M2021-12	Construction and Maintenance Agreement and Real Property Rights Acquisition at 5th Street NW Grade Crossing for the Puyallup Station Parking and Access Improvements Project	2/25/2021
M2021-13	Construction and Maintenance Agreement and Real Property Rights Acquisition at 7th Street NW Grade Crossing for the Puyallup Station Parking and Access Improvements Project	2/25/2021

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Project Summary

Scope Sound Transit will design and construct a

Sounder Commuter Rail maintenance facility and train yard elements that will include: maintenance shops, repair positions, storage areas, office and

employee welfare facilities.

Located in Lakewood, WA on Sound Transit's railroad right of way between Steilacoom Boulevard and 100th Street SW, east of Lakeview Boulevard.

Phase Design and Construction

Budget \$12.9 Million

Schedule Open for Service date will depend on ST

Board direction from realignment process.



Sounder Maintenance Base Project Alignment

Key Project Activities

- The Design Build Project Management (DBPM) consultant developed the initial design build project requirements, building program and other procurement documents. Phase 2 of the DBPM Contract is on hold pending realignment discussions.
- Puget Sound Energy will be on the Sounder Maintenance Base site removing utility poles the second week of April 2021.
- Board baseline action is on hold pending realignment discussions. Procurement will proceed after Board baseline.

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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 \$18K. The incurred cost increased from \$9.83M to \$9.84M. The majority of this period's costs are attributed to staff costs; geotechnical investigations in the Preliminary Engineering Phase; and right-of-way activities including temporary construction easement appraisals.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$2.6	\$2.6	\$3.6	\$0.0
Preliminary Engineering	\$3.5	\$3.2	\$3.0	\$3.5	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.9	\$1.7	\$2.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$0.9	\$0.3	\$0.1	\$0.9	\$0.0
ROW	\$3.0	\$2.6	\$2.4	\$3.0	\$0.0
Total	\$12.9	\$10.7	\$9.8	\$12.9	\$0.0

Risk Management

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

The project team conducts risk management workshops to identify, update and monitor potential risks during design and construction. The project team completed a quantitative risk analysis to evaluate confidence in the current budget and schedule. The analysis established contingency levels and schedule float for the project baseline. The analysis has identified the following as the top project risks and proposed mitigations:

- Advanced utility relocation delays *Risk Mitigation*: Execute agreements with the utility companies in advance of the design-build team mobilizing. Monitor progress on a regular basis.
- Implementing new form of contracting: Design Build Guaranteed Maximum Price Contract. *Risk Mitigation*: Work closely with Design Build Project Management and Sound Transit team to modify contract documents. Seek Sound Transit sponsorship to accomplish timely review and approval of changes.
- ROW acquisition delay *Risk Mitigation*: Monitor Sound Transit Real Estate negotiations and obtain possession and use of property being acquired.

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Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Sounder Maintenance Base initial draft Design/Build (D/B) Project Requirements (PR's) were completed in June 2020 and will be incorporated into the D/B Request For Qualifications (RFQ). Issuance of the D/B RFQ is currently on-hold. Approval of a change order for the Design-Build Project Management (DBPM) team to develop the final Project Requirements for the Design-Build Procurement RFP and Construction Services support is also currently on-hold.

Activity ID	Activity Name	Start	Finish	2019	2020	2021
				Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
S300004 - Sc	ounder Maintenance Base - Design/Build	01-Apr-13 A	30-Dec-21			
Conceptual	Engineering	29-Jul-13 A	30-Jan-18 A			
Preliminary	Engineering	01-Jun-14 A	26-Aug-21			7
Environmen	ntal Assessment	01-Apr-13A	13-Mar-20 A		-	
Third Party	Utility Relocation and Misc Construction	02-Jan-19 A	30-Dec-21			
Third Party U	Itility Relocation	02-Jan-19 A	30-Dec-21			
TPU		02-Jan-19 A	30-Dec-21			
Phase 1 - De	sign	02-Jan-19 A	30-Dec-21			
TPU-ROW		31-Aug-21	30-Dec-21			
PSE		30-Aug-19 A	11-May-21	· ·		7
PSE-Design		30-Aug-19 A	30-Aug-19 A	(▼)		
PSE-ROW		03-Sep-19 A	31-Jul-20 A		7	
PSE-Permit		01-Sep-20 A	30-Sep-20 A		~	
PSE-Procure	ment/Construction	01-Sep-20 A	11-May-21		· ·	7
Design Buil	d Project Management Services +	01-Aug-18 A	30-Jun-20 A			
DBPM - Phas	se 1 - Const Services/Support - DB Project Reg'ts	01-Aug-18A	30-Jun-20 A		-	

Community Engagement

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

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Staffing Summary

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

Variance between the planned and actual FTE figures is the result of the project being on hold pending Board level discussion on realignment. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.7	0.4	(6.3)
Consultants	2.6	0.0	(2.6)
TOTAL	9.3	0.4	(8.9)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Project 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 now complete that includes a program of proposed capital projects.

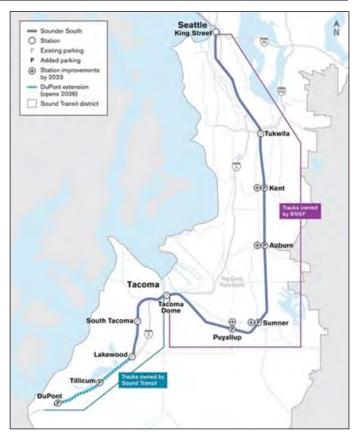
proj

Phase Planning

Budget \$17.37 Million

Schedule Open for Service date will depend on ST

Board direction from realignment process.



Sounder South Capacity map alignment

Key Project Activities

- Due to the economic impacts from COVID-19 pandemic, the Sound Transit Board initiated conversations of conducting a
 capital program realignment of capital projects. The SSCE Program's anticipated major activities planned for Q2 2020 are
 on pause.
- Sound Transit and BNSF Railway initiated the Path Finding Study Technical Working Group meeting series in July 2020
 and continues to meet bi-weekly.
- Annual budget process added funds to advance SSCE Program that includes the King Street Station Platform Improvement
 Project and Auburn Station Platform Extension Project forward into Planning Phase 1 Alternative Analysis. ST and
 consultant finalizing scope and fee for the Auburn Station Platform Extension Project.
- The King Street Station Platform Improvement Project held a project team kick-off meeting on 2/28/21 to begin the Phase 1 Alternative Analysis.

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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 \$148K with the majority of the amount coming from staff costs, alternative analysis, project development 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	\$3.9	\$1.2	\$1.1	\$3.9	\$0.0
Preliminary Engineering	\$12.1	\$3.0	\$1.5	\$12.1	\$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	\$1.1	\$0.4	\$0.3	\$1.1	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$17.3	\$4.6	\$2.9	\$17.3	\$0.0

Risk Management

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

• There are no risks identified at this time.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project is expecting about eight months of COVID-19 related delays. As a result, dates including Service Date, will depend on Board direction from realignment process.

Activity ID	Activity Name	Start	Finish	20	2020		2021			
				Ω2	Q3	Q4	Q1	Q2	Q3	Q4
Sounder South - Platform Extensions		13-Jun-18A	05-Aug-37							
Sounder South Platform Extensions		13-Jun-18A	05-Aug-37							
Alternative Analysis - (Ph	h - l)	13-Jun-18A	28-Jan-21				~			
Conceptual Engineering	/Environmental - (Ph - II)	29-Jan-21	01-Feb-23							

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Community Engagement

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

Staffing Summary

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

Due to the economic impacts from COVID-19 pandemic, the Sound Transit Board initiated conversations of conducting a capital program realignment of capital projects. The SSCE Program's anticipated major activities planned for Q2 2021 are on pause.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	1.9	(5.8)
Consultants	28.6	0.3	(28.3)
TOTAL	36.3	2.2	(34.1)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail Sumner Station Access Improvements



Project Summary

Scope The purpose of the project is to provide

increased access to parking by adding 505

net new spaces and new bus loop.

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

Phase Complete environmental/enter design &

construction

Budget \$17.8 Million

Schedule Open for Service date will depend on ST

Board direction from realignment process.



Improving access to Sounder Sumner Station

Key Project Activities

- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.
- Design-Build procurement documents finalized. Project on hold pending Board realignment discussions.
- Continued negotiations with parcel owners for relocation and acquisition.
- Approach to baselining has received an exception from Project Controls to take place post Design-Builder selection.

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 \$29K. The incurred cost increased from \$11.19M to \$11.22M. 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	\$2.5	\$1.8	\$1.8	\$2.5	\$0.0
Preliminary Engineering	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$7.6	\$7.6	\$2.9	\$7.6	\$0.0
Construction	\$0.4	\$0.1	\$0.1	\$0.4	\$0.0
ROW	\$4.6	\$4.1	\$3.9	\$4.6	\$0.0
Total	\$17.8	\$16.1	\$11.2	\$17.8	\$0.0

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Sounder Commuter Rail Sumner Station Access Improvements

Risk Management

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

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in February 2021. The next risk register update is scheduled for May 2021. The following are the top project wide risks:

- Third Party Agreements to be finalized before contract award. Sound Transit staff have finalized a draft of the Conditional Use Permit; readying for a meeting with the city once key open issues have been addressed.
- Environmental-Contamination (Soil &/or Water): Inclusion of a work plan has been included in the procurement
 documents to mitigate and address remediation of contaminated materials. This will be the first line of work the contractor
 will perform once they are approved to proceed with construction.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Board September Re-Alignment Motion allowed advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. Project Procurement documents are complete; Procurement for Issuance of the Design-Build Request For Qualifications (RFQ) is currently on hold pending Board level discussion on realignment. Finalizing agreements for replacement parking during construction. Board Re-Alignment action anticipated July 2021.

The project is in the Preliminary Engineering phase, the preliminary engineering work overall is complete, the primary remaining activities in this phase are to initiate Design-Build procurement and Baseline the project. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area of construction needed for the Design-Build contractor's construction activities.

Activity ID	Activity Name	Start	Finish	2021			2022		22	
				Q	Q	QC	Q	Q	Q	Q
S300018-Sum	ner Station Access Improvements - DB	01-May-15 A	28-Jul-22	-						7
\$300018 - St	ımner Station Parking and Access Improvements - CE/PE	01-May-15 A	28-Jul-22	H				-		7
S300018 - Sumner Station Access and Improvements - ROW		14-Jun-17 A	13-Jan-22	H		-		7		
S300018 - Sumner Station Access and Improvements - Permits & Third Party.		01-Mar-16 A	31-Jan-21	۲	7					

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Sounder Commuter Rail Sumner Station Access Improvements



Community Engagement

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

Staffing Summary

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

The project in February was focused on evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. Variance between the planned and actual FTE figures is the result of the project being on hold pending Board level discussion on realignment. The actual FTE monthly average is expected to grow to the planned numbers after the realignment process later on in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	0.5	(5.7)
Consultants	0.0	0.0	0.0
TOTAL	6.2	0.5	(5.7)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report

Regional Express & STRIDE Programs









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

February | 2021

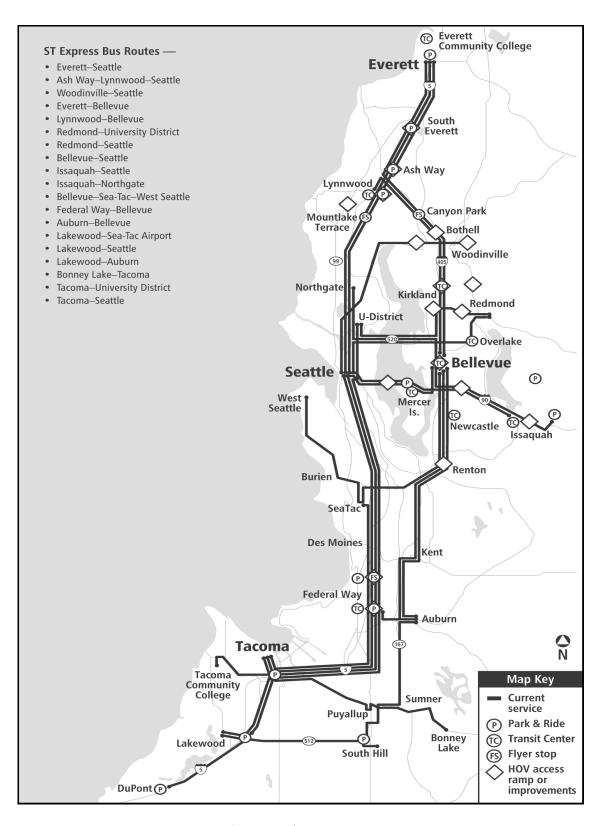


Prepared by Project Control & VE | | Design, Engineering & Construction Management

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Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

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Regional Express & STRIDE Program Overview



ST Express Bus Base: Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirmation of fleet operations; facilities and site programming; and identification of site alternatives. Project is currently on hold, but being re-evaluated by senior management.

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

Bus Base North: This project establishes the operations and maintenance facility necessary to support to support BRT operations.

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.

Bus on Shoulder: This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations where Bus on Shoulder may be feasible.

North Sammamish Park & Ride: The project includes the planning, design and construction of a park and ride facility. The North Sammamish Park and Ride will provide up to 200 parking spaces in the north end of the City of Sammamish. The park and ride will be open for public access in 2024, improving access to transit service for Sammamish residents.

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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.

Regional Express and STRIDE	Authorized Allocation	Commitment To Date	Incurred to Date	Forecast to Complete	Estimated Final Cost	Authorized Allocation vs EFC
ST EXPRESS BUS BASE	\$5.8	\$3.1	\$1.2	\$2.7	\$5.8	\$0.0
I-405 BRT	\$268.3	\$198.3	\$82.0	\$70.0	\$268.3	\$0.0
BUS BASE NORTH	\$48.7	\$38.3	\$37.6	\$10.4	\$48.7	\$0.0
SR 522-NE 145th ST BRT	\$148.6	\$46.3	\$38.1	\$102.2	\$148.6	\$0.0
BUS ON SHOULDER PROJECT	\$3.9	\$0.8	\$0.8	\$3.1	\$3.9	\$0.0
NORTH SAMMAMISH PARK & RIDE	\$2.1	\$0.3	\$0.3	\$1.8	\$2.1	\$0.0
TOTAL REX & STRIDE	\$477.3	\$287.2	\$160.0	\$190.2	\$477.4	\$0.0

Figures are shown in millions

Program Schedule

All projects within the Regional Express and STRIDE programs are part of the realignment process. *A graphic of the revised timelines will be displayed following the conclusion of the realignment process.*

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Regional Express & STRIDE ST Express Bus Base



Project Summary

Scope Sound Transit is evaluating the need for an

operations and maintenance base. Project

development activities include

confirmation of fleet operations, facilities and site programming, and identification of

site alternative.

Phase Planning

Budget \$5.8 Million

Schedule Project is on hold



ST. Express bus maintenance performed by transit partners

Key Project Activities

- Sound Transit Executive Leadership is evaluating the need for an operations and maintenance base.
- Sustainability is completing a \$125K study of Battery-Electric Buses to develop an agency-wide implementation plan for future transition to Battery Electric Buses. Work anticipated to start in 2020 will be further delayed due to COVID-19 pandemic.
- Open for Service date will depend on Board direction from realignment process.

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.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.8	\$0.4	\$0.4	\$0.8	\$0.0
Preliminary Engineering	\$4.8	\$2.7	\$0.8	\$4.8	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$5.8	\$3.1	\$1.2	\$5.8	\$0.0

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Regional Express & STRIDE ST Express Bus Base

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Project Summary

Scope Launch a Bus Rapid Transit (BRT) system

along the I-405 corridor.

Limits Approximately 37 miles between

Lynnwood and Burien

Alignment I-405 BRT will extend along the I-5, I-405

and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only

lanes and general purpose lanes.

Stations Lynnwood City Center, Canyon Park, SR

522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station,

Burien Transit Center

Phase Planning Phase 2 Environmental Review

and Conceptual Engineering and Phase 3

Preliminary Engineering.

Budget I-405 BRT: \$268.3Million

Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park

interchange.

Schedule Open for Service date will depend on

Board direction from realignment process



Map of Project Alignment

Key Project Activities

- Developing partnering agreements and letters of concurrence.
- Working with WSDOT to advance environmental and design at 85th, Brickyard, SR 522/I-405 Transit Hub, and Canyon Park.
- Updating Project Master Schedule
- Initiated coordination efforts for the transition of work to General Engineering Consultant (GEC).

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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 are \$0.9M, of which \$0.2M for staff time, \$0.6M for project refinement activities, preliminary engineering and environmental activities in the PE phase, and \$0.1M for 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	\$11.0	\$7.3	\$7.6	\$11.0	\$0.0
Preliminary Engineering	\$50.2	\$45.1	\$23.2	\$50.2	\$0.0
Final Design	\$16.3	\$0.0	\$0.0	\$16.3	\$0.0
Construction Services	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
3rd Party Agreements	\$1.5	\$0.6	\$0.5	\$1.5	\$0.0
Construction	\$152.2	\$118.4	\$24.4	\$152.2	\$0.0
ROW	\$36.2	\$26.6	\$26.3	\$36.2	\$0.0
Total	\$268.3	\$198.3	\$82.0	\$268.3	\$0.0

Risk Management

The project team continues to hold risk management workshops to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The following are top project risks and proposed mitigations:

- Completion of WSDOT's I-405 Renton to Bellevue Widening and Express Toll Lanes (ETL) Project. Risk Mitigation:
 Sound Transit participated in WSDOT's Design-Build process for the I-405 Renton to Bellevue Project as a proposal evaluation member and integrated BRT milestones into the WSDOT schedule. Sound Transit staff is participating in design and constructability reviews for BRT related facilities.
- Coordination with WSDOT north-end I-405 Express Toll Lane schedule. Sound Transit and WSDOT staff coordination is
 ongoing to minimize or eliminate schedule gaps or slowdowns.

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Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The current phase, Conceptual Engineering/Environmental Review (Phase 2), commenced in Q2 2019 and is anticipated to complete in Q2/Q3 2021. In October 2020 the Sound Transit System Expansion Committee (SEC) authorized advancing the current Conceptual Engineering consultant's (WSP) Preliminary Engineering (Phase 3) SOW per Motion No. M2020-59: Authorizing the chief executive officer to execute a contract modification with WSP USA Inc. to exercise a contract option for Phase 3 preliminary engineering services for the I405 Bus Rapid Transit project. In November 2020 Notice to Proceed (NTP) was provided to WSP and they are in the process of developing their initial draft Preliminary Engineering (Phase 3) SOW schedule.

We expected to take the STRIDE Program for the ST Board action "Select Project to Be Built" in Q2 2021.

The current critical path for the I-405 BRT project is conceptual engineering, environmental review, preliminary engineering, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation. There are other critical design efforts and 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 WSDOTs I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

ctivity ID	Activity Name	Start	Finish	2019	2020	2021
				Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 C
STRIDE - I-	405 Bus Rapid Transit (BRT)	01-Jan-18 A	31-Dec-23			
1-405 BRT - F	Preliminary Engineering	02-Mar-18 A	26-Nov-21			
I-405 BRT -	Alternatives Analysis - Phase I	02-Mar-18 A	28-May-19 A	_		
I-405 BRT -	Conceptual Engineering/Environmental Review - Phase II	08-Apr-19 A	12-Jul-21	_		_
	Preliminary Engineering - Phase III	22-Oct-20 A	26-Nov-21		-	
	inal Design - GEC (General Engineering Contract)	31-Jul-19 A	17-Dec-20 A	_		
	Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A	· · · · · · · · · · · · · · · · · · ·		
	inal Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A	_		
I-405 BRT -	Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A	_		
5 RUE - C	erienal Engineering Contract (GEC) - ST CGB Sys ExprExxed.	31-JUI-19 A	07-Jan-20A	V	+	
STREE - C	Seneral Engineering Contract (GEC) - Procument	31-Dec-19A	17-Dec-20 A		-	
1-405 BRT - 0	Construction	01-Jan-18 A	31-Dec-23			
I-405 BRT -	Construction - South	01-Apr-19 A	31-Dec-23			
1-405 BRT - C	Construction Roadway - South	01-Apr-19 A	31-Dec-23	· · · · ·		
1-405 BRT -	WSDOT - 1-405/NE 44th St. Interchange	01-Apr-19 A	31-Dec-23	V-		
Construct	(d)	01-Ap=19A	31-Dec-23	V		
	Construction	01-Apr-19 A	31-Dec-23			
	sign & Construction	01-Apr-19 A	31-Dec-23	V.		
WSDOT	1-405/NE 44th S. Interchange Ramps Available to ST	01-Apr-19 A	31-Dec-23			
	Construction - North	01-Jan-18 A	28-Jan-21			7
	Construction Roadway - North	01-Jan-18 A	28-Jan-21		1	7
	WSDOT - Brickyard Station	22-Aug-19 A	01-May-20 A	V		
	WSDOT - Brickyard	22-Aug-19 A	01-May-20 A			
	T Agreement - Conceptual Engineering Design (15%)	22-Aug-19 A	01-May-20 A			
	WSDOT- NE 85th interchange and inline station	01-Jan-18 A	28-Jan-21			N-
Preliminar	y Engineering	01-Jan-18 A	28-Jan-21			1

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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 COVD-19 outreach efforts have shifted to virtual platforms.

- Access Allowance roadshow with stakeholder IAG members, of seven cities: Bothell, Bellevue, Lynwood, Renton, Burien, Tukwila and Kirkland.
- Kirkland City Council presentation on 85th Street project element.

Staffing Summary

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

Planned FTE is annual projection. ST Staff level of effort will increase when Phase 3 ramps up. The consultant's variance is due to the fact that the GEC contract task orders have not been executed yet.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance		
ST Staff	17.0	12.5	(4.5)		
Consultants	90.8	15.4	(75.4)		
TOTAL 107.8 27.9 (79.9)					
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.					

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period	

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Regional Express & STRIDE Bus Base North



Project Summary

Scope The Bus Base North will accommodate up

to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express

routes.

Phase Conceptual engineering/environmental

review

Budget \$48.7 Million

Schedule Open for Service date will depend on

Board direction from realignment process.



Map of Project Alignment

Key Project Activities

- State Environmental Policy Act (SEPA) Determination of Non-significance (DNS) issued August 10.
- Design-Build Project Management Contract: Award pending Capital Program realignment process by ST Board.
- Addressing the Business Park's Codes, Covenants and Restriction (CCRs).

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Regional Express & STRIDE Bus Base North

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.

Since January 2021, the project cost incurred increased but not enough to be seen in rounded figures on the table below. Continued progress on preliminary engineering and environmental with the consultant.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.4	\$1.6	\$1.5	\$4.4	\$0.0
Preliminary Engineering	\$2.3	\$1.7	\$1.2	\$2.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$41.8	\$35.0	\$34.9	\$41.8	\$0.0
Total	\$48.7	\$38.3	\$37.6	\$48.7	\$0.0

Risk Management

The BRT Project Team will develop the Risk and Contingency Management Plan (RCMP) during the Design/Build phase of the project. The project team conducted a risk management workshop to identify all the potential risks during design and construction. The risk register will be updated and monitored quarterly.

The top project risk and proposed mitigation is below:

• Appeal of SEPA Checklist. *Risk Mitigation*: Sound Transit is responding to the appeal.

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Regional Express & STRIDE Bus Base North



Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The current phase, Conceptual Engineering/Environmental review, commenced in Q2 2019 and is now anticipated to complete in Q3 2021.

Sound Transit has prepared a State Environmental Policy Act (SEPA) environmental checklist for the Bus Base North project in Bothell. As part of the environmental checklist, Sound Transit developed technical reports and memos on the following topics: Noise and Vibration, Ecosystem Resources, Hazardous Materials, Transportation, Visual and Aesthetic Resources, Historic and Archaeological Resources.

Based on the checklist, technical reports and other information, Sound Transit has determined that the Bus Base North project does not have a probable significant adverse impact on the environment. A Determination of Non-significance (DNS) was issued on August 10, 2020. The Canyon Park business park issued an appeal to Sound Transit's SEPA DNS determination, Sound Transit is responding to this SEPA appeal. The environmental analysis will inform the Sound Transit Board on future decisions about the project. Other, select, environmental permitting activities are underway and are planned to complete in Q3/Q4 2021.

Sound Transit presented to the November 2020 Sound Transit Board and the Board approved Resolution No. R2020-21: Amending the Adopted 2020 Budget for the Bus Base North project to support a property acquisition. Property owner allowed Sound Transit to take possession in May 2019, recent appraisals and mediation arrived at through a 3rd party resulted in an increased valuation of the property.

The current critical path for Bus Base North is conceptual engineering, acquiring rights to deviate from restrictive covenants that prohibit Sound Transit's proposed use for the property, developing project requirements, permitting/agreements, design-build procurement, design-builder final design, permitting, construction, integration with intelligent transportation system (ITS), preparation for and readiness of Bus Base North for new BRT bus fleet and service line activation.

ctivity ID	Activity Name	Start	Finish	2019	2020	2021
				Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
STRIDE - I-4	405 Bus Rapid Transit (BRT)	21-Nov-17 A	03-Jan-22	La De Cora N	Classes Cor.	arrana I
STRIDE - BR	T - Bus Base North (CUD01)	21-Nov-17 A	03-Jan-22			
BRT - Bus E	Base North - Preliminary Engineering	08-Apr-19 A	03-Jan-22			
BRT - Bus Ba	se North - Conceptual Engineering - Phase II	08-Apr-19 A	10-Sep-21			
BRT - Bus Ba	se North - Preliminary Engineering - Phase III	24-Feb-21	03-Jan-22			-
BRT - Bus E	Base North Right of Way (ROW) / Property Acquisition	21-Nov-17 A	26-Aug-21	925325325	Acron v	Syrrock Live
BRT BBN RO	W Acquisitions	21-Nov-17 A	26-Aug-21			7

Community Engagement

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

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

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Regional Express & STRIDE Bus Base North

Staffing Summary

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

Planned FTE is an annual projection. The variance in ST staff level of effort will reduce once DBPM (Design-Build Project Management contract) starts. However, award of Design-Build Project Management contract is on pause due to the Realignment Process. Consultant staff are currently working on Phase 2 and Phase 3.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance		
ST Staff	6.6	2.4	(4.2)		
Consultants	1.0	0.9	(0.1)		
TOTAL 7.6 3.3 (4.3)					
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.					

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Project Summary

Scope Launch a Bus Rapid Transit (BRT) system

from the Shoreline South/145th light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

Limits Approximately 8 miles between Shoreline

and Bothell

Alignment The BRT route will travel via NE 145th

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

and in general purpose lanes.

Stations Includes 14 BRT stations. Additional

parking is included in Lake Forest Park,

Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Planning Phase 2 Conceptual Engineering

and Environmental Review and Phase 3

Preliminary Engineering

Budget \$148.6 Million - Preliminary Engineering

Phase (1-3), Bothell Stage 3, Shoreline

agreement, Acquisition.

Schedule Open for Service date will depend on

Board direction from realignment process.



Map of Project Alignment



Key Project Activities

- Conducting environmental review and advancing preliminary engineering design.
- Continuing stakeholder outreach focused on property owners and businesses.
- The NE 145th 30% plans to WSDOT and Cities of Seattle and Shoreline are in review.
- Coordinating 30% plans development with the City of Bothell for review.
- Interagency Group is focused on identifying station access projects.

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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 were \$2.1M for progress made by consultants on preliminary engineering and environmental \$0.5M, progress on Bothell construction \$1.5M, Sound Transit staff time for \$0.1M.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.1	\$5.5	\$5.4	\$9.1	\$0.0
Preliminary Engineering	\$16.9	\$15.1	\$13.3	\$16.9	\$0.0
Final Design	\$19.8	\$0.0	\$0.0	\$19.8	\$0.0
Construction Services	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
3rd Party Agreements	11.4	\$0.5	\$0.5	\$11.4	\$0.0
Construction	\$38.7	\$25.0	\$18.6	\$38.7	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$52.1	\$0.3	\$0.3	\$52.1	\$0.0
Total	\$148.6	\$46.3	\$38.1	\$148.6	\$0.0

Risk Management

The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. Sound Transit continuously monitors project status and assesses associated risks.

The following are the top project risks and proposed mitigations:

- The SR 522/NE 145th Street BRT project is an early deliverable and involves close coordination with multiple project partners. Staff and consultants are continuing to coordinate closely with project partners.
- Early concurrence on project components is a key effort of project development though on-going coordination with the Project Interagency Coordination Group, City Managers Group and Elected Leadership Group. Letter of Concurrence are being developed with major jurisdictions on the SR 522/145th BRT alignment for the project advancing to 30 percent design.
- Coordination of project on NE 145th with WSDOT and the Cities of Seattle and Shoreline complex jurisdictional situation
 and third partner expectation for ST capital investment. Partner Agency staff are actively working towards a multiagreeable solution.
- Working with Agencies Having Jurisdiction (AHJ) to modify the project footprint throughout the corridor to minimize
 potential property impacts.

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Project Schedule*

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Revenue Service Date will depend on Board direction from realignment process.

The SR 522/NE 145th BRT Project Refinement Phase completed in Q2 2019. Conceptual Engineering/Environmental Review, commenced in Q2 2019 and this phase as well as Preliminary Engineering phase are anticipated to complete in Q2 2021. Many of the project's roadway design elements are at or near 30% design and are under review by Sound Transit, the local Authorities Having Jurisdiction (AHJ) and/or Sound Transit's 3rd party partners, including WSDOT and others. Additional SEPA expanded checklist work is also underway and anticipated to complete in Q1 2021.

We expect to take the STRIDE Program for the ST Board action "Select Project to Be Built" in Q2 2021.

The current critical path for the ST 522/NE 145th BRT project is environmental review, Right-of-Way (ROW) civil certification, ROW acquisition, preliminary engineering, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation.

*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.

ctivity ID	Activity Name	Start	Finish	2019 Q Q Q Q	2020	2021
STRIDE - SR 5	22/NE 145th Bus Rapid Transit (BRT)	26-Feb-18 A	31-Aug-21			
SR 522/NE 1451	th BRT - Preliminary Engineering	26-Feb-18 A	25-Jun-21			-
SR 522/NE 145t	th BRT - Final Design	31-Jul-19 A	17-Dec-20 A	_		•
SR 522/NE 145	ith BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19A	17-Dec-20 A	_		•
SR522/NE 145th	BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A	_		•
SR522/NE 1450	h BRT - Final Design - Procurement (GEC)	31-Jul-19A	17-Dec-20 A		112 110	•
STPaDE - Gen	eral Engineering Contract (GEC) - ST CCB/Sys Exp/Board	31-Jul-19 A	07-Jan-20 A		7	
STRIDE - Gen	eral Engineering Contract (GEC) – Procurement	31-Dec-19 A	17-Dec-20 A			7
SR 522/NE 145t	th BRT - Construction	07-Jan-19 A	31-Aug-21			
SR 522/NE 145	ith BRT - Construction - Roadway	07-Jan-19 A	31-Aug-21			
SR 522/NE 145t	h BRT - City of Bothell - Bothell Rwy - Bothell Stage 3 - Construction - DBB	07-Jan-19 A	31-Aug-21			
City of Bothell	SR-522 BAT Lanes Project (Bothell Stage 3)	07-Jan-19 A	31-Aug-21			
Construction		07-Jan-19 A	31-Aug-21	7		
	Procurement	07-Jan-19 A	01-Apr-19 A			
Civil Constru	ction	01-Apr-19A	31-Aug-21			

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR522 BRT Community Engagement and Communication Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. We will collaborate with elected officials, partner staff, and local communities throughout the project. Due to COVD-19 outreach efforts have shifted to virtual platforms.

- Online Open House began Feb. 19
- Six property owner meetings

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Staffing Summary

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

Planned FTE is an annual projection. ST staffing variance is less than planned as some of the activities of the project are on pause waiting for realignment decision. Consultant variance is from the GEC contract that has just started with two task orders executed this month.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	9.4	(5.8)
Consultants	75.1	15.7	(59.4)
TOTAL	90.3	25.1	(65.2)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period	

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Regional Express & STRIDE Bus on Shoulder



Project Summary

Scope

This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible.



Examples of Bus-on-Shoulder facilities

Phase

Planning—Conceptual Engineering and

Environmental Review

Budget

\$3.6 Million—Planning Phase

\$0.3 Million—Construction Phase

Schedule

Open for Service date will depend on Board direction from realignment process



Key Project Activities

- Investigating potential options for procuring conceptual engineering and environmental documentation work for BOS candidate segments.
- Further discussions with WSDOT and partner transit agencies are planned pending direction from the ST Board's
 realignment process. Discussions will verify and refine the expected benefits and early cost estimates for the candidate
 projects.

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Regional Express & STRIDE Bus on Shoulder

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.

Since January 2021, the project cost incurred to date increased by \$3.5K not enough to be seen in the rounded figures below.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.9	\$0.1	\$0.1	\$0.9	\$0.0
Preliminary Engineering	\$2.2	\$0.0	\$0.0	\$2.2	\$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	\$0.4	\$0.4	\$0.4	\$0.0
Construction	\$0.3	\$0.3	\$0.3	\$0.3	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Total	\$3.9	\$0.8	\$0.8	\$3.9	\$0.0

Risk Management

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

- The right combination of factors must be present to implement Bus on Shoulder operation: sufficient transit service and ridership along a roadway segment; service that is adversely affected by roadway congestion; and physical and operating conditions along a roadway segment's shoulder that can accommodate improvements to its length, width, pavement, etc.
- Candidate projects must benefit one or more of the three contributing subareas.
- Washington State Patrol and other emergency responders also use shoulders for enforcement and hazard response.
 Facilitating WSP and emergency responder needs may preclude bus operation on candidate roadway segments or require certain types of improvements beyond shoulder modifications.

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Regional Express & STRIDE Bus on Shoulder



Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project is experiencing COVID-19 related delays. As a result dates including Revenue Service will depend on Board direction from the realignment process. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown

A feasibility study was completed in Q2 2019, identifying and evaluating an initial list of candidate BOS projects. Follow-up staff work to verify the initial projects, identify additional potential projects, develop potential evaluation criteria and lay out next steps for the program was completed in December 2019.

Bus on Shoulder improvement projects may be designed, constructed and brought into service over a multiple year period.

Potential candidate projects under consideration:

- I-5 Ash Way HOV Direct Access to Lynnwood HOV Direct Access SB inside
- SR 900 I-5 off-ramp to S 129th St SB outside
- I-5 Michigan St S on-ramp to West Seattle Bridge/S Spokane St NB outside
- SR 410 171st Ave Ct E to Veterans Memorial Dr E EB outside
- I-5 S 375th St to Port of Tacoma Rd SB inside
- I-5 S 84th St to SR 512 (including off-ramp & intersection) SB outside

Activity Name	Start	Finish			201	9		2020		202	1
			Q4	Q1	Q2	Q3 Q4	Q1	Q2 Q3 (Q4	Q1 Q2	Q3
Sound Transit	05-Jun-18 A	31-Aug-21									7
Sound Transit 3	05-Jun-18 A	31-Aug-21									_
ST3 - East Corridor	05-Jun-18 A	31-Aug-21	_								•
Bus on Shoulders	05-Jun-18 A	31-Aug-21	_								•
Preliminary Engineering	05-Jun-18 A	31-Aug-21									7
Alternative Analysis - Phase I	05-Jun-18 A	31-Dec-19A					Ť				
Conceptual Engineering - Phase II	01-Jan-20 A	31-Aug-21					┿				-

Community Engagement

- Outreach activities are minimal at this time.
- We are monitoring outreach needs for the project and are available to answer any questions from the public.

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Regional Express & STRIDE Bus on Shoulder

Staffing Summary

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

Variance is explained by the fact that project is on pause until realignment process is finalized.

Resource Type	Planned FTE YTD Actual FTE Monthly Average Monthly Average		Variance
ST Staff	0.62	0.02	(0.6)
Consultants n/a		n/a	n/a
TOTAL 0.62		0.02	(0.6)

* 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.	

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Regional Express & Bus Rapid Transit North Sammamish Park & Ride



Project Summary

Scope The North Sammamish Park-and-Ride is a

planned parking facility with up to 200 spaces in the northern portion of the City of

Sammamish.

Phase Conceptual Engineering and Environmental

Review

Budget \$20 Million

Schedule Open for Service date will depend on

Board direction from realignment process.



North Sammamish Park & Ride project area

Key Project Activities

- Coordination with City of Sammamish.
- Project is on hold from advancing to the next phase as due to the realignment process.

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 month's expenditure is due to progress made by Sound Transit staff time.

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.8	\$0.3	\$0.3	\$0.8	\$0.0
Preliminary Engineering	\$1.1	\$0.0	\$0.0	\$1.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2.1	\$0.3	\$0.3	\$2.1	\$0.0

Totals may not equal column sums due to rounding of line entries.

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Regional Express & Bus Rapid Transit North Sammamish Park & Ride

Risk Management

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

The following are the top project wide risks:

- City Staff and councilmembers have vocalized interest in a joint parking/City services facility. There is a risk that the City will request additional time to explore and propose a joint development that would involve a structured park and ride.
- Constructing a structured lot would likely pose schedule and budgetary risks to the project. Prolonging the decision on project scope and delivery method may also pose a risk to delivering the project on time.

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open For Service Date will depend on Board direction from realignment process.

Following board realignment and further discussions with the City, the project team will advance toward Phase Gate 2 Select Delivery Method. Once there is agreement on project delivery method, the team will proceed with procuring consultants to conduct conceptual engineering and environmental review, followed by preliminary engineering, final design and construction.

Activity ID	Activity Name	Start	Finish				2019				020			202	
				Q4	(21	Q2 C	(3 Q	4 Q	1 Q2	Q3 (ગ્ર4	Q1	Q2	Q3 C
Sound Transit	<u></u>	03-Aug-18A	14-Oct-21												_
Sound Transit 3		03-Aug-18 A	14-Oct-21												—
ST3 - East Corri	dor	03-Aug-18 A	14-Oct-21		t										_
North Sammam	ish Park-and-Ride Master Schedule	03-Aug-18 A	14-Oct-21		t										_
Preliminary En	gineering	03-Aug-18 A	14-Oct-21												—
Alternative Analy	sis - Phase I	03-Aug-18 A	14-Oct-21												_

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Regional Express & Bus Rapid Transit North Sammamish Park & Ride



Community Engagement

- Outreach activities are minimal at this time.
- We are monitoring outreach needs for the project and are available to answer any questions from the public.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report Capital Program Support



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Capital Program Support Grants



Current Grant Funding (Includes only Active Executed Grants)

Line of Business FEDERAL TRANSIT AU	Grant Number	Grant / Project Description	Award Amount	Date	Drawdown to
LINK	WA-03-0237	University Link Extension	684,370,641	09/16/2015	615,197,233
LINK	WA-2016-012	TACOMA LINK EXT LRV		03/05/2018	4,274,210
LINK	WA-2018-013	Hilltop Tacoma Link Extension SYGA		05/05/2018	46,005,404
SOUNDER	WA-2018-015	•		12/30/2019	40,000,404
	WA-2018-013	Sounder Rolling Stock		08/14/2020	74,574,537
LINK		Northgate Link Extension			
SOUNDER	WA-2018-081	Puyallup Station Access		07/16/2019	6,545,660
LINK	WA-2018-082	* East Lake Sammamish Trail North Extension	2,318,683	04/29/2020	359,940
LINK	WA-2019-001	Lynnwood Link Extension FFGA	400,000,000	07/02/2020	382,605,129
LINK	WA-2020-001	Federal Way Link Extension	200,000,000	07/02/2020	139,328,988
SOUNDER	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	73,072
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus	5,400,000	12/21/2020	-
REGIONAL EXPRESS	WA-2020-045	CARES Act	166,282,134	05/19/2020	166,282,134
REGIONAL EXPRESS	WA-2020-080	HIMB Bus Prev Maint	7,568,057	08/17/2020	7,568,057
LINK	WA-2020-086	HIFG Rail Prev Maint	19,501,080	08/27/2020	19,501,080
LINK	WA-2021-002	Downtown Redmond Link Ext	6,538,040	12/09/2020	6,538,040
LINK	WA-2021-004	Everett Link Extension Model Code	2,000,000	12/31/2020	-
LINK	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	08/27/2015	5,314,193
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/08/2014	2,059,567
	1	TOTAL FEDERAL TRANSIT AUTHORITY	1,677,453,115		1,476,227,244
OTHER FEDERAL					
REGIONAL FUND		Radio Communication Network	,	11/02/2017	-
REGIONAL FUND		ATAT, Crit Evnt OT, Fac Hardening		09/01/2019	128,101
REGIONAL FUND	EMW-2020-RA-000	Crit Evnt OT, CEDO	642,738	08/10/2020	-
		TOTAL OTHER FEDERAL	2,620,689		128,101
STATE DECIONAL FUND	19-92501-015	Agangy Energy Efficiency Project	107.000	06/03/2019	
REGIONAL FUND		Agency Energy Efficiency Project	-		100,000
REGIONAL EXPRESS	F1D0104	Afford & Access Improv Low Income Riders	500,000	02/10/2020	180,000
		TOTAL STATE	697,000		180,000
		TOTAL ALL GRANTS	1,680,770,804		1,476,535,345

Above table as of 4th QTR 2020. This section is updated every quarter.

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Capital Program Support Environmental Affairs & Sustainability



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 2020, 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 Q4 2020 Accomplishments and Activities

- Received recertification to the ISO 14001 standard on agency's Environmental and Sustainability Management System.
- Conducted staff outreach on Efficiency and Sustainability Program.
- Finalized list of Environmental and Sustainability targets for 2021.
- Began operating 100% carbon free light rail following launch of PSE Green Direct.
- Received third party verification of agency's greenhouse gas inventory.

Key Upcoming Activities for Q1 2021

- Present to the Board of Directors on 2019 Sustainability Plan progress.
- Publish list of Environmental and Sustainability targets for 2021.
- Begin data collection for annual Sustainability Inventory and Progress Report.

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Progress Report

Acronyms



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

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ACRONYMS



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

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