

Agency Progress Report Capital Programs



Northgate Station - Northgate Link Extension

January | 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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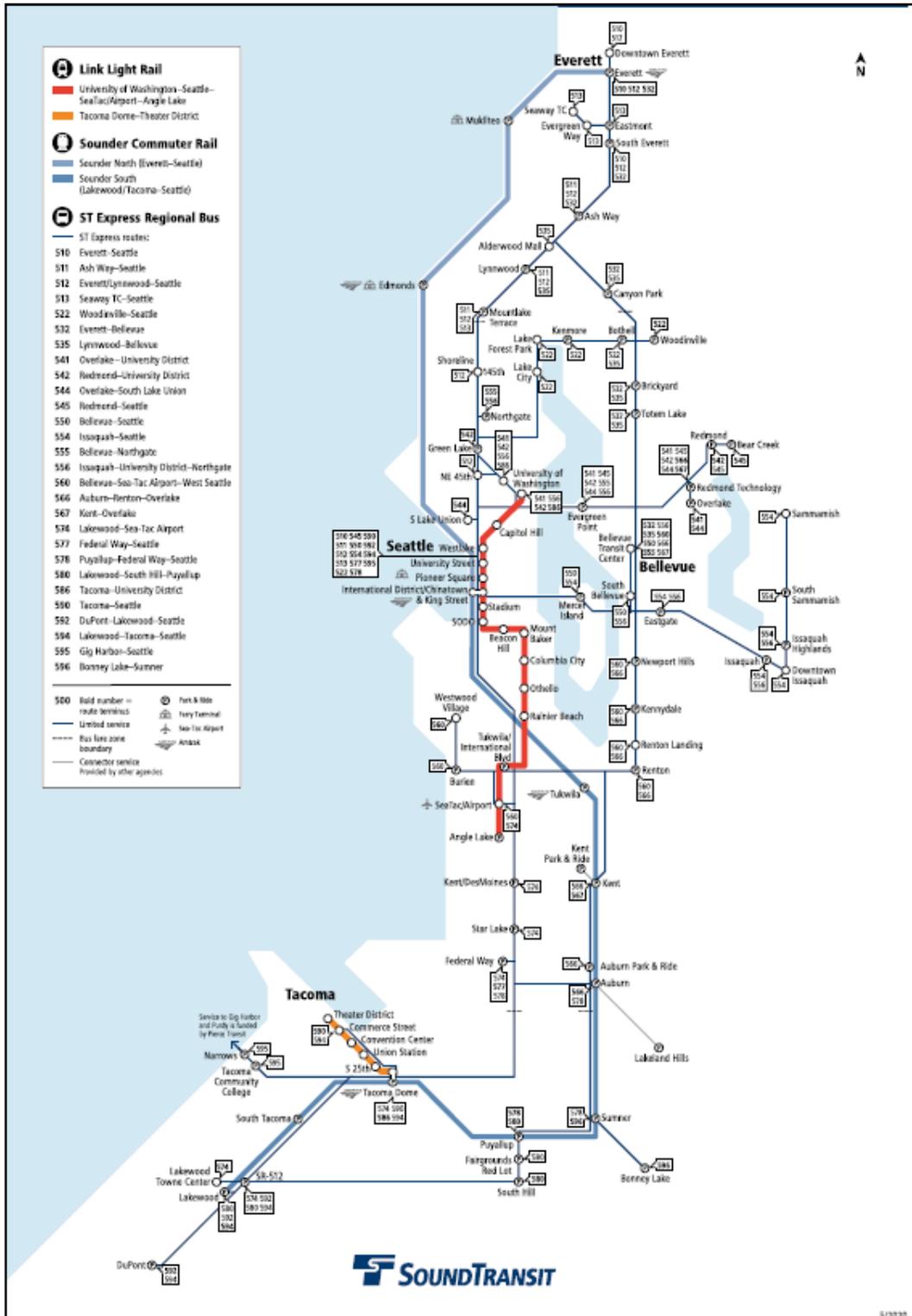
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Peter M. Rogoff

SOUND TRANSIT CURRENT SERVICE



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Key construction phase begins on Lynnwood Link

Between Jan. 22-25, overnight crews working on the Lynnwood Link Extension closed the northbound lanes of I-5 from SR 104 to 220th Street SW in Mountlake Terrace to build falsework for span support across the interstate. Falsework is a temporary steel column system used to support construction. In this case, the falsework is supporting the concrete deck that will eventually carry light rail trains above I-5.

During the closures, traffic was detoured to SR 99 and 220th Street SW, before meeting back up with I-5.

Key LRV testing on Northgate Link Extension

In other exciting North corridor news, on Jan. 18, we began what will be months of testing trains on the Northgate Link Extension to prepare to open the three-station extension on time and on budget this fall.

The 4.3-mile line travels mostly underground, but commuters near Northgate were able to catch a glimpse of the trains as they pulled into the future Northgate station.



Northgate Station during testing prior to opening. Light rail vehicles on the guideway and at platform. January 20, 2021.

Anti-racism campaign

This month, we kicked off our “All Aboard” campaign, updating 2019’s “Hate-free Zone” marketing campaign with onboard signage and social media messaging to make all riders feel welcome and safe.

We’ve received 11 reports of harassment on our system over the past two years.

The tagline of the campaign is “Care for All, Hate for None” as a way to convey zero tolerance for racism on our service.

We fully wrapped three trains and 62 buses in the “All Aboard” messaging. Additional onboard signage also includes emergency contact resources for passengers if they feel unsafe or threatened while riding.



All Aboard campaign on the side of a link vehicle January 26, 2021.

Sound Transit Board holds realignment workshop

On Jan. 21, the Board began working on 2021's realignment process with a Program Realignment Board Workshop. The process will eventually determine the best path for meeting the 2016 voter mandate to build a regional mass transit network, within the new economic realities of the pandemic downturn.

The workshop started a Board process that will conclude in July when they make their final decisions on the specifics of that path forward.

Coupled with the COVID-19 recession, the realignment must also take in to account increased cost projections. Ultimately, this economic double bind has created a projected \$11.5 billion affordability gap. The Board reviewed two approaches, previously adopted by Motions M2020-36 and M2020-37, the Plan-Required Approach and the Expanded Capacity Approach, respectively.

Sound Transit Chief Counsel Desmond Brown briefed the Board on the legal requirement to realign our capital program, and Sound Transit CFO Tracy Butler reviewed the financial situation and outlined existing financial options. CEO Rogoff briefed the Board on potential options for additional funding, including at the state and federal level.

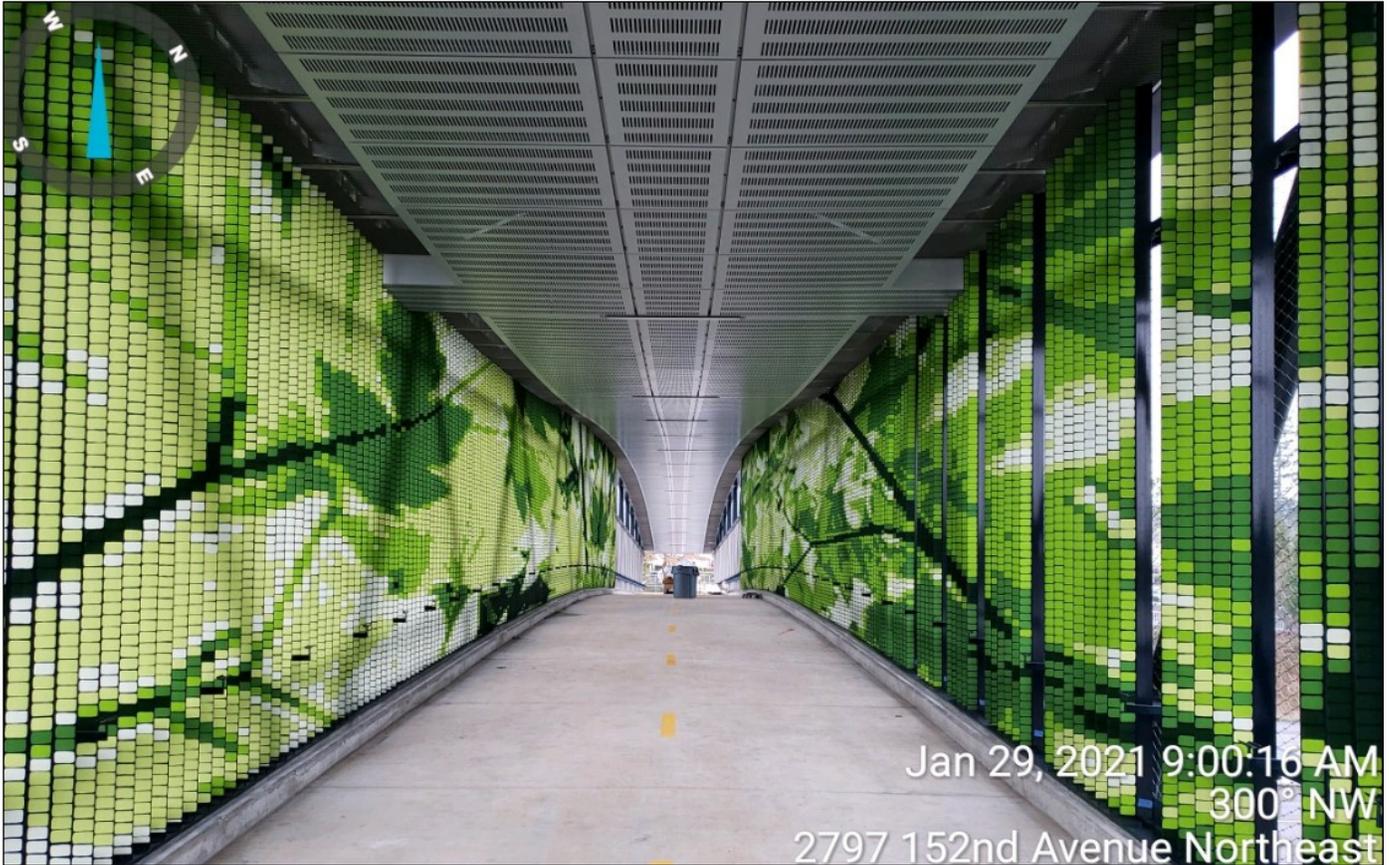
Additionally, PEPD Director Don Billen discussed the tools the Board has at its disposal under the Plan-Required Approach.

PEPD Deputy Director of Access & Integration Alex Krieg reviewed the Board-established criterion for evaluating projects. These metrics, intended to provide guidance for difficult decisions about recalibrating projects, include among eight criterion: ridership potential, socioeconomic equity and completing the spine.

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Progress Report

Link Light Rail Program



E360 SR520 to Redmond Technology Station: OVS Pedestrian Bridge Art by Leo Berk

January | 2021



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



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.

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	\$17.0	\$2.8	\$168.1	\$185.0	\$0.0
Northgate Link Extension	\$1,899.8	\$1,730.3	\$1,690.5	\$117.0	\$1,847.3	\$52.5
Lynnwood Link Extension	\$2,771.6	\$2,417.4	\$1,075.1	\$354.2	\$2,771.6	\$0.0
NE 130th Infill Station	\$28.9	\$18.9	\$9.9	\$10.0	\$28.9	\$0.0
I-90 Two- Way Transit & HOV	\$207.6	\$209.7	\$199.6	(\$1.6)	\$207.6	\$0.0
East Link Extension	\$3,677.2	\$3,151.2	\$2,810.8	\$526.3	\$3,677.2	\$0.0
Downtown Redmond Link Ext.	\$1,530.0	\$934.4	\$301.5	\$595.6	\$1,530.0	\$0.0
West Seattle and Ballard Link Ext.	\$285.9	\$107.0	\$95.8	\$179.5	\$285.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,734.2	\$686.3	\$717.4	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$206.7	\$152.9	\$46.1	\$252.7	\$0.0
Tacoma Dome Link Extension	\$125.7	\$62.0	\$42.1	\$63.8	\$125.7	\$0.0
Link O & M Facility: East	\$449.2	\$371.4	\$365.1	\$77.9	\$449.2	\$0.0
LRV Fleet Expansion	\$740.7	\$674.8	\$267.5	\$66.0	\$740.7	\$0.0
Total Link	\$14,605.9	\$11,634.8	\$7,699.8	\$2,920.3	\$14,553.4	\$52.5

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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.

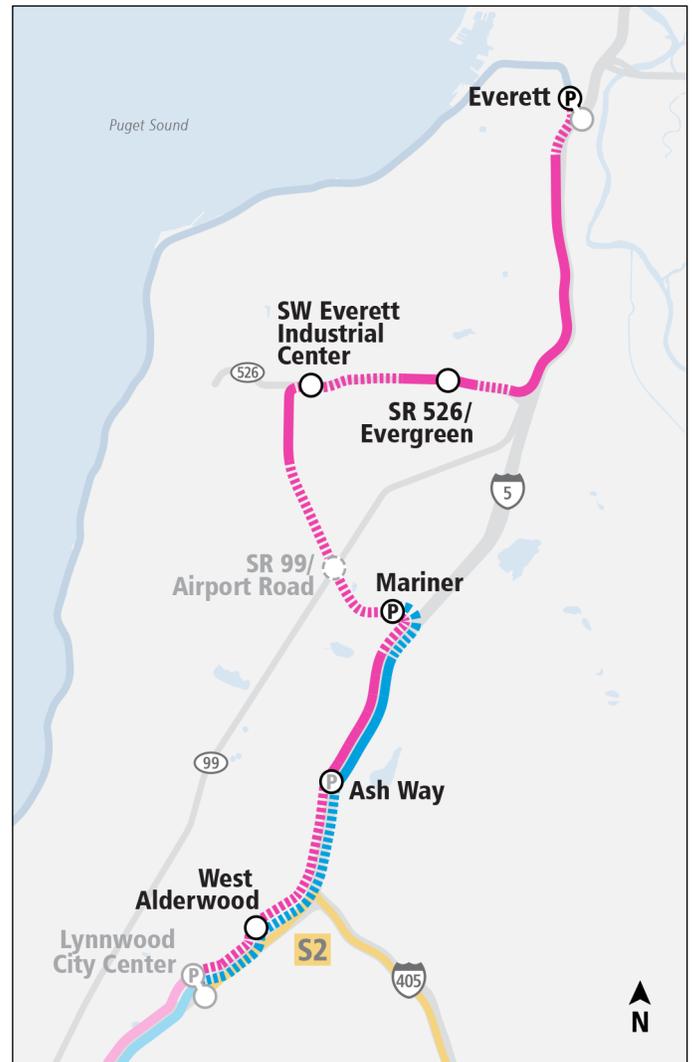
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

- Orient new consultant to working with Sound Transit.
- Develop initial project schedule (Phase 1 Alternatives Development).
- Begin planning for stakeholder engagement, alternatives development process and early scoping.
- Start work on ST3 cost estimate refresh to inform realignment effort.

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 January 2021, \$0.4M was incurred. The major project expenditures were for administration, preliminary engineering and a funding contribution to parking at the Everett Transit Center.

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	\$1.5	\$1.2	\$34.2	\$0.0
Preliminary Engineering	\$125.5	\$14.7	\$1.0	\$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	\$0.0	\$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	\$17.0	\$2.8	\$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 December 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.

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 will depend on Board direction from realignment process.

Community Engagement

- Discussion with EVLE team and Snohomish County/Paine Field Airport staff
- Discussion with EVLE team, City of Lynnwood staff, and Alderwood Mall owner Brookefield Development

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.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	8.0	(10.5)
Consultants	34.0	18.0	(16.0)
TOTAL	52.5	26.0	(26.5)

* 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 Northgate Link Extension

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.

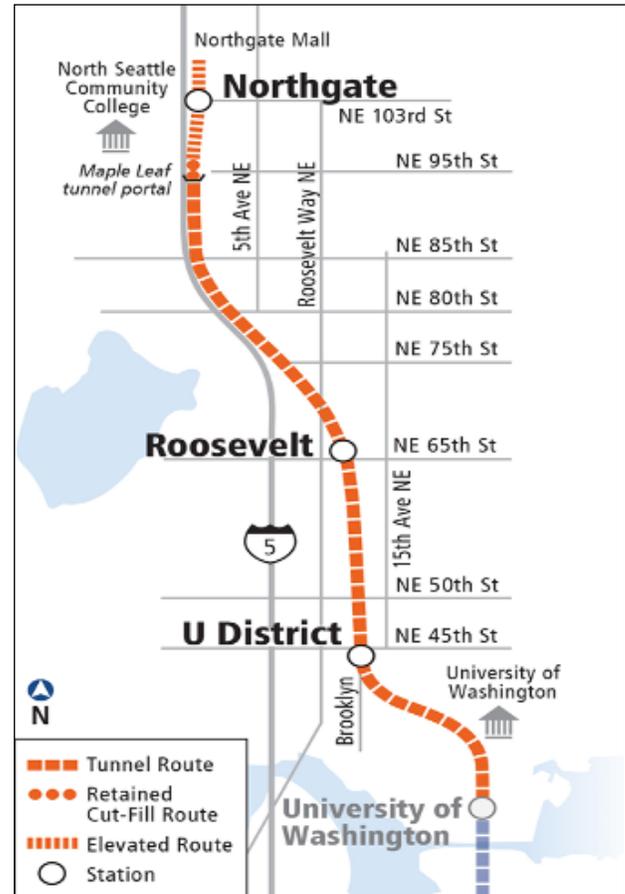
Stations U District Station (UDS)
Roosevelt Station (RVS)
Northgate Station and Parking Garage

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 will have all punchlist items completed by the end of February 2021. The team completed the escalator balustrade lighting on the north end of the station; the balustrade lighting at the south end is expected to be complete by the second week of February 2021.
- **Roosevelt Station (N150):** Contractor continues with escalator lighting modifications, punchlist items and preventative maintenance activities.
- **Northgate Station (N160): Station:** Throughout the station, Absher Construction is working on punchlist corrections.
- **Systems (N830):** Pre Certification Vibration testing between University of Washington and U District Stations completed with KI cars, Siemens Car Testing planned 2/1/21. Live Wire testing from U District Station to the end of line has commenced and is going well. Signal Houses at Maple Leaf Portal and Northgate Station are undergoing the Factory Testing in site ahead of testing with a train planned for 2/22/21. Fiber and Communications installed is moving fully into the testing phase (including integrated testing with the stations contracts).
- **Environmental:** Environmental and safety site walks conducted on all Northgate contracts.

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 – Coordination of Testing during Non-Revenue hours between the University of Washington and U District stations among all groups remains critical and is closely monitored.

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 \$4.6M 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	\$92.7	\$92.5	\$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	\$123.4	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$103.7	\$101.0	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$8.6	\$7.5	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,282.1	\$1,249.3	\$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	\$1,730.3	\$1,690.5	\$1,847.3	\$52.5

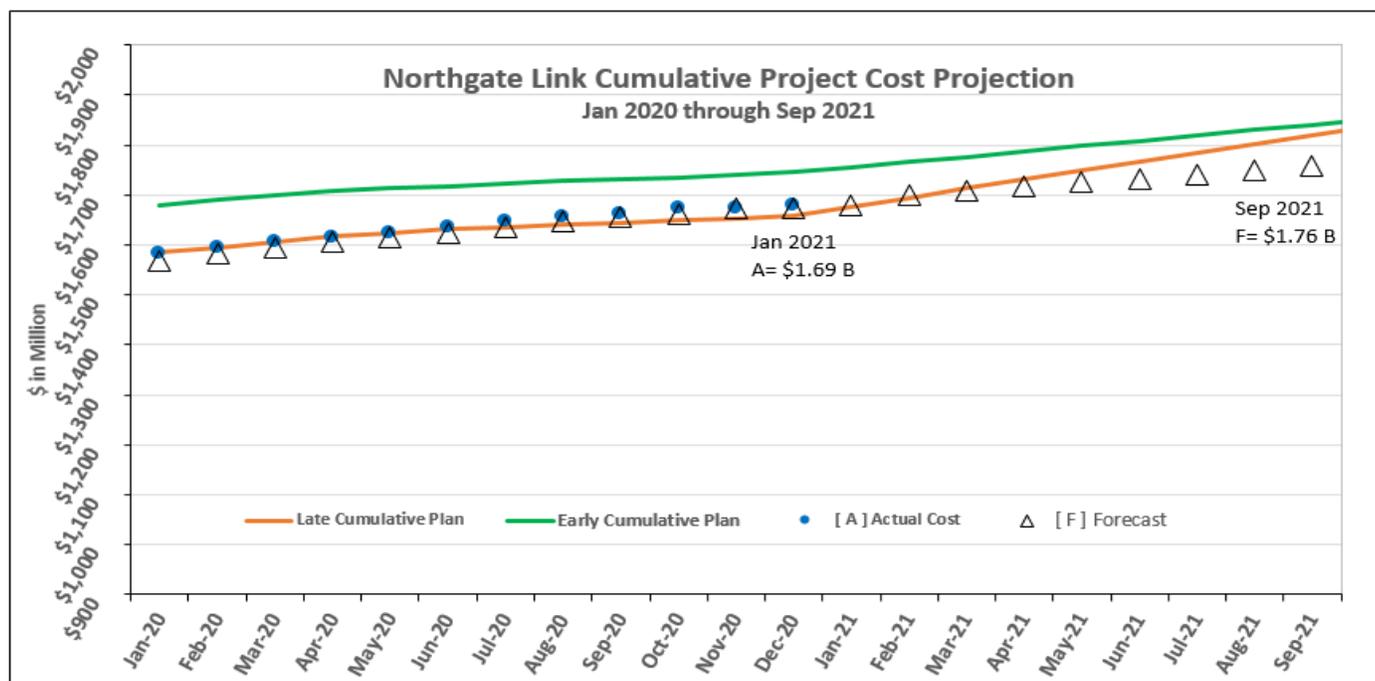
Cost Summary by SCC

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	\$453.5	\$448.5	\$461.7	-\$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	\$172.3	\$188.3	\$45.5
50 Systems	\$110.9	\$101.5	\$107.9	\$94.5	\$117.2	-\$15.7
Construction Subtotal (10 - 50)	\$1,228.7	\$1,296.4	\$1,265.9	\$1,235.1	\$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	\$362.4	\$353.6	\$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	\$1,730.3	\$1,690.5	\$1,847.3	\$52.5

Project Cash Flow Projection

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

Total project cost to date reached \$1.69B 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.
- 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.
- Utility vault grade issues for hardscape restoration delays TCO. Workarounds will need to be develop and approved by City of Seattle and Seattle City Light.
- Fare Paid Zone (FPZ) - Scope change to add FPZ modifications to stations could cost more or take longer than anticipated.

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 increased by \$2.5M due to both change orders on construction contracts and additional Board-authorized contingency of \$2.0M being added to the N830 Systems contract. The overall contingency balance remains well above both the minimum and the buffer zone contingency levels.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$113.9	6.0%	\$0.0	0.0%
Allocated Contingency	\$184.0	9.7%	\$72.7	46.4%
Unallocated Contingency	\$98.3	5.2%	\$60.1	38.3%
Total:	\$396.2	20.9%	\$132.8	84.7%

Contingency by Type

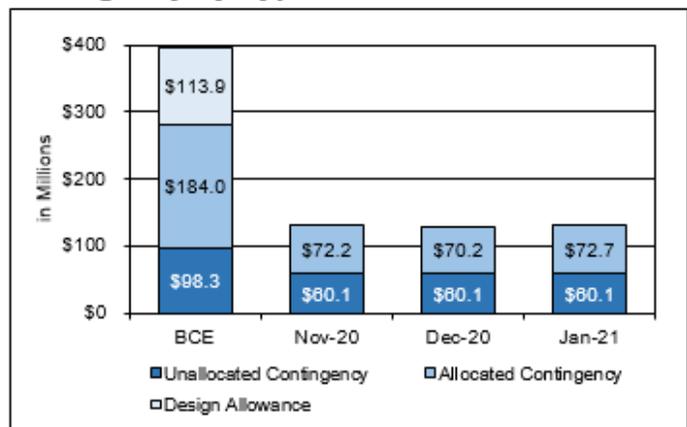
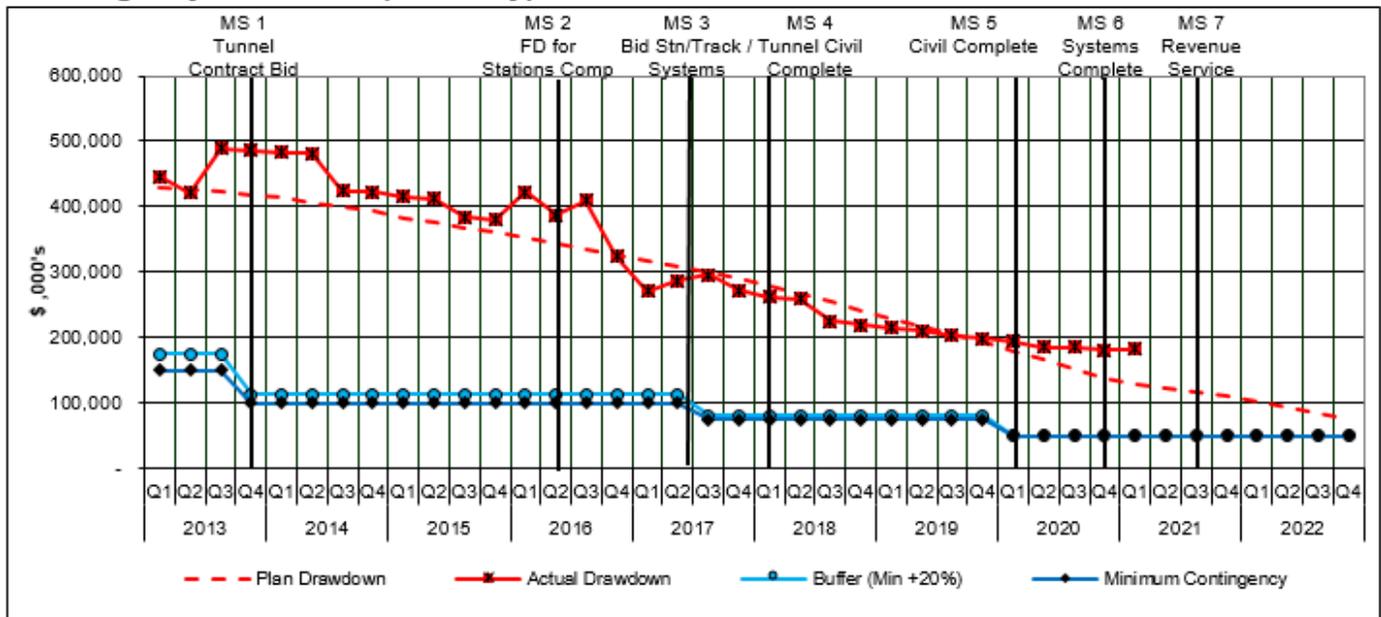


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Link Light Rail Northgate Link Extension



Project Schedule

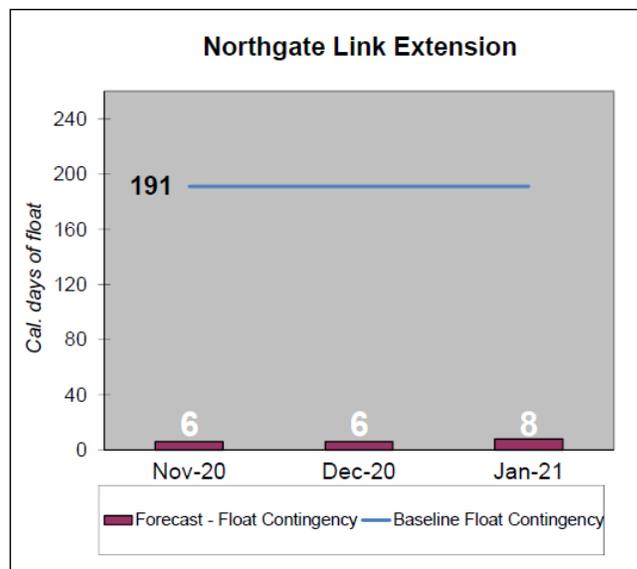
In January 2021, the physical percent complete for all Northgate Link construction contracts is 98.6%, up from 98.0% in December. As the contracts move toward completion, the incremental advance in Percent Complete continues to slow. The driving factor in the schedule is the completion of Testing & Commissioning. 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.

Activity Name	Start	Finish	2015	2016	2017	2018	2019	2020	2021	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
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	29-Jul-21								
N105 Advanced Demolition & Site Prep - DBB	04-Aug-14 A	28-Nov-16 A								
N110 Construction Advanced Utility Relocation - DBB	08-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-19 A								
N160 Northgate Station and Elevated Guideway - DBB	02-Sep-16 A	18-Dec-20 A								
N180 Trackwork - DBB	25-Aug-16 A	31-Oct-19 A								
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17 A	29-Jul-21								
Vibration & EMI Testing	04-Aug-17 A	25-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	02-Jun-21	28-Sep-21								
Pre-Revenue Service	02-Jun-21	02-Sep-21								
Pre-Revenue Preparation	02-Jun-21	05-Jul-21								
Pre-Revenue Operations	06-Jul-21	02-Sep-21								
Revenue Service	19-Sep-21	28-Sep-21								
Project Float & Revenue Service	19-Sep-21	28-Sep-21								
Revenue Service - Float	19-Sep-21	28-Sep-21								
Northgate Link Extension - Revenue Service		28-Sep-21*								

Project Float

Project float for the Northgate Extension remains at a minimal 8 days. The driving factors have changed from the ST led vibration and EMI testing back to the N830 Systems contract. The ST team and contractor are 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.



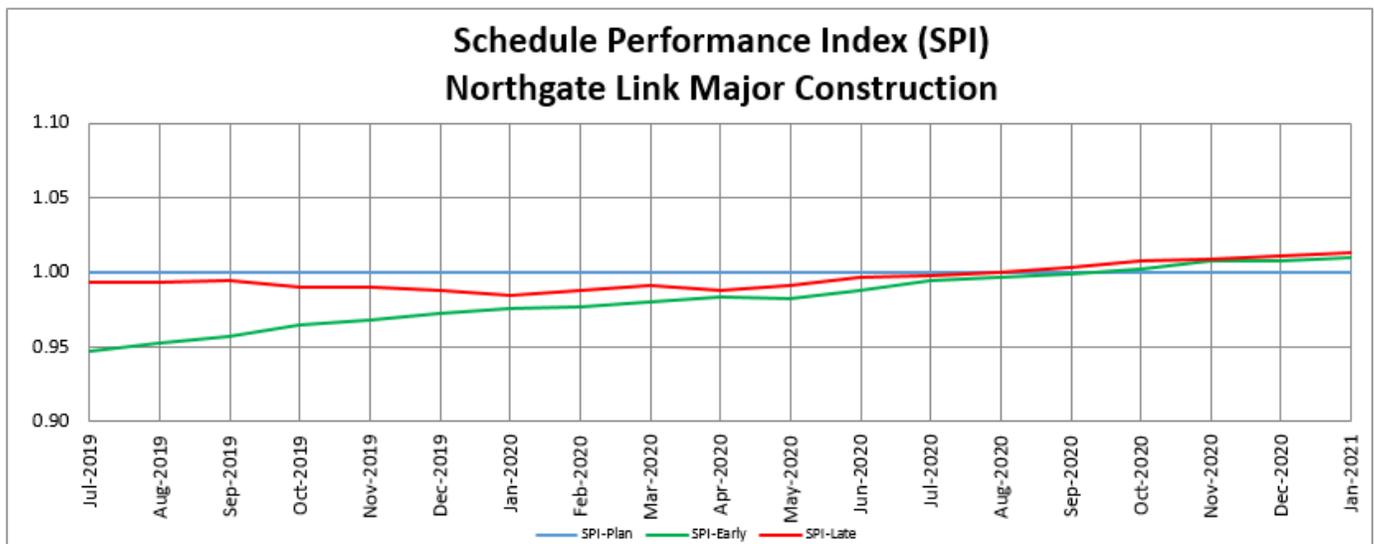
Critical Path Analysis

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. This work has become the critical path as completion of the N830 contract continues to hinge on permanent power issues at the Northgate site. 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-Built and the UW agreements in order to regain some float and maintain the forecast Revenue Service Date.

Activity ID	Activity Name	Start	Finish	2021											
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Northgate Link Extension Master Schedule - V1				[Red bar from Jan to Oct]											
Testing & Startup				[Red bar from Jan to Oct]											
Lvl 1 - 3 Testing - Systems Contract				[Red bar from Jan to Oct]											
N830 - Northgate Systems Installation				[Red bar from Apr to Jul]											
N830 Project				[Red bar from Apr to Jul]											
N830 Engineering				[Red bar from Apr to Jul]											
N830 Submittals				[Red bar from Apr to Jul]											
N830 Construction				[Red bar from Jul to Oct]											
N830 Milestones				[Red bar from Mar to Jul]											
N830 Traction Power / Substations Procurement				[Red bar from Jul to Mar]											
N830 Testing and Commissioning				[Red bar from Jul to Apr]											
NLE Rail Activation				[Red bar from May to Sep]											
TASK 00 - Transition To Operations - Project Del				[Red bar from May to Jul]											
TASK 01 - Rail Activation Management				[Red bar from Jul to Sep]											
Revenue Service				[Red bar from Sep to Sep]											
Revenue Service Preparation				[Red bar from Sep to Sep]											
Project Float & Revenue Service				[Red bar from Sep to Sep]											

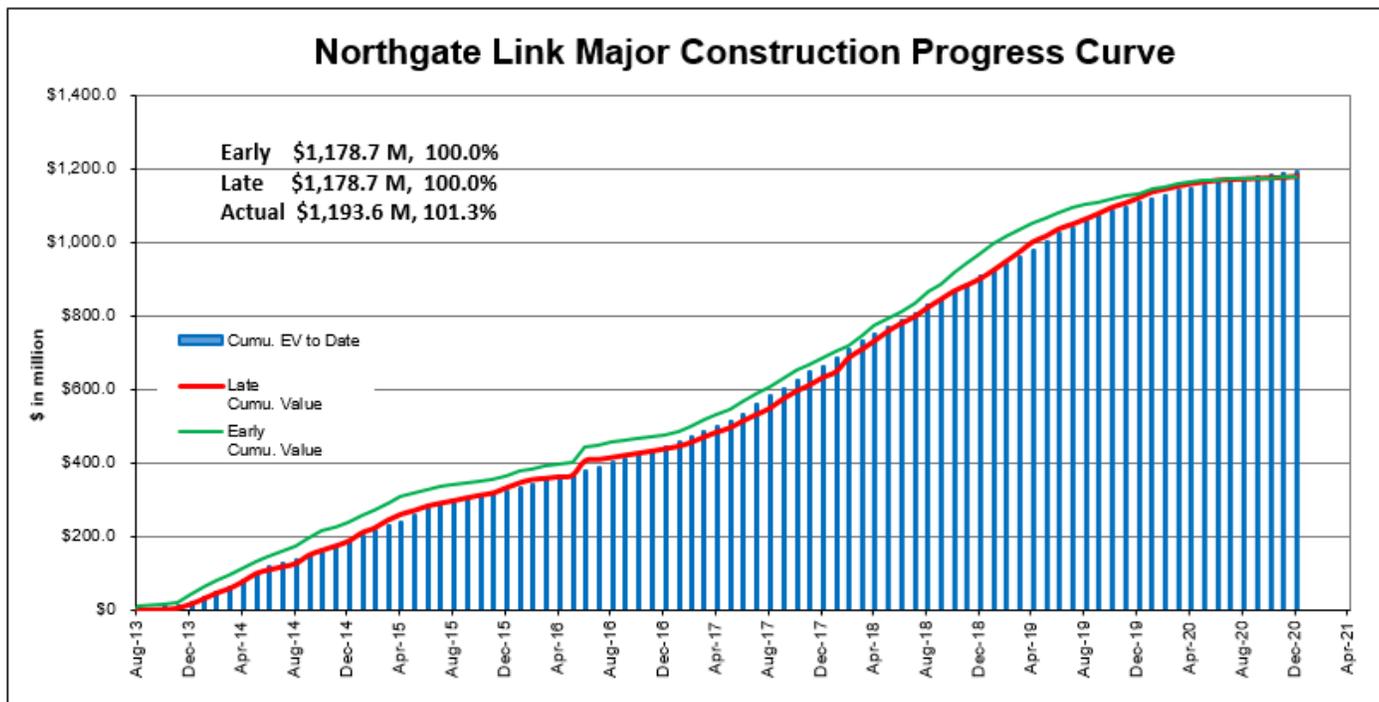
Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 1.01 for this period, and the late SPI is at 1.01, showing that in general, performance remains on, or very close to plan.



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

- Responded to questions regarding system testing and the opening date.
- Responded to questions regarding bus integration around the Northgate Station.
- Met with Northgate Link Opening RET team.

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 for January 2021. 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	31	(11)
Consultants	29	40	11
TOTAL	71	71	0
<p><i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/Measure	January 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	114
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	44	-	-
Total # of Hours (GC & Subs)	8,480	8,480	5,204,714
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	4.38
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		
<p>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.</p>			

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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 sandblasting repaired sidewalk panels at Station South Plaza.

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 January:

- Completed fencing.
- Completed sidewalk saw cutting.
- Continued escalator lighting changes.
- Commenced articulated lift storage.

Next Period's Activities

- Continue working on punchlist and preventative maintenance.
- Continue escalator lighting.
- Continue roof drain rework.
- Continued 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	
Original Contract Value	\$159,836,688
Change Order Value	\$ 12,548,312
Current Contract Value	\$172,385,000
Total Actual Cost (Incurred to Date)	\$169,455,068
Percent Complete	99.4%
Authorized Contingency	\$ 15,491,834
Contingency Drawdown	\$ 12,548,312
Contingency Index	1.2



University District Station - South lobby and sidewalk

Link Light Rail Northgate Link Extension



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 January:

- Continued preventative maintenance activities.
- Continued punchlist items.
- Completed escalator lighting.

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)	\$169,192,078
Percent Complete	99.9%
Authorized Contingency	\$ 18,914,559
Contingency Drawdown	\$ 18,190,671
Contingency Index	1.0

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 January 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 - Completed demo and replacement of rock strip, saw cutting concrete pavement, punchlist corrections and others.
- Completed recap of water infiltration locations.
- Continued landscaping work.

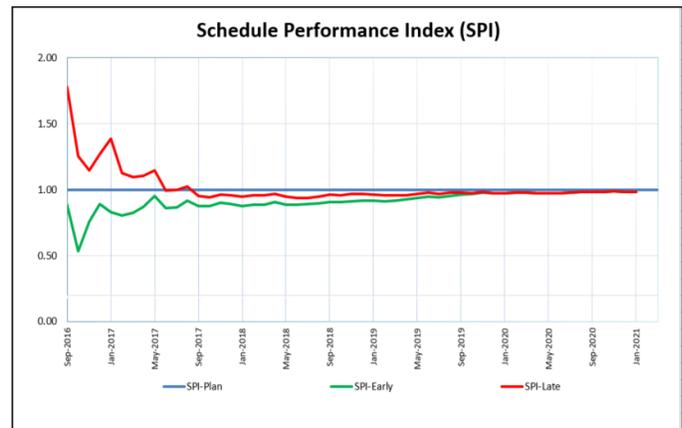
Schedule Summary

The project schedule for January reflects the achievement of Substantial Completion on December 18, 2020. Remaining work includes, completion of some station finishes, punchlist items, and final testing of the access controls that are interdependent with N830 installation work. A CPM update for February will likely be the final one submitted for this contract.

Activity Name	OD	RD	Start	Finish	2017				2018				2019				2020			
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
N160 - Northgate Station Finishes	1123	40	01-Sep-16 A	26-Mar-21	[Gantt Chart]															
1.00 - General Requirements	1087	0	01-Sep-16 A	18-Dec-20 A	[Gantt Chart]															
1.10 - Project Start-up	0	0	01-Sep-16 A	01-Sep-16 A	[Gantt Chart]															
Construct Award/NTP (See Site Access Dates)	0	0	01-Sep-16 A		[Gantt Chart]															
1.20 - Contractual Milestones	0	0	18-Dec-20 A	18-Dec-20 A	[Gantt Chart]															
Absher Contract Milestones	0	0	18-Dec-20 A	18-Dec-20 A	[Gantt Chart]															
MS08 - Substantial Completion [Site Access+1201d; 1	0	0		18-Dec-20 A	[Gantt Chart]															
2.00 - Procurement	791	1	02-Sep-16 A	01-Feb-21	[Gantt Chart]															
3.00 - Preparatory Work	861	5	17-Oct-16 A	05-Feb-21	[Gantt Chart]															
4.00 - Earthwork & Utilities	874	1	04-Jan-17 A	01-Feb-21	[Gantt Chart]															
5.00 - Guideway (inc. Station Unit)	929	0	03-Jan-17 A	06-Nov-20 A	[Gantt Chart]															
6.00 - Station Finishes	830	40	27-Mar-18 A	26-Mar-21	[Gantt Chart]															
7.00 - Garage	790	0	27-Jun-17 A	30-Nov-20 A	[Gantt Chart]															
8.00 - At-Grade Restoration	850	2	22-Sep-17 A	02-Feb-21	[Gantt Chart]															
9.00 - Transition to Operations	5	0	14-Jan-19 A	22-Jan-19 A	[Gantt Chart]															
10.00 - Project Close-out	241	20	26-Feb-20 A	26-Feb-21	[Gantt Chart]															

Schedule Performance Index

This period, the SPI early is 0.98 (up 0.01 from last period) and the SPI late is at 0.98 (up 0.01 from last period), indicating no major 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.



Next Period's Activities

- Continue punch list work.
- Resolving conflicts with N830.
- Mission Glass to correct areas of unacceptable trim.
- Continue to complete work at Stair 2 (South Plaza).
- Continue landscaping work in some areas.

Closely Monitored Issues

- Reconciliation of punchlist items that Contractors say are NIC (Not in Contract), and incomplete corrections claimed as Closed, are slowing the process. Still working to make the process more efficient.
- Additional water leaks at Elevator shafts.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 16,456,690
Current Contract Value	\$ 190,456,690
Total Actual Cost (Incurred to Date)	\$ 187,039,672
Percent Complete	100%
Authorized Contingency	\$ 17,400,000
Contingency Drawdown	\$ 16,456,690
Contingency Index	1.0



N160 - 1st Ave NE west sidewalk. Belarde demo river rock concrete work.

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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

- Completion of processes as per Close-out checklist to start the Final Acceptance process.
- Certification of the final invoice, process and payment.

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
Physical Percent Complete	100%
Authorized Contingency	\$ 10,718,393
Contingency Drawdown	\$ 4,017,015
Contingency Index	\$ 2.67



Closeout activities continue

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).

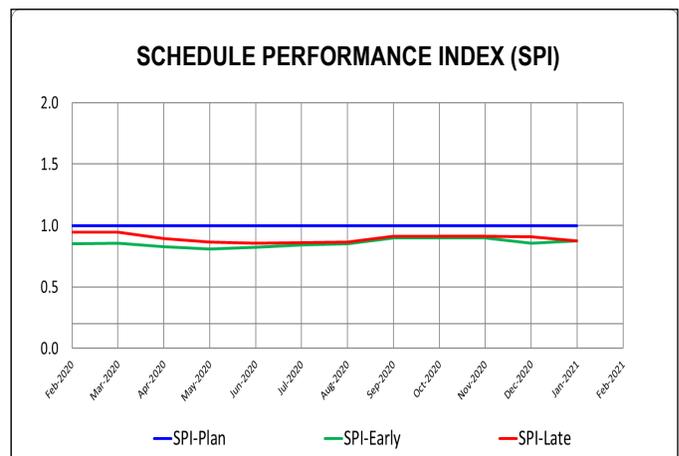
Schedule Summary

The N830 January schedule update in the forecasts a date of July 1, 2021. Milestone 10, the completion work in the tunnel between UWS and UDS sufficient to begin installation of the Vibration Monitoring systems was achieved on January 11th. ST is working with MEC on finding opportunities to pull the substantial completion back to an earlier date. Much of this is focused on status and process of producing the As-Builts for the project, as well as accurate forecasts for the remainder of the Systems Integrated Testing.

Activity Name	OD	RD	Start	Finish	2017				2018				2019				2020				2021			
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
N830 - Northgate Systems Installation	1022	127	12-Jun-17 A	29-Jul-21																				
General	0	0	12-Jun-17 A	12-Jun-17 A																				
Key Dates	0	0	12-Jun-17 A	12-Jun-17 A																				
NTP - Notice to Proceed (NTP) Northgate and East Link	0	0	12-Jun-17 A		NTP : Notice to Proceed (NTP) Northgate and East Link																			
N830 Project	890	127	20-Dec-17 A	29-Jul-21																				
N830 Construction	890	127	20-Dec-17 A	29-Jul-21																				
N830 Milestones	200	0	11-Jan-21 A	29-Jul-21																				
MS#10 Northgate: Completion of limited NG Systems from I	0	0		11-Jan-21 A	MS#10 Northgate																			
MS#05 Northgate: Substantial completion of Northgate Link	0	0		29-Jul-21	MS#05																			
N830 OCS	577	5	10-Sep-18 A	05-Feb-21																				
N830 Traction Power / Substations Procurement	794	30	20-Dec-17 A	12-Mar-21																				
N830 Signals	596	7	15-Aug-18 A	09-Feb-21																				
N830 Communications	756	23	10-Feb-18 A	03-Mar-21																				
N830 Radio	619	5	09-Jul-18 A	05-Feb-21																				
N830 Trunk Fiber	589	1	28-Sep-18 A	01-Feb-21																				
N830 Testing and Commissioning	661	74	07-Sep-18 A	13-May-21																				

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.



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 Construction 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	89%
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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Link Light Rail Lynnwood Link Extension

Project Summary

Scope

Limits North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center

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

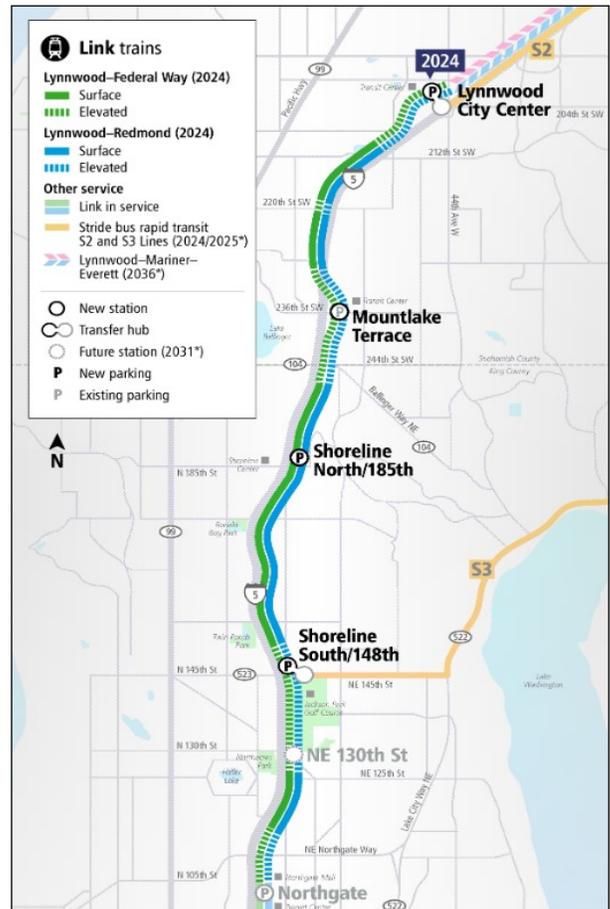
Stations Shoreline South/148th
Shoreline North/185th
Mountlake Terrace
Lynnwood City Center

Systems Signals, traction power, communications, and SCADA.

Phase Construction

Budget \$2.772 Billion (Baseline May 2018)

Schedule Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Continued concrete placement for columns and caps, placement of prestressed concrete girders and elevated deck concrete for the aerial guideway, as well as wall construction work on both civil contracts.
- Continued construction of the Shoreline South / 148th Parking Garage, reaching the 3rd level deck with formwork and rebar (L200).
- Continued construction of the Shoreline North / 185th Station and Parking Garage with placement of concrete walls and foundations (L200).
- Continued construction of ancillary support buildings and concrete placement for the Mountlake Terrace Station, as well as the continued construction of the Lynnwood City Center Station and Parking Garage with station platform and garage concrete placement (L300).
- Continued construction of the temporary parking lot located at 59th Place to replace the Mountlake Terrace transit center surface lot during construction of the Mountlake Terrace Station (L300).
- Completed falsework over northbound I-5 for the long span overcrossing structure (L300).
- Continued rail delivery to the L200 project site.
- 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).

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 January 2021, \$26.3 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	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$98.2	\$98.2	\$45.2	\$44.8	\$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	\$126.9	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$110.8	\$50.9	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$10.5	\$9.8	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,887.7	\$635.8	\$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	\$182.2	\$167.9	\$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	\$2,417.4	\$1,075.1	\$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	\$678.2	\$192.2	\$799.5	\$202.7
20 Stations	\$333.8	\$333.8	\$410.1	\$110.2	\$431.7	-\$98.0
30 Support Facilities	\$2.0	\$2.0	\$0.0	\$0.0	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$595.0	\$315.6	\$555.7	-\$129.5
50 Systems	\$244.4	\$244.4	\$194.2	\$13.0	\$219.6	\$24.8
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,877.5	\$631.0	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$229.7	\$182.2	\$167.9	\$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	\$357.6	\$276.2	\$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	\$2,417.4	\$1,075.1	\$2,771.6	\$0.0

Link Light Rail Lynnwood Link Extension



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, Unallocated Contingency increased by \$5.4 M due to savings from awarding the systems construction contract under budget. Allocated Contingency decreased by \$4.2 M for civil construction change orders. The net change to contingency was an increase of \$1.2 M.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$247.9	8.9%	\$0.0	0.0%
Allocated Contingency	\$197.6	7.1%	\$159.2	9.4%
Unallocated Contingency	\$292.2	10.5%	\$83.4	4.9%
Total:	\$737.7	26.6%	\$242.6	14.3%

Contingency by Type

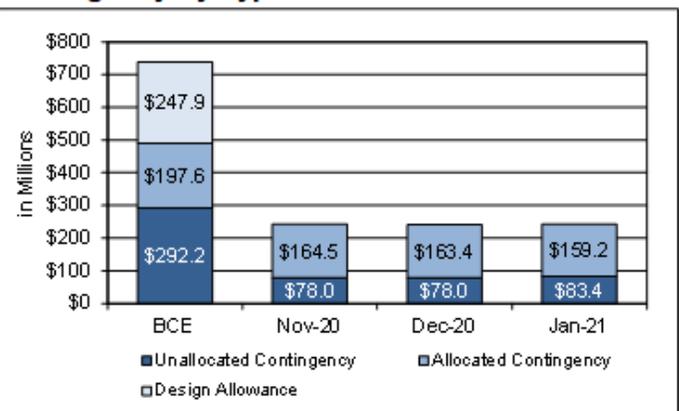
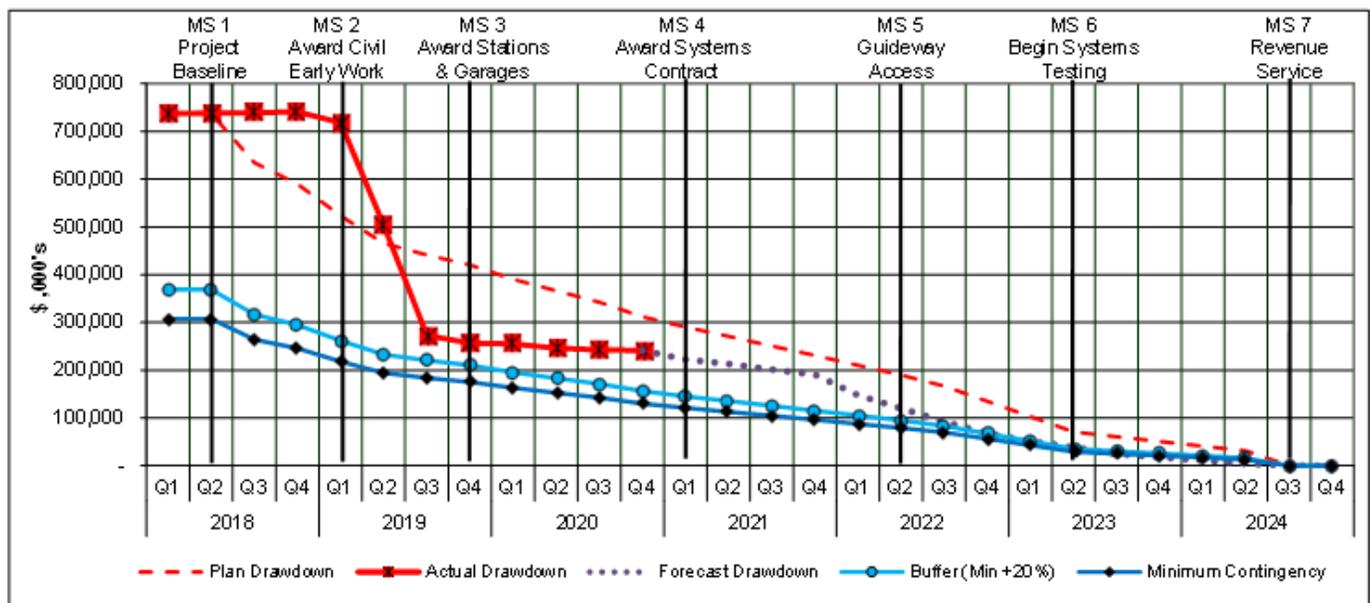


Table figures are shown in millions.

Contingency Drawdown



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 civil contractors impairs master schedule clarity and reliability.
- Delays in long lead procurement of girders, elevators, escalators and other key material/equipment/resources.
- Coordination of civil/systems interface and potential for civil construction delays to systems construction.
- 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.

Project Schedule

The January update maintains the July 2024 revenue service date. Program-wide float increased to 133 days, driven by logic and sequencing in the L200 schedule. Recent changes to the L200 schedule show improvement in the girder construction sequence and the schedule is currently under review. Absent these changes, the driving path of the program remains construction of the Shoreline South/148th Station. The L800 contractor submitted a revised baseline schedule, that is currently under review.

Activity Name	Start	Finish	2020				2021				2022				2023				2024		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
LLE Master Schedule	20-May-10A	27-Mar-24	[Gantt bar spanning from May 2020 to March 2024]																		
Project Administration	20-May-10A	27-Mar-24	[Gantt bar spanning from May 2020 to March 2024]																		
Final Design/Preconstruction	01-Sep-15A	23-May-23	[Gantt bar spanning from Sep 2015 to May 2023]																		
Permitting & Agreements	07-Jan-15A	01-Sep-21	[Gantt bar spanning from Jan 2015 to Sep 2021]																		
Utilities	02-May-16A	22-Jun-22	[Gantt bar spanning from May 2016 to Jun 2022]																		
NE 130th Street Station	04-Feb-19A	09-Jan-22	[Gantt bar spanning from Feb 2019 to Jan 2022]																		
L200 ROW Acquisitions	04-Jan-16A	01-Jul-21	[Gantt bar spanning from Jan 2016 to Jul 2021]																		
L300 ROW Acquisitions	14-Jan-16A	08-Nov-21	[Gantt bar spanning from Jan 2016 to Nov 2021]																		
L200 Civil Construction	25-Dec-18A	08-Oct-23	[Gantt bar spanning from Dec 2018 to Oct 2023]																		
L300 Civil Construction	25-Sep-18A	07-Aug-23	[Gantt bar spanning from Sep 2018 to Aug 2023]																		
L800 Systems Construction	04-Dec-20A	09-Nov-23	[Gantt bar spanning from Dec 2020 to Nov 2023]																		
LLE Rail Activation	01-Apr-21	17-Jul-24	[Gantt bar spanning from Apr 2021 to Jul 2024]																		
RA Tasks	01-Apr-21	07-Mar-24	[Gantt bar spanning from Apr 2021 to Mar 2024]																		
Pre-Revenue Service	04-Nov-23	28-Feb-24	[Gantt bar spanning from Nov 2023 to Feb 2024]																		
Revenue Service Preparation	08-Feb-24	07-Mar-24	[Gantt bar spanning from Feb 2024 to Mar 2024]																		
Revenue Service - FFGA	07-Mar-24	17-Jul-24	[Gantt bar spanning from Mar 2024 to Jul 2024]																		
Program Wide Float - (133 CD)	07-Mar-24	17-Jul-24	[Gantt bar spanning from Mar 2024 to Jul 2024]																		
Revenue Service - 7/17/2024		17-Jul-24	[Gantt bar spanning from Jul 2024 to Jul 2024]																		

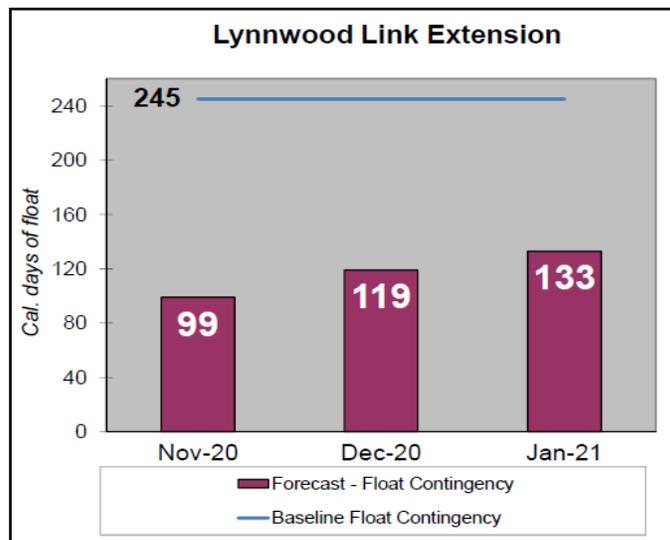
Link Light Rail Lynnwood Link Extension



Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 133 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float increased this period, ST is continuing to work with the L200 contractor to obtain a more accurate forecast of the work.

The impact of the COVID-19 shutdown has yet to be assessed, as well.



Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. The contractor's schedule shows some improvement in milestones for the month of January. Sound Transit is working with contractor SKH to resolve outstanding issues noted in the October, November, and December schedule submittals. This path remains subject to change with the assessment of COVID-19 impacts.

Activity ID	Activity Name	OD	RD	Start	Finish	2021												2022												2023												2024											
						J	F	M	A	M	J	J	A	S	O	N	D	J	F	A	M	J	J	A	S	O	N	D	J	F	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D		
L200 Civil Construction						[Gantt bars for L200 Civil Construction]																																															
Project Wide						[Gantt bars for Project Wide]																																															
WZ-3 Elevated (1492+45 to 1559+17)						[Gantt bars for WZ-3 Elevated]																																															
Aerial Structures						[Gantt bars for Aerial Structures]																																															
Superstructure						[Gantt bars for Superstructure]																																															
Trackwork						[Gantt bars for Trackwork]																																															
L800 Systems Construction						[Gantt bars for L800 Systems Construction]																																															
Sound Transit L800 Engineering / Cc						[Gantt bars for Sound Transit L800 Engineering / Cc]																																															
L800 Milestones						[Gantt bars for L800 Milestones]																																															
L800 Construction						[Gantt bars for L800 Construction]																																															
L800 Signals						[Gantt bars for L800 Signals]																																															
L800 Testing and Commissioning						[Gantt bars for L800 Testing and Commissioning]																																															
LLE Rail Activation						[Gantt bars for LLE Rail Activation]																																															
RA Tasks						[Gantt bars for RA Tasks]																																															
Pre-Revenue Service						[Gantt bars for Pre-Revenue Service]																																															
Revenue Service Preparation						[Gantt bars for Revenue Service Preparation]																																															
Revenue Service - FFGA						[Gantt bars for Revenue Service - FFGA]																																															

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:

- Utility work at NE 155th St.
- A scheduled utility outage and installation work with Seattle City Light at the Seattle Latvian Evangelical Lutheran Church.
- 60th Ave. W closure for night work and girder placement.
- Off-ramp closures, including: closures of the NE 107th, NE 130th, and NE 145th off-ramps from I-5.
- Scheduled closures of NE 175th right curb lane and the NE 185th overpass in Shoreline, as well as eastbound 236th St. SW in Mountlake Terrace and the 46th Ave W/HOV lanes adjacent to I-5 and the Lynnwood Transit Center.
- Closure of northbound I-5 in Mountlake Terrace.
- Ridgecrest Park closure and extension of the planned work duration.
- Opening of the Mountlake Terrace new temporary bus loop along with the parking lot at 59th Place.
- Closure of the Interurban Trail.

Community Engagement staff also completed the closeout of three temporary construction easements, and issued the City of Shoreline’s newsletter *Currents*.

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
M2021-01	Authorizes the chief executive officer to execute an amendment to Task Order B-13 under Agreement GCA 3361 with the Washington State Department of Transportation to provide construction administration and construction oversight services to the Lynnwood Link Extension in the amount of \$1,263,260 for a total authorized amount not to exceed \$2,954,220.	01/14/2021

Link Light Rail Lynnwood 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 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 Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.5	38.3	(4.2)
Consultants	89.0	96.6	7.6
TOTAL	131.5	134.8	3.3

* 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	Jan. 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	1	15
Days Away From Work Cases	0	0	1
Total Days Away From Work	0	0	35
First Aid Cases	5	5	43
Reported Near Mishaps	1	1	22
Average Number of Employees on Worksite	575	-	-
Total # of Hours (GC & Subs)	112,471	112,471	1,257,699
OSHA Incident Rates	Jan. 2021	Year to Date	Project to Date
Recordable Injury Rate	1.8	1.8	2.4
LTI Rate	0.0	0.0	0.2
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.

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.
- WZ-4: Formed columns and floor of 148th station garage level 3.
- WZ-7: Continued MSE wall excavation, leveling pads, and erection.
- WZ-10: Rebar NW wall of 185th station garage.

Schedule Summary

The December update now forecasts a 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 in Work Zone 3. ST is continuing to work with SKH to resolve comments pertaining to prior recent updates. With correction of the issues, the critical path remains the delivery and placement of girders for the elevated guideway sections, then into the Shoreline South / 148th Station, eventually leading to L200 substantial completion.

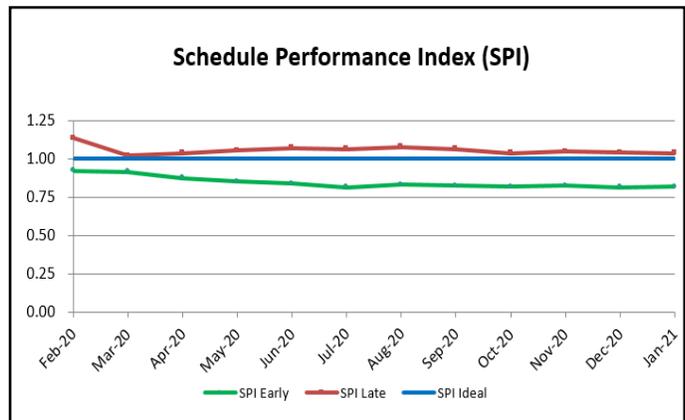
Activity Name	Start	Finish	2021				2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L200 Civil Construction	25-Dec-18A	08-Oct-23	[Gantt bar spanning from Dec 2018 to Oct 2023]											
Project Wide	25-Dec-18A	08-Oct-23	[Gantt bar spanning from Dec 2018 to Oct 2023]											
Stations & Garages	20-Mar-20A	30-Dec-20A	[Gantt bar spanning from Mar 2020 to Dec 2020]											
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19A	22-Dec-22	[Gantt bar spanning from May 2019 to Dec 2022]											
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19A	22-Nov-22	[Gantt bar spanning from Mar 2019 to Nov 2022]											
WZ-3 Elevated Seattle (1492+45 to 1542+75)	23-Mar-19A	09-Aug-23	[Gantt bar spanning from Mar 2019 to Aug 2023]											
WZ-3 Elevated Shoreline (1542+75 to 1559+17)	26-Mar-19A	09-Aug-23	[Gantt bar spanning from Mar 2019 to Aug 2023]											
WZ-4 145th Station & Garage	08-Apr-19A	02-Aug-23	[Gantt bar spanning from Apr 2019 to Aug 2023]											
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19A	09-Aug-23	[Gantt bar spanning from Mar 2019 to Aug 2023]											
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19A	08-Aug-22	[Gantt bar spanning from Jun 2019 to Aug 2022]											
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19A	09-Aug-23	[Gantt bar spanning from Mar 2019 to Aug 2023]											
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19A	17-Jan-23	[Gantt bar spanning from Apr 2019 to Jan 2023]											
WZ-9 At Grade - Cut (1631+25 to 1667+50)	15-Apr-19A	09-Aug-23	[Gantt bar spanning from Apr 2019 to Aug 2023]											
WZ-10 185th Station & Garage	15-Apr-19A	03-Mar-23	[Gantt bar spanning from Apr 2019 to Mar 2023]											
WZ-11 At Grade (1667+50 to 1694+01)	09-Apr-19A	09-Aug-23	[Gantt bar spanning from Apr 2019 to Aug 2023]											
Ronald Bog	12-Jun-19A	01-Feb-21	[Gantt bar spanning from Jun 2019 to Feb 2021]											

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 1.04 (no change from last period).

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



Link Light Rail Lynnwood Link Extension



Work Zone Overview



Next Period Activities:

- WZ-1: Continue formwork and concrete placement of deck spans and diaphragms.
- WZ-3: Continue column transition zones and cap construction.
- WZ-4: Concrete placement of 3rd floor and columns at 148th station garage
- WZ-7: Continue MSE wall erection and slope grading.
- WZ-10: Continue footings, wall and column formwork and concrete placement for 185th garage level 2.

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	\$756,417,993
Current Contract Value	\$844,565,251
Total Actual Cost (Incurred to Date)	\$330,786,795
Percent Complete	38.4%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$4,566,987
Contingency Index	3.7



185th garage wall rebar.

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 pond excavation at the Aldercrest staging area.
- Completed weekend night-time full closures to set falsework girders and decking over northbound I-5.
- Continued platform decking and track slab pours at the Mountlake Terrace and Lynnwood Stations.
- Continued mass excavation between J and K Bridges.
- Ongoing soil nail and cast-in-place wall construction.

Schedule Summary

Skanska’s January update forecasts an early completion of the project with substantial completion on August 7, 2023, 9 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.

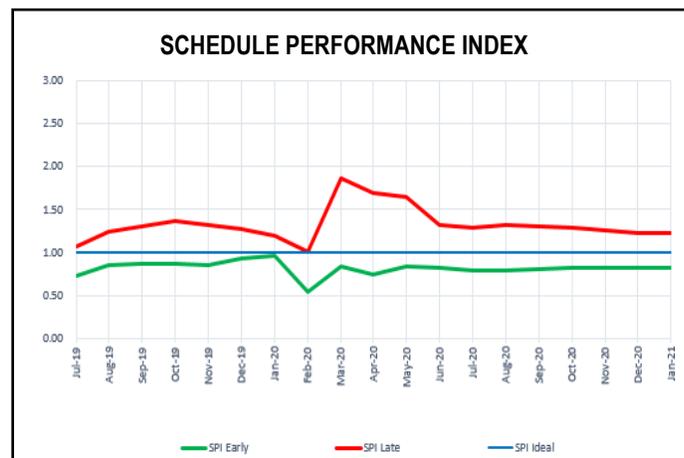
Activity/Name	Start	Finish	2021				2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
L300 Civil Construction	25-Sep-18 A	07-Aug-23	[Gantt bar spanning from Sep-18 to Aug-23]											
L300 Civil Construction	25-Sep-18 A	07-Aug-23	[Gantt bar spanning from Sep-18 to Aug-23]											
MILESTONES	25-Sep-18 A	07-Aug-23	[Gantt bar spanning from Sep-18 to Aug-23]											
ROW ACQUISITIONS (PARCELS & TCE'S)	04-Jun-19 A	18-May-22	[Gantt bar spanning from Jun-19 to May-22]											
PERMITTING	01-Feb-19 A	03-Mar-21	[Gantt bar spanning from Feb-19 to Mar-21]											
SUBMITTALS	12-Apr-19 A	21-Dec-21	[Gantt bar spanning from Apr-19 to Dec-21]											
MATERIAL PROCUREMENT	07-Aug-19 A	25-Jan-22	[Gantt bar spanning from Aug-19 to Jan-22]											
EARLY WORK	20-Feb-19 A	27-Jun-23	[Gantt bar spanning from Feb-19 to Jun-23]											
3RD PARTY UTILITIES	22-Jul-19 A	12-Feb-21	[Gantt bar spanning from Jul-19 to Feb-21]											
CONSTRUCTION	25-Oct-19 A	28-Jul-23	[Gantt bar spanning from Oct-19 to Jul-23]											
Main Package Construction Contract Elements	25-Oct-19 A	28-Jul-23	[Gantt bar spanning from Oct-19 to Jul-23]											
Mobilizations	25-Oct-19 A	21-Nov-22	[Gantt bar spanning from Oct-19 to Nov-22]											
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19 A	21-Nov-22	[Gantt bar spanning from Dec-19 to Nov-22]											
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	21-Jan-20 A	30-Jan-23	[Gantt bar spanning from Jan-20 to Jan-23]											
220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)	23-Dec-19 A	21-Mar-23	[Gantt bar spanning from Dec-19 to Mar-23]											
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20 A	07-Jul-23	[Gantt bar spanning from Jan-20 to Jul-23]											

Schedule Performance Index

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

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.23 (no change from last period).

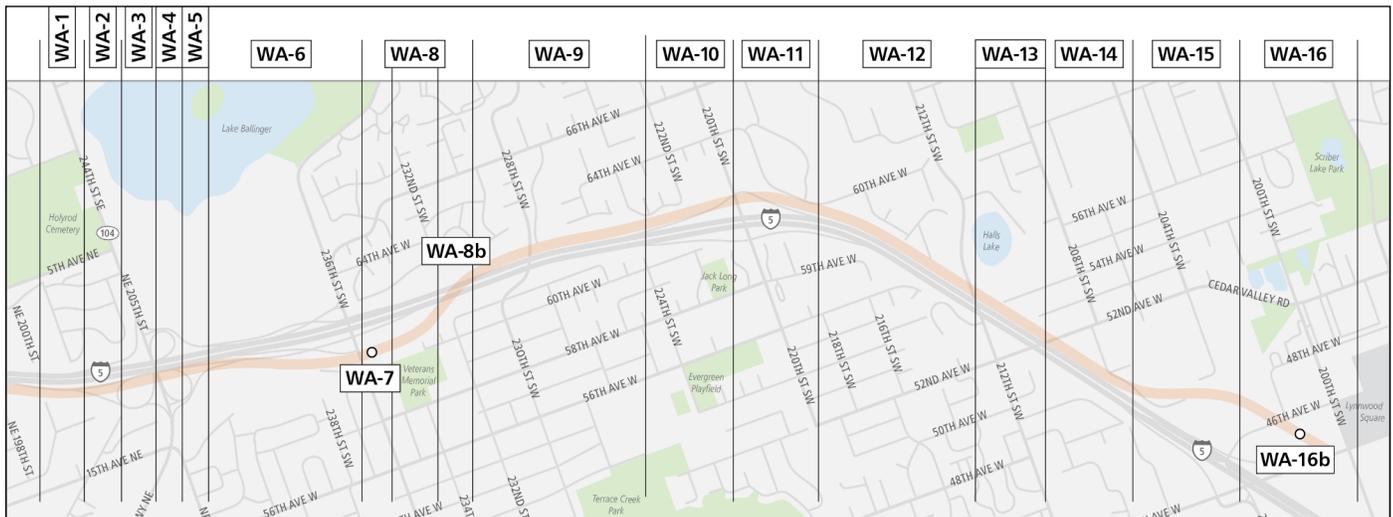
The SPI trends indicate progress is trending behind the optimistic schedule dates, but work is progressing well compared to the conservative version of the schedule.



Link Light Rail Lynnwood Link Extension



Work Zone Overview



Next Period's Activities

- Begin girder erection on H and L bridges.
- Continue setting girders on F bridge.
- Continue decking at all erected girder spans.
- Continue platform decking and track slab pours at the Mountlake Terrace and Lynnwood Stations.
- Ongoing soil nail and cast-in-place wall construction.
- Ongoing mass excavation between J and K Bridges.

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	\$790,385,097
Current Contract Value	\$847,271,728
Total Actual Cost (Incurred to Date)	\$275,347,025
Percent Complete	34.8%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$12,271,728
Contingency Index	1.2



Parking facilities at 59th Place.

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Link Light Rail NE 130th St Infill Station



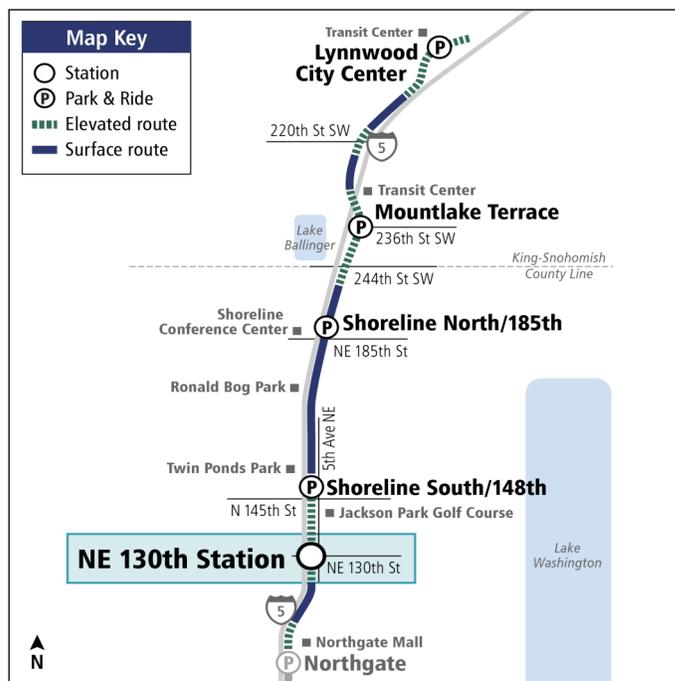
Project Summary

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.
- Continued pier falsework erection as part 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 January 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	\$3.2	\$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	\$2.0	\$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	\$9.9	\$28.9	\$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. It is Sound Transit’s responsibility to continuously monitor project status and associated risks.

The following are the top project risks:

- 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.

Activity Name	Start	Finish	2020				2021				2022		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1		
NE 130th Street Station	04-Feb-19A	06-Jan-22											
NE 130th Street Station	04-Feb-19A	06-Jan-22											
Preliminary Design	04-Feb-19A	14-Nov-19A											
Project Milestones	04-Feb-19A	27-Sep-19A											
Project Mgmt	04-Feb-19A	25-Oct-19A											
Prelim. Design	04-Feb-19A	14-Nov-19A											
Final Design	30-Sep-19A	21-Oct-21											
Civil FD	30-Sep-19A	08-Sep-21											
Systems Final Design	30-Mar-20A	21-Oct-21											
Permitting	16-Mar-20A	06-Jan-22											
Seattle Design Commission	16-Mar-20A	06-Apr-21											
Development Permits	28-Sep-20A	06-Jan-22											
WSDOT Permits	20-Apr-20A	12-Feb-21											
Estimating/Negotiations/An	23-Dec-19A	06-Jan-22											
Estimating & Negotiations	23-Dec-19A	06-Jan-22											
Estimate & Negotiations - Guideway	23-Dec-19A	27-Mar-20A											
Contract Amendment - Guideway	30-Mar-20A	28-May-20A											
Estimate & Negotiations - Station PI	23-Jun-21	03-Dec-21											
Estimate & Negotiations - Station Fi	22-Jun-21	06-Jan-22											

Community Engagement

- Ran digital advertisements in multiple languages.
- Received additional station design feedback from public as a follow-up to the online open house.
- Over 11,000 project update postcards were mailed to homes in the vicinity of the station walkshed.

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 January 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	4.0	(0.5)
Consultants	19.5	23.0	3.5
TOTAL	24.0	27.0	3.0

* 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.	



Bent cap formwork removal

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)	\$2,893,864
Financial Percent Complete	48%
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)	\$304,829
Financial Percent Complete	27%
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)	\$1,960,751
Percent Complete	39%
Authorized Contingency	\$500,000
Contingency Drawdown	\$0
Contingency Index	N/A

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

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 January were \$7.2K, 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	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$2.8	\$2.4	\$2.4	\$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	Commitment 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	\$187.0	\$0.0
80 Professional Services	\$26.3	\$23.6	\$22.7	\$22.4	\$22.6	\$0.0
90 Unallocated Contingency	\$18.7	\$0.2	\$0.0	\$0.0	\$0.0	\$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.

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 Center area of Redmond.

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

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

Phase Construction

Budget \$3.677 Billion (Baseline April 2015)

Schedule Revenue Service: June 2023



Map of East Link Extension Alignment.

Key Project Activities

- **Floating Bridge Retrofit (E130):** Ongoing wax tape removal on floating bridge; continued landscaping activities at TPSS 3; initiate E750 coordinated access.
- **Mercer Island (E130):** Ongoing commissioning activities & landscaping at Mercer Island Station; progress installation of fire/life/safety systems in Mercer Island Tunnel.
- **IDS to Mt. Baker Tunnel (E130):** Continued commissioning of Fire/Life Safety systems in Mt Baker Tunnel; vertical conveyance activities at Judkins Park Station; ongoing track installation and final alignment along D2 roadway.
- **E320 South Bellevue:** Continued garage and station finish work including commissioning; installed railing and lighting at station. Continued thermite weld and distress and survey work on direct fixated track.
- **Downtown Bellevue to Spring District (E335):** Started testing and troubleshooting elevators and installation of sloped glazing on canopies at Wilburton Station. Continued installation of elevators, terracotta, metal wall and metal panels on platform canopies at Bellevue Downtown Station.
- **Bel-Red (E340):** Installed super elevation tags, finalized rail alignment on aerial guideway area. Installed pavers and caulking, electrical buildout of entry canopy closets at the station. Repaired embedded track at NE Spring Blvd.
- **SR520 to Redmond Technology Station (E360):** Compilation of Final As-Built. Perimeter fencing adjustments at Park Place. Ongoing punch list work. Continued installation of Art Louvers for the OVS Pedestrian Bridge. Ground Penetration Radar scanning of garage beam at RTS.
- **Systems (E750):** Continued with submittals, component design/manufacturing/fabrication. Continued installation of communication and signaling equipment, and OCS pole installations.

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 \$22.9M, increasing the total expenditure to date from \$2.79B to \$2.81. Project commitment is approximately \$3.2B with all major construction contracts in place. While this period’s expenditures shows recovery from post work suspension, there are still needs to be cautionary on the projection. 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

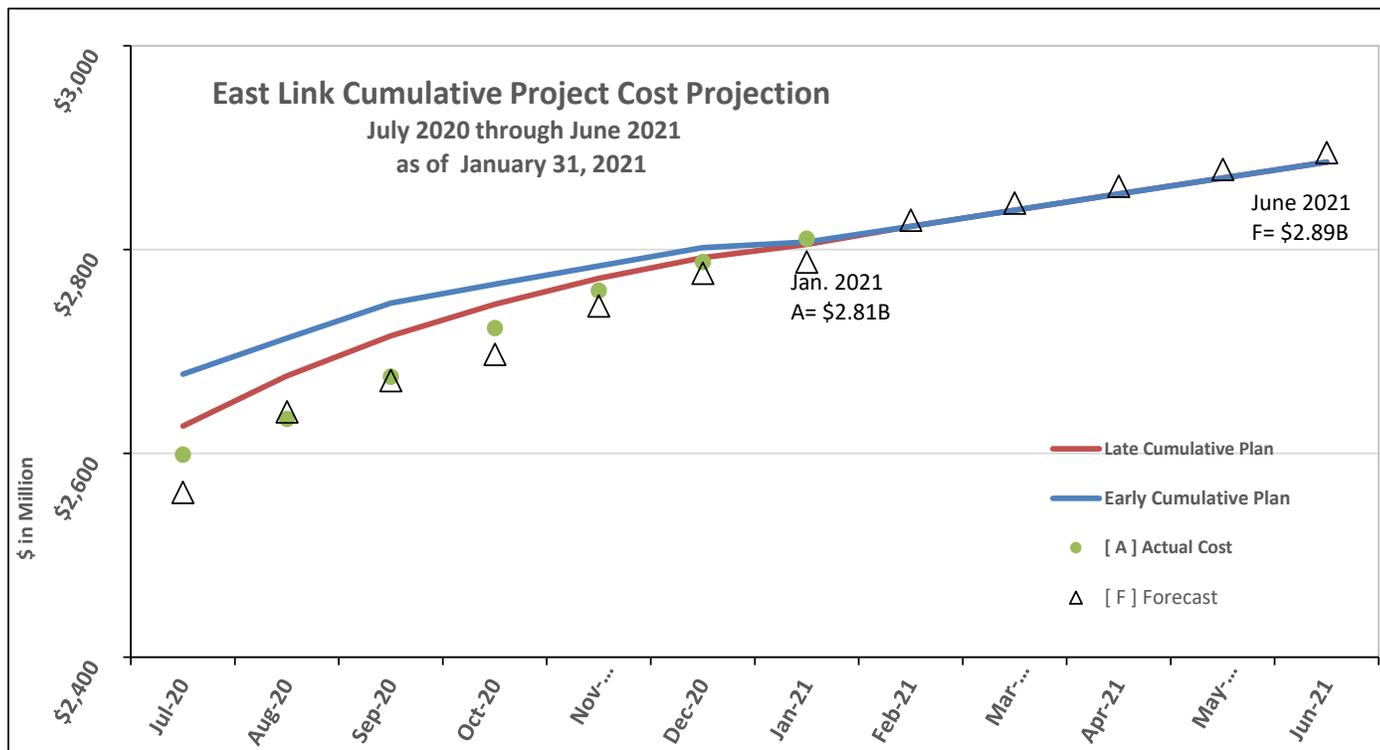
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$103.7	\$103.2	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$248.3	\$234.0	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$196.7	\$161.2	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.3	\$32.4	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,230.8	\$1,948.4	\$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	\$278.6	\$276.8	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,151.2	\$2,810.8	\$3,677.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$945.7	\$903.0	\$872.1	\$949.6	(\$204.9)
20 Stations	\$397.7	\$478.2	\$450.1	\$396.0	\$478.6	(\$81.0)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$495.3	\$448.0	\$567.9	\$240.6
50 Systems	\$353.8	\$367.9	\$350.8	\$204.3	\$369.9	(\$16.1)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,199.1	\$1,920.5	\$2,366.0	(\$61.4)
60 Row, Land	\$288.5	\$288.5	\$278.6	\$276.8	\$288.5	(\$0.0)
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$0.7	\$0.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$672.8	\$613.5	\$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	\$3,151.2	\$2,810.8	\$3,677.2	\$0.0

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 \$22.9M where Construction Phase is responsible for about 67.6% or approximately \$15.5M of January's expenditure. Total project cost incurred to date topped \$2.81B, 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. 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

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 \$341.2M (previously \$333.9M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains unchanged in this period at \$2.7M and is expected to be fully drawn when all construction scope are executed.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC balance shows a net increase of approximately \$7.3M due to annual reallocation of budgets offset by normal construction changes.

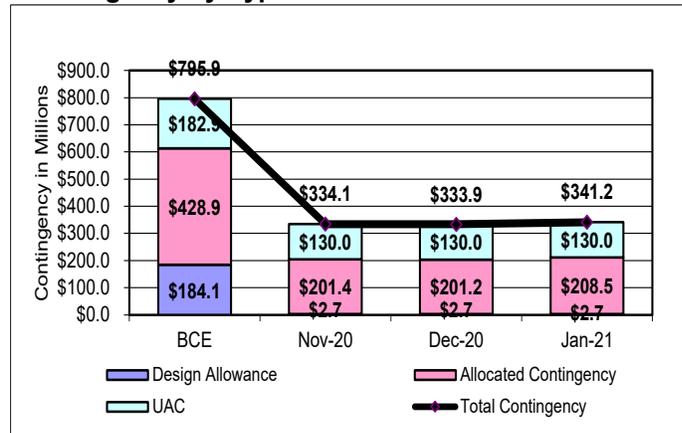
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$2.7	0.3%
Allocated Contingency	\$428.9	11.7%	\$208.5	24.1%
Unallocated Contingency	\$182.9	5.0%	\$130.0	15.0%
Total	\$795.9	21.6%	\$341.2	39.4%

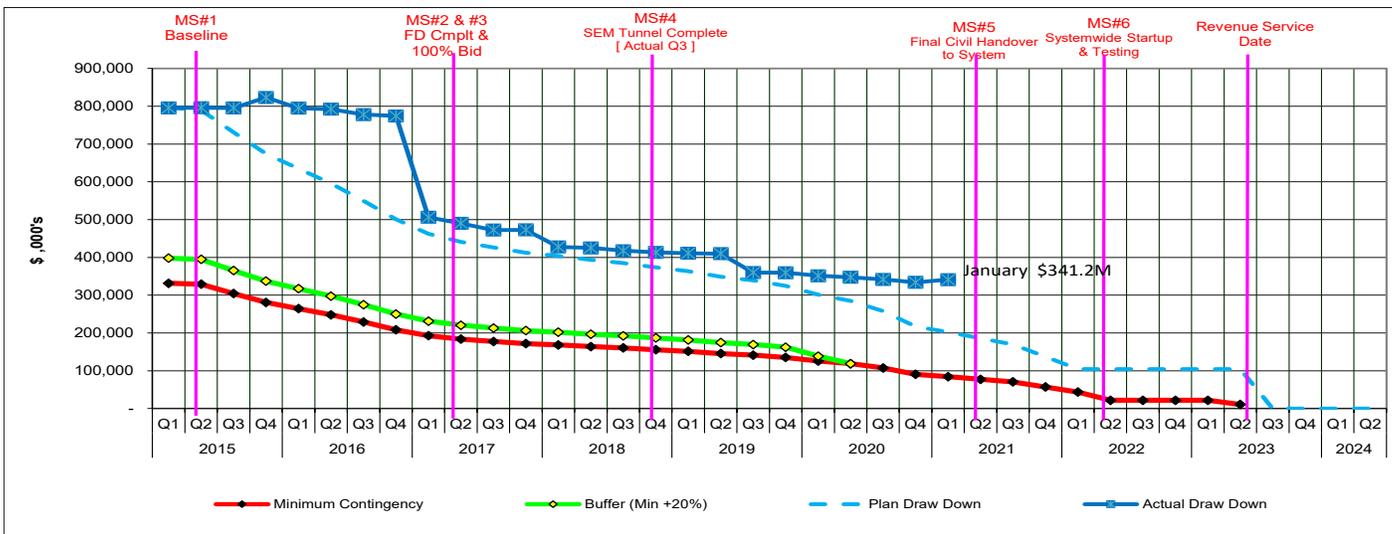
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately \$341.2M (previously \$333.9M) 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 January represented the monthly net increase \$7.3M due to various construction change orders that were at the same time offset by the annual reallocation of budgets.



Contingency Drawdown as of January 31, 2021

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; finish work and vertical conveyance at Judkins Park Station; track installation and final alignment of crossover track; wax tape removal.

E320 continued installing electrical raceway along aerial guideway and in trench; 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 tile installation and landscaping at E. Main Station; exterior work at the South Portal Electrical Building; MEP installation and vertical conveyance at Bellevue Downtown Station; rough-ins and elevator testing at Wilburton.

E340 finalized rail alignment along the aerial guideway; fencing and landscaping at the station; landscaping and track repair along Spring Blvd.

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.

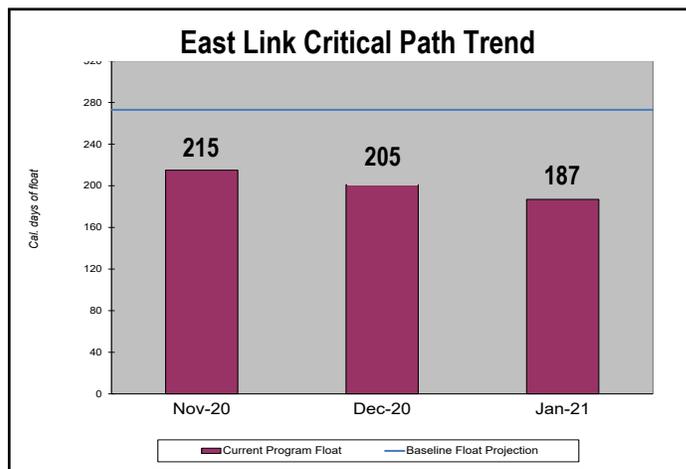
E750 continued installation of communications systems at MIS, S. Bellevue Station and Garage, 120th, 130th, OVS, and RTS; set OCS poles and installed signal equipment and conduit along civil segments; delivered TPSS-01.

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

Activity Name	Start	Finish	2021				2022				2023		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Sound Transit	08-Jul-08 A	30-Jun-23	[Gantt bar]										
Sound Transit 2	08-Jul-08 A	30-Jun-23	[Gantt bar]										
East Corridor	08-Jul-08 A	30-Jun-23	[Gantt bar]										
LRT Extension - East	08-Jul-08 A	30-Jun-23	[Gantt bar]										
East Link	08-Jul-08 A	30-Jun-23	[Gantt bar]										
East Link Construction	08-Jul-08 A	30-Jun-23	[Gantt bar]										
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	18-Oct-21	[Gantt bar]										
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	23-May-21	[Gantt bar]										
EL 330 - Downtown Bellevue Tunnel (DBB)	18-Jan-15 A	12-Oct-20	[Gantt bar]										
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	24-Sep-21	[Gantt bar]										
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	06-May-21	[Gantt bar]										
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	20-Jul-21	[Gantt bar]										
EL 750 - Systems	08-Jul-08 A	11-Aug-22	[Gantt bar]										
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	25-Sep-22	[Gantt bar]										
ELRACT - East Link Rail Activation/System Integration/Project Closeout	06-Jan-22	30-Jun-23	[Gantt bar]										
East Link Rail Activation/System Integration/Project Closeout	06-Jan-22	30-Jun-23	[Gantt bar]										
Pre-Revenue Testing & Start Up	06-Jan-22	25-Dec-22	[Gantt bar]										
East Link System Integration Testing (LOE Summary)	06-Jan-22	23-Sep-22	[Gantt bar]										
East Link Pre Revenue Operations (3 Mo)	25-Sep-22	25-Dec-22	[Gantt bar]										
Revenue Service Window	26-Dec-22	30-Jun-23	[Gantt bar]										
East Link Program Float - 9 Months	26-Dec-22	30-Jun-23	[Gantt bar]										
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*	[Gantt bar]										

Project Float

East Link was baselined with 273 days of program float. The current projected use of 86 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.



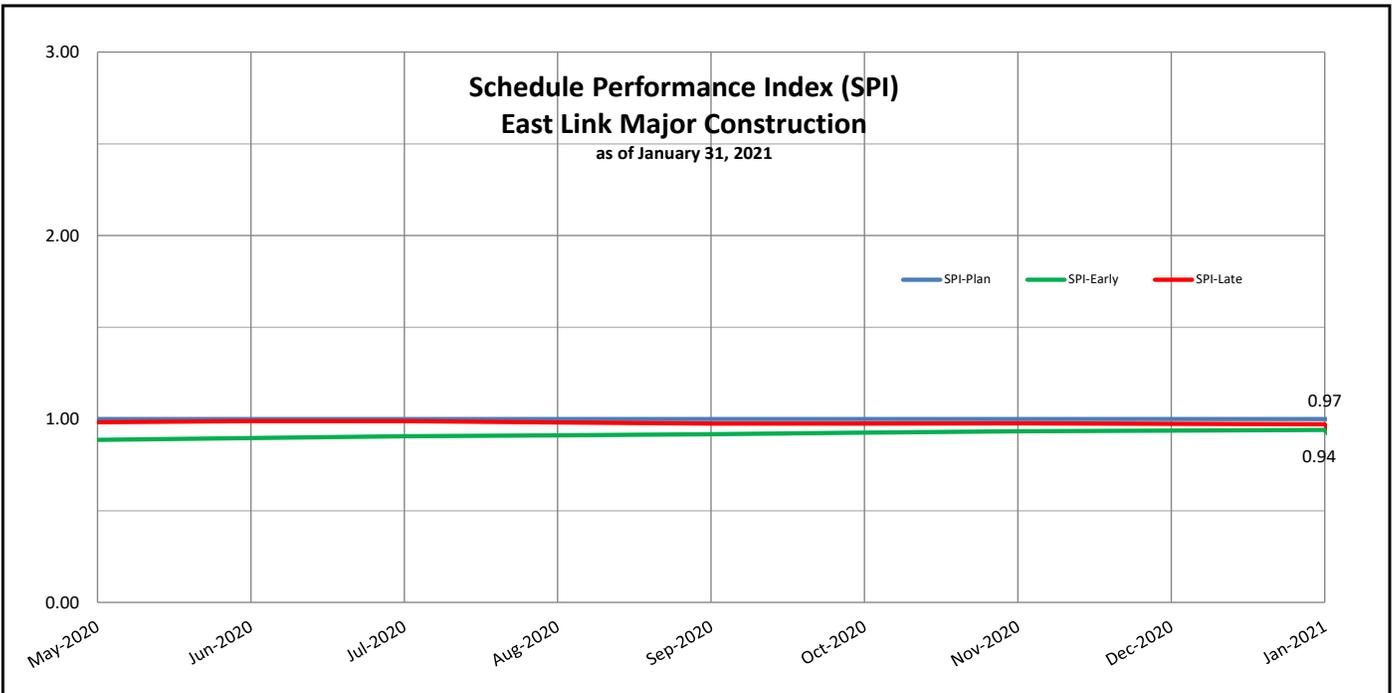
Critical Path Analysis

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.

Activity Name	Start	Finish	2021				2022				2023	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
EL 130 - Seattle to I-90 Overpass (GC/CM)												
EL 320 - I-90 Overpass to S. Bellevue (DBB)												
EL 330 - Downtown Bellevue Tunnel (DBB)												
EL 335 - Downtown Bellevue to Spring District (GC/CM)	16-Sep-19 A	29-Mar-21										
E335 Construction	16-Sep-19 A	29-Mar-21										
Construction	16-Sep-19 A	29-Mar-21										
Area 3: North Portal to Aerial Guide way (562+50 - 568+45)	16-Sep-19 A	29-Mar-21	■	■	■	■						
EL 340 - Spring District to SR 520 (DBB)												
EL 360 - SR 520 to Overlake Transit Center (DB)												
EL 750 - Systems	30-Mar-21	24-Sep-22										
E750 Construction	30-Mar-21	24-Sep-22										
E750 Project	30-Mar-21	24-Sep-22										
E750 Engineering	27-Jul-22	24-Sep-22										
E750 Construction	30-Mar-21	24-Sep-22										
E750 Milestones	24-Sep-22	24-Sep-22										
E750 Signals	30-Mar-21	28-Feb-22	■	■	■	■	■	■	■	■		
E750 Testing and Commissioning	28-Feb-22	26-Jul-22										
East Link Master Schedule - Construction Interfaces	30-Mar-21	25-Sep-22										
ELRACT - East Link Rail Activation/System Integration/Project Closeout	25-Sep-22	30-Jun-23										
East Link Rail Activation/System Integration/Project Closeout	25-Sep-22	30-Jun-23										
Pre-Revenue Testing & Start Up	25-Sep-22	25-Dec-22										
Revenue Service Window	26-Dec-22	30-Jun-23										
East Link Program Float - 9 Months	26-Dec-22	30-Jun-23										
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*										

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.

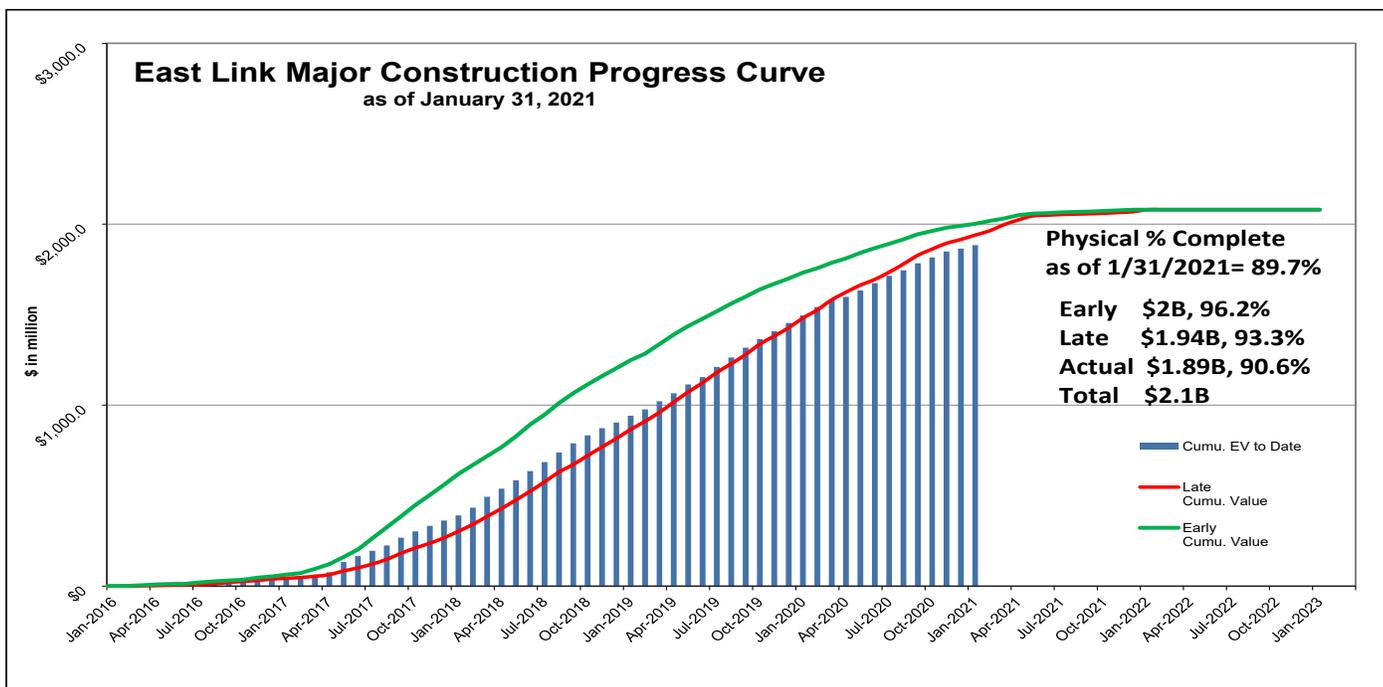


Link Light Rail East Link Extension

Project Cash Flow Projection

The overall physical percent complete for East Link construction is 89.7%.

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: Garage Signage

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. January’s focus: refreshing signage for pedestrian detour on 23rd Ave /JPS headhouse; communicating with residents on upcoming work on 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	227

** 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 January 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 coverage is not indicative of budget coverage. 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	50.4	(2.3)
Consultants	91.5	155.5	64.0
TOTAL	144.3	205.9	61.7

** 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
M2021-04	Authorizes the CEO to increase the contingency for contract with Kiewit-Hoffman, East Link Constructors for the construction of the Seattle to South Bellevue Segment (E130) within the East Link Extension in the amount of \$10,000,000, for a new total authorized contract amount not to exceed \$721,660,541	1/28/2021
M2021-05	Authorizes the CEO to increase the contingency for the contract with Stacy and Witbeck/Atkinson, JV for construction of the Downtown Bellevue to Spring District Segment (E335) within the East Link Extension, in the amount of \$10,000,000, for a new total authorized contract amount not to exceed \$423,488,121	1/28/2021
M2021-06	Authorizes the CEO to increase the contingency for contract with Max J. Kuney Company, for construction of the Bel-Red Segment (E340) within the East Link Extension in the amount of \$5,000,000, for a new total authorized contract amount not to exceed \$107,487,012	1/28/2021

Construction Safety

Data/ Measure	January 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	85
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1337
First Aid Cases	3	3	272
Reported Near Mishaps	2	2	280
Average Number of Employees on Worksite	663	-	-
Total # of Hours (GC & Subs)	113,364	113,364	6,680,286
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	2.54
LTI Rate	0.00	0.00	0.45
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.

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.

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

Current Progress

West Segment: Progress installation of lighting at Judkins Park Station; continue commissioning of Fire/Life Safety systems in Mt Baker Tunnel; advance commissioning, finishes, vertical conveyance, and final construction activities at JPS; ongoing track installation and final alignment of EB & WB track along D2 roadway

Center Segment: Ongoing wax tape removal on floating bridge; continue landscaping activities at TPSS 3; initiate E750 coordinated access

East Segment: Ongoing commissioning activities & landscaping at Mercer Island Station; progress installation of fire/life/safety systems in Mercer Island Tunnel

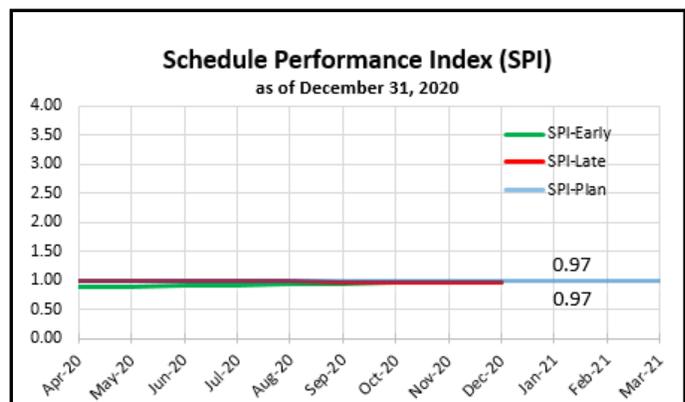
Schedule Summary

The critical path for this project currently runs through wax tape removal on the floating bridge. The contractor’s January 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.

Activity Name	Start	Finish	2021			
			Q1	Q2	Q3	
E130 Construction	10-Mar-17 A	18-Oct-21	[Gantt bar spanning Q1, Q2, Q3]			
Milestones	10-Mar-17 A	18-Oct-21	[Gantt bar]			
Access Milestones	10-Mar-17 A	12-May-17 A	[Gantt bar]			
16. Notice To Proceed - Package 1	10-Mar-17 A		[Gantt bar]			
16. Notice To Proceed - Remaining Scope	12-May-17 A		[Gantt bar]			
Major Project Complete Milestones	21-Aug-19 A	18-Oct-21	[Gantt bar]			
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20 A	[Gantt bar]			
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20 A	[Gantt bar]			
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (29-Jan-20)		27-Jul-21*	[Gantt bar]			
16. MS#01 - Acceptance		28-Aug-21	[Gantt bar]			
16. MS#04 - Substantial Completion All Work (12-Dec-20)		18-Sep-21*	[Gantt bar]			
16. Acceptance		18-Oct-21	[Gantt bar]			
Milestone 1 Interim Dates	21-Aug-19 A	27-Jul-21	[Gantt bar]			
Construction	20-Mar-17 A	26-Aug-21	[Gantt bar]			
Preliminary Activities	03-Apr-17 A	01-Feb-21	[Gantt bar]			
Sitework	23-Aug-17 A	13-Jul-20 A	[Gantt bar]			
Demolition	20-Jul-17 A	16-Apr-21	[Gantt bar]			
Tunnel Modifications	18-Sep-17 A	21-Apr-21	[Gantt bar]			
Stations	31-May-17 A	26-Aug-21	[Gantt bar]			
OCS Bases/Frames	02-Apr-18 A	03-Mar-21	[Gantt bar]			
Civil/Utilities	05-Jul-17 A	17-Jun-21	[Gantt bar]			
Electrical	20-Mar-17 A	02-Mar-21	[Gantt bar]			
Structures Retrofit	20-Mar-17 A	11-Aug-21	[Gantt bar]			
Trackwork	29-Jan-18 A	19-Aug-21	[Gantt bar]			
Systems	26-Jun-17 A	12-Mar-21	[Gantt bar]			
IDS Modification	16-Jan-19 A	23-Jun-21	[Gantt bar]			

Schedule Performance Index

The contractor’s January progress schedule has not been approved as of this report; through December, cumulative SPI-Early is reported at 0.97, with SPI-Late also at 0.97. This indicates the contractor remains slightly behind schedule with both early & late start/finish performance. Delay impacts submitted by the Contractor continue to be evaluated; a plan to realign several lagging activities with Milestone 4 has been completed, and negotiations with KH on Milestones 1 & 3 are ongoing. Contract interface coordination with the E750 contractor continues; access coordination activities are now underway.



Link Light Rail East Link Extension

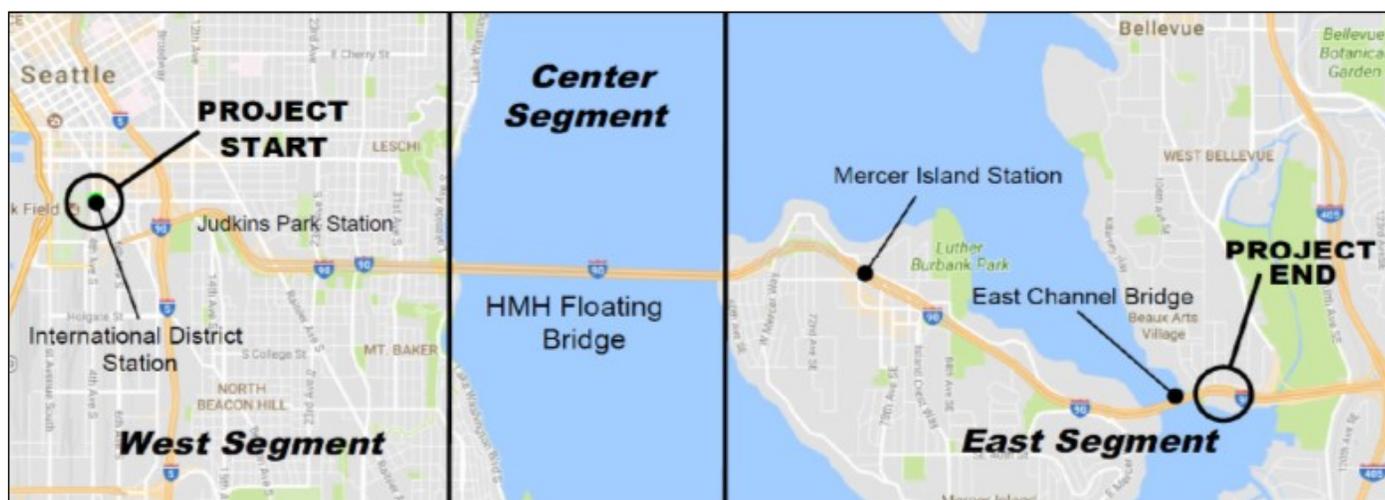
Next Period's Activities

- **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	\$33,965,729
Current Contract Value*	\$697,987,566
Total Actual Cost (Incurred to Date)	\$659,197,561
Percent Complete	95.13%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$33,965,729
Contingency Index	1.6

* Contract Value excludes Betterments



Elevator cab assembly at Judkins Park Station west head house

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Continued guideway emergency walkway work including acoustic panels. Continued electrical system raceway work.

Bellevue Way SE: Continued systems exposed raceway work; performed curb and gutter work near the Blueberry Farm and poured an ADA ramp by Winters House, along with grading and compacting a parking area at Winters House.

S. Bellevue Sta./P&R: Continued garage and station finishes including commissioning activities in both; performed railing and lighting work in station and completed ceiling hatch work for E750 access.

Wye-to-East Main and Track Work: Finished grading slope west of 112th and performed wet utilities punch list item work. Continued thermite weld, de-stress and survey direct fixation (DF) track as well as pedestrian/railroad crossing work.

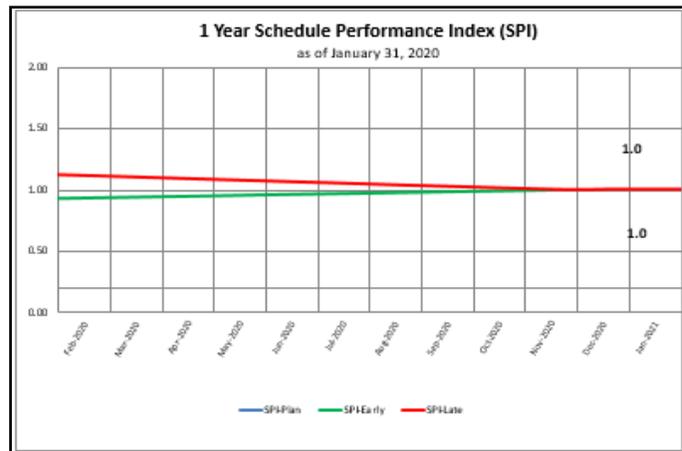
Schedule Summary

The critical path for this project currently runs through thermite welding and final landscaping. The contractor’s January update is presented below. The contractor has granted station and parking garage access to the E750 systems contractor; track access is anticipated within the next two months.

Activity Name	Start	Finish	Q1	Q2
E320 Construction	05-Dec-16 A	22-May-21	[Gantt bar spanning Q1 and Q2]	
Milestones and Summary	05-Dec-16 A	22-May-21	[Gantt bar spanning Q1 and Q2]	
Contract Milestones	05-Dec-16 A	22-May-21	[Gantt bar spanning Q1 and Q2]	
Limited Notice to Proceed	05-Dec-16 A			
Notice to Proceed	13-Feb-17 A			
Milestone 3A - Clear & Grub Sweyolocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A		
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A		
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A		
Milestone 4 - S/IDT & SCADA Complete (NTP+1160D)		27-Feb-20 A		
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		11-Sep-20 A		
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		08-Apr-21*		
Milestone 6 - Required Substantial Completion (NTP+1364D)		22-May-21*		
Construction-1	21-Apr-17 A	03-May-21	[Gantt bar spanning Q1 and Q2]	
Mobilization	21-Apr-17 A	16-Jul-18 A	[Gantt bar spanning Q1 and Q2]	
Area A - I-90 Main line to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	28-Mar-21	[Gantt bar spanning Q1 and Q2]	
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	03-May-21	[Gantt bar spanning Q1 and Q2]	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	01-Apr-21	[Gantt bar spanning Q1 and Q2]	
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	19-Apr-21	[Gantt bar spanning Q1 and Q2]	
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A	[Gantt bar spanning Q1 and Q2]	
Area F - Sweyolocken Mitigation	23-Apr-18 A	21-Dec-18 A	[Gantt bar spanning Q1 and Q2]	

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 January, 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 thermite welding and de-stress and survey of DF track.



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	\$8,994,927
Current Contract Value	\$328,740,666
Total Actual Cost (Incurred to Date)	\$318,372,948
Percent Complete	96.84%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$8,994,927
Contingency Index	4.1

•\$ Amount excludes betterments and STArt.



South Bellevue Station panels and under-stair artwork

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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



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

Current Progress

East Main Station: Downtown Bellevue Tunnel: Continued wiring and termination of light fixtures in the Tunnel. Continued tile and paver installation, landscaping at East main Station. Commenced sidewalks placement and exterior siding and flashing of South Portal Electrical Building.

Bellevue Downtown Station (BDS): Continued Mechanical, Electrical, Plumbing installation throughout the station. Continued Installation of elevators, terracotta, metal wall panels and metal panels on platform canopies. Continued wire pulling at mid and platform level.

Wilburton Station: Continued conduit and MEP rough-ins and installation of granite accents and wayfinding paver in plaza level. started testing and troubleshooting elevators and installation of sloped glazing on canopies.

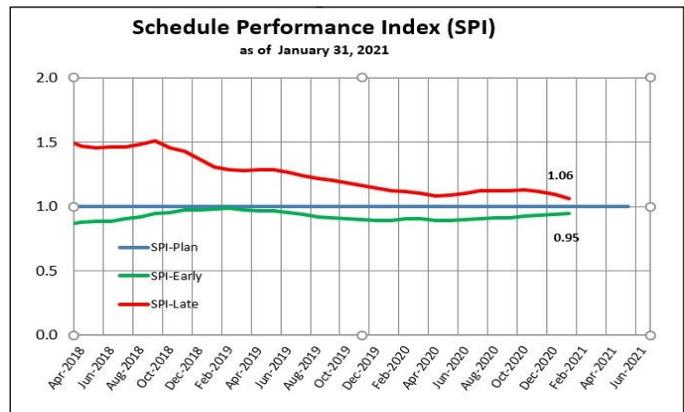
Schedule Summary

The critical path currently runs through the installation and testing of jet fans in the tunnel. The contractor’s January update is presented below. 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.

Activity Name	Start	Finish	2021		
			Q1	Q2	Q3
E335 Construction	24-Apr-17 A	24-Sep-21	[Gantt bar spanning Q1, Q2, and Q3]		
Milestones	04-May-18 A	24-Sep-21	[Gantt bar spanning Q1, Q2, and Q3]		
Contract Milestones	30-Sep-18 A	16-May-21	[Gantt bar spanning Q1, Q2, and Q3]		
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A	[Gantt bar in Q1]		
Milestone #2 - Complete SIDD's for Interface to SCADA		14-Jan-20 A	[Gantt bar in Q1]		
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		01-Feb-21*	[Gantt bar in Q1]		
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		16-Mar-21*	[Gantt bar in Q1]		
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		25-Apr-21*	[Gantt bar in Q2]		
Milestone #6 - Substantial Completion of all Work (16-May-21)		16-May-21*	[Gantt bar in Q2]		
Calculated Milestones	04-May-18 A	24-Sep-21	[Gantt bar spanning Q1, Q2, and Q3]		
E335 Achieves Milestone #1		04-May-18 A	[Gantt bar in Q1]		
E335 Achieves Milestone #2		14-Jan-20 A	[Gantt bar in Q1]		
E335 Achieves Milestone #3		25-Apr-21	[Gantt bar in Q2]		
E335 Achieves Milestone #4		08-Aug-21	[Gantt bar in Q3]		
E335 Achieves Milestone #5		08-Aug-21	[Gantt bar in Q3]		
E335 Achieves Milestone #6		24-Sep-21	[Gantt bar in Q3]		
Mobilization	24-Apr-17 A	24-Apr-17 A	[Gantt bar in Q1]		
Construction	24-Apr-17 A	25-Aug-21	[Gantt bar spanning Q1, Q2, and Q3]		
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	11-Jun-21	[Gantt bar in Q1]		
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	25-Aug-21	[Gantt bar in Q1]		
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	27-Jul-21	[Gantt bar in Q1]		
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	12-Jul-21	[Gantt bar in Q1]		
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	23-Apr-21	[Gantt bar in Q1]		
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	06-Apr-21	[Gantt bar in Q1]		
Testing and Commissioning	01-Jun-20 A	09-Feb-21	[Gantt bar in Q1]		

Schedule Performance Index

This period, the SPI-Early is at 0.95 and the SPI-Late is at 1.06. Although that SPI-Early is improving and moving toward 1, yet SPI late trend declining due to schedule delay at BDS, delay delivery of switch gears and Jet fans.



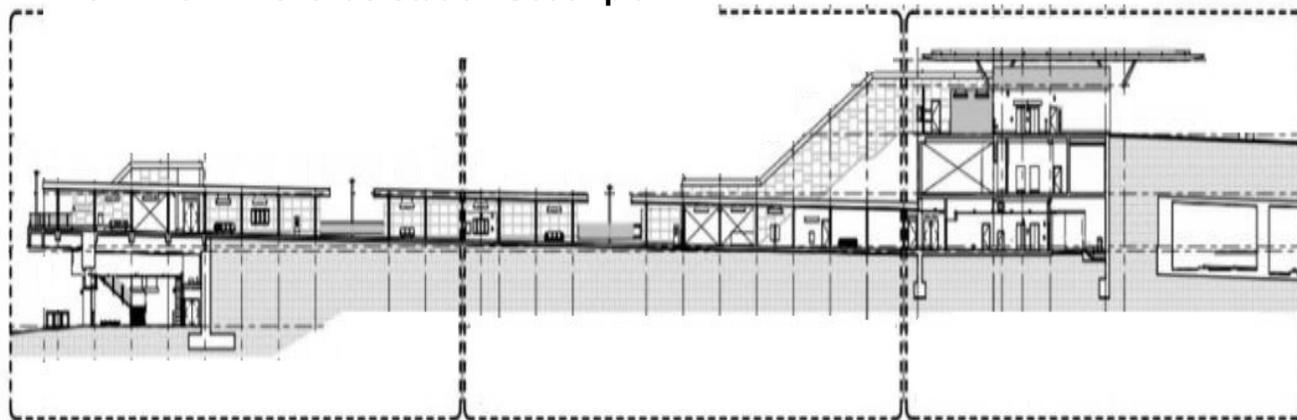
Next Period's Activities

- **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.

Down Town Bellevue Station South plan



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)	\$354,989,997
Percent Complete	
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$16,607,688
Contingency Index	



BDS street level south view

Contract E340 – Bel-Red

Current Progress

Aerial Guideway area: Finalized rail alignment. Installed super elevation tags. Conducted grading and material placement. Poured back systems ductbank blockouts. Installed chain link fence gate.

130th Ave Station: Installed metal door, decorative fence. Installed pavers and caulking. Electrical buildout of entry canopy closets. Installed fencing around detention vaults. Installed atrium drains. Installed irrigation and planting soil.

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

136th Pine: Installed landscaping. Conducted as-built survey at ballasted track.

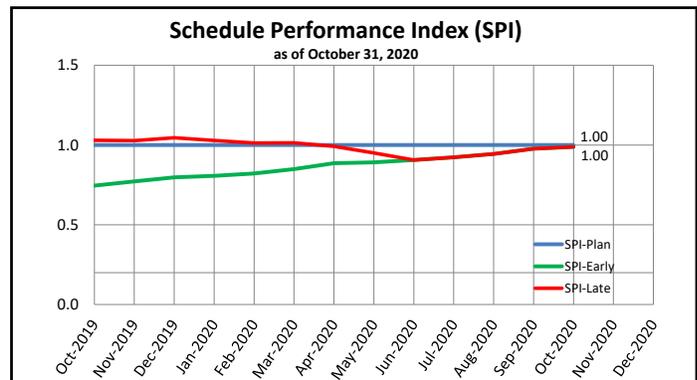
Schedule Summary

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.

Activity Name	Start	Finish		
			Q1	Q2
E340 Construction	24-Feb-17 A	06-May-21	[Gantt bar spanning Q1 and Q2]	
CONSTRUCTION	24-Feb-17 A	06-May-21	[Gantt bar spanning Q1 and Q2]	
-MILESTONES/EASEMENTS-	24-Feb-17 A	06-May-21	[Gantt bar spanning Q1 and Q2]	
--Milestones	24-Feb-17 A	06-May-21	[Gantt bar spanning Q1 and Q2]	
Contract Milestones	24-Feb-17 A	06-May-21	[Gantt bar spanning Q1 and Q2]	
Limited Notice to Proceed (LNTP - Feb 24 2017)	24-Feb-17 A		[Gantt bar in Q1]	
Notice to Proceed (NTP - March 27, 2017)	27-Mar-17 A		[Gantt bar in Q1]	
MS #1 West Tributary Mitigation Site - NTP + 537 DAYS (September 15, 2019)		14-Sep-18 A	[Gantt bar in Q1]	
MS #2 Substantial West Tributary Mitigation Site - NTP + 826 DAYS (July 1, 2019) Ref. C		10-Jun-19 A	[Gantt bar in Q1]	
MS #3 Acceptance of SDIT - NTP + 976 DAYS - (Nov 27, 2019)		26-Nov-19 A	[Gantt bar in Q1]	
MS #4 Substantial Completion - NTP + 1156 DAYS - (May 26, 2020)		06-May-21*	[Gantt bar in Q2]	
Float	24-Mar-20 A	04-May-20 A	[Gantt bar in Q2]	
-SUBMITTALS/PRELIMINARY ACTIVITIES-	24-Feb-17 A	14-Feb-21	[Gantt bar in Q1]	
-MOBILIZATION-	24-Feb-17 A	29-Jul-19 A	[Gantt bar in Q1]	
-SITWORK-	04-Apr-17 A	24-Mar-21	[Gantt bar in Q1]	
-RETAINING WALLS-	12-Feb-18 A	15-Jan-21	[Gantt bar in Q1]	
-AERIAL STRUCTURES-	15-May-17 A	01-Dec-20 A	[Gantt bar in Q1]	
-STATIONS-	01-Aug-18 A	08-Feb-21	[Gantt bar in Q1]	
-ELECTRICAL/ITS-	02-Jan-18 A	20-Jan-21	[Gantt bar in Q1]	
-FINISHES-	31-Dec-19 A	08-Jan-21	[Gantt bar in Q1]	
-TRACKWORK-	13-Jul-18 A	05-Apr-21	[Gantt bar in Q1]	
-LANDSCAPING/FLATWORK-	22-May-18 A	25-Feb-21	[Gantt bar in Q1]	
-TESTING AND COMMISSIONING-	27-Aug-19 A	03-Mar-21	[Gantt bar in Q1]	
-DEMOBILIZATION-	01-Aug-18 A	08-Sep-20 A	[Gantt bar in Q1]	

Schedule Performance Index

The Contractor is behind on their substantial completion date. This Schedule Performance Index chart has been updated as of October 2020 which is the latest schedule submittal. Contractor has been tardy with their schedule. The SPI-Early is at 1.00 and the SPI-Late is at 1.00. These numbers indicate that the contractor is right on track with their current early and late performances.



Link Light Rail East Link Extension

Next Period's Activities

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

130th Ave Station: Place sidewalk and curb at crossing. Install guardrail. Commissioning of electrical installations.

NE Spring Blvd: Repair embedded track, install landscaping. Install metal safety railing.

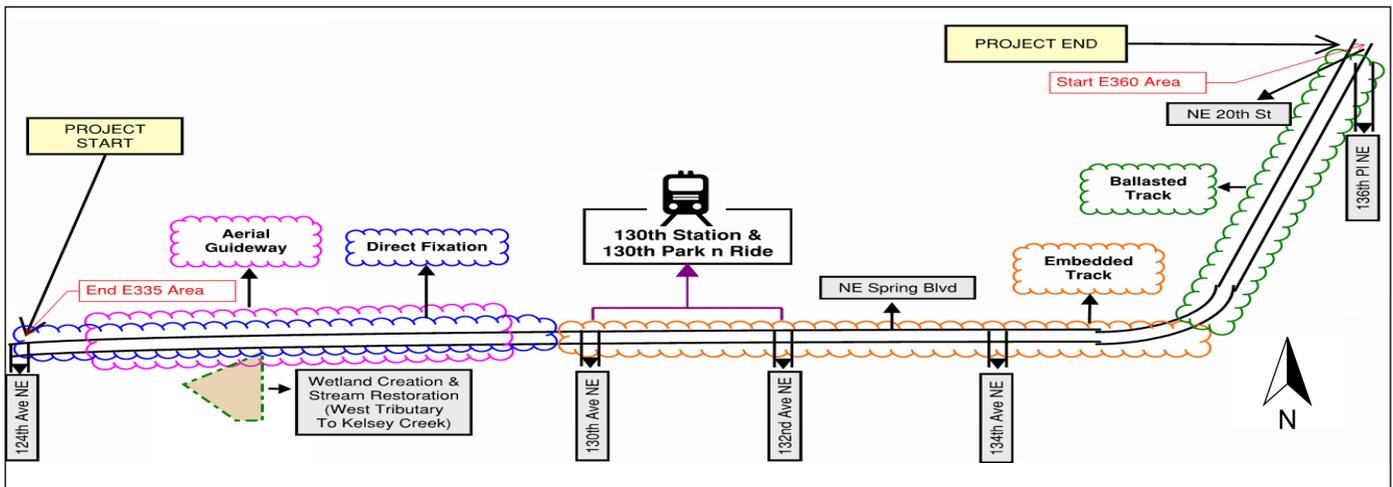
136th Place NE: Continue install landscaping and conduct as-built survey at ballasted track.

NE 20th St: Install landscaping.

Closely Monitored Issues

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

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$5,486,036
Current Contract Value	\$98,656,048
Total Actual Cost (Incurred to Date)	\$95,485,317
Percent Complete	95.3%
Authorized Contingency	\$9,317,000
Contingency Drawdown	\$5,486,036
Contingency Index	1.62



Contractor installing the conductors at the station facing west.

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: Impacts due to COVID-19 are addressed in the Executive Summary. Work resumed on May 4, 2020.

- Work Area (WA)#1: Park place perimeter fencing continued
- WA #2: Sweeper Site slope protection and punch list work for Aerial Guideway track clearance.
- WA #3/4: Overlake Village Station (OVS) signage installation, site furnishings, planting/landscaping, and perimeter fencing.
- 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, site wide grading for paving sidewalk and roadways, and continued canopy work.
- WA #7: Paperclip handrails and lighting installation continued; installation of Art Louvers and receive additional louver deliveries.

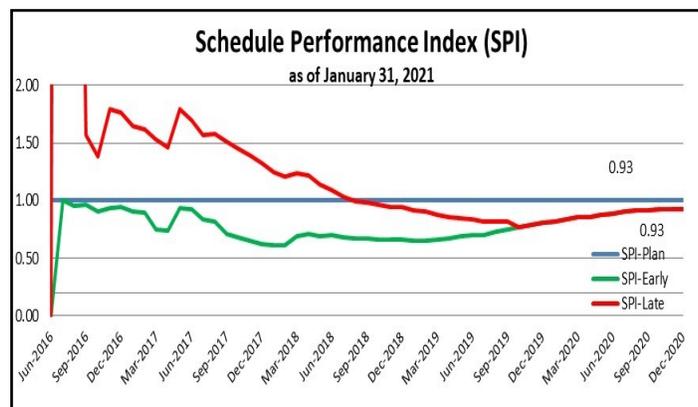
Schedule Summary

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

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

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.



Link Light Rail East Link Extension



Next Period's Activities

- **WA #1:** Park Place Perimeter Fencing.
- **WA #2:** Punch list work continues
- **WA #3/4:** Station Signage/Landscaping/ Site Furnishing
- **WA #5:** Plants and irrigation.
- **WA #6:** Punch list items.
- **WA #7:** Louvers installation and delivery .

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 and 3rd party structural analysis.
- Milestone 3A and 3B delays.

E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$8,947,375
Current Contract Value	\$234,283,463
Total Actual Cost (Incurred to Date)	\$212,851,118
Percent Complete	96.21%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$8,947,375
Contingency Index	2.4

Excludes Betterment



WA 7— Art Louver Installation on OVS Ped Bridge

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 equipment, radio cable, and testing radio systems at E130 segment.
- Installed conduit and OCS pre-fab for E130 civil segment. Installed cantilevers at the E360 civil segment.
- Performed basement build out for TPSS units and preformed inspections at the E130 civil segment.

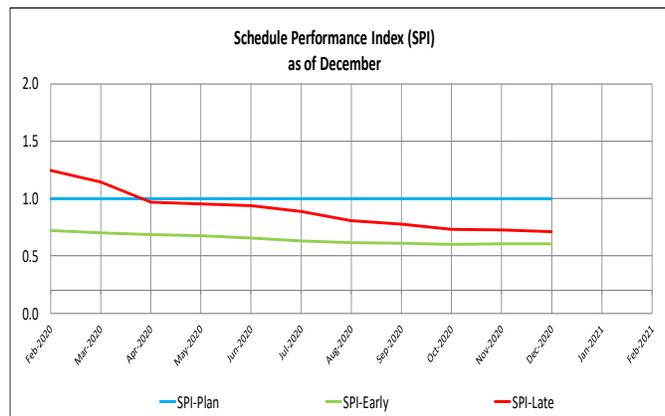
Schedule Summary

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.

Activity Name	Start	Finish	2021				2022				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3		
E750 Construction	08-Jul-08 A	10-Aug-22	[Gantt bar spanning from Q1 2021 to Q3 2022]								
General	12-Jun-17 A	12-Jun-17 A	[Gantt bar in Q1 2021]								
Key Dates	12-Jun-17 A	12-Jun-17 A	[Gantt bar in Q1 2021]								
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A		[Gantt bar in Q1 2021]								
E750 Project	08-Jul-08 A	10-Aug-22	[Gantt bar spanning from Q1 2021 to Q3 2022]								
E750 Engineering	08-Jul-08 A	31-Jul-22	[Gantt bar spanning from Q1 2021 to Q3 2022]								
E750 Construction	12-Sep-18 A	10-Aug-22	[Gantt bar spanning from Q3 2021 to Q3 2022]								
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A	[Gantt bar in Q1 2021]								
E750 Milestones	12-Mar-19 A	31-Jul-22	[Gantt bar spanning from Q1 2021 to Q3 2022]								
E750 Access Dates	12-Mar-19 A	16-Aug-21	[Gantt bar spanning from Q1 2021 to Q3 2021]								
E750 Contract Milestones	09-Feb-20 A	31-Jul-22	[Gantt bar spanning from Q1 2021 to Q3 2022]								
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A	[Gantt bar in Q1 2021]								
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A	[Gantt bar in Q1 2021]								
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (7/29/20)		16-Feb-21*	[Gantt bar in Q1 2021]								
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (3/13/21)		30-Apr-21*	[Gantt bar in Q1 2021]								
MS#09 East link: Substantial completion of East Link Systems (12/31/21)		31-Jul-22*	[Gantt bar spanning from Q1 2021 to Q3 2022]								
E750 SCCRIM	25-Jan-19 A	09-Jun-21	[Gantt bar spanning from Q1 2021 to Q3 2021]								
E750 OCS	14-Feb-19 A	17-Dec-21	[Gantt bar spanning from Q1 2021 to Q3 2021]								
E750 Traction Power / Substations	01-Oct-18 A	17-Dec-21	[Gantt bar spanning from Q3 2020 to Q3 2021]								
E750 Signals	12-Sep-18 A	29-Dec-21	[Gantt bar spanning from Q3 2020 to Q3 2021]								
E750 Communications	13-Nov-18 A	03-Nov-21	[Gantt bar spanning from Q3 2020 to Q3 2021]								
E750 Radio	28-Jan-19 A	07-Jul-21	[Gantt bar spanning from Q1 2021 to Q3 2021]								
E750 SCADA	03-Dec-21	06-Jan-22	[Gantt bar in Q1 2022]								
E750 Trunk Fiber	19-Dec-18 A	08-Oct-21	[Gantt bar spanning from Q3 2020 to Q3 2021]								
E750 Testing and Commissioning	14-Aug-20 A	10-Aug-22	[Gantt bar spanning from Q3 2020 to Q3 2022]								

Schedule Performance Index

Performance for December is shown as the January 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.



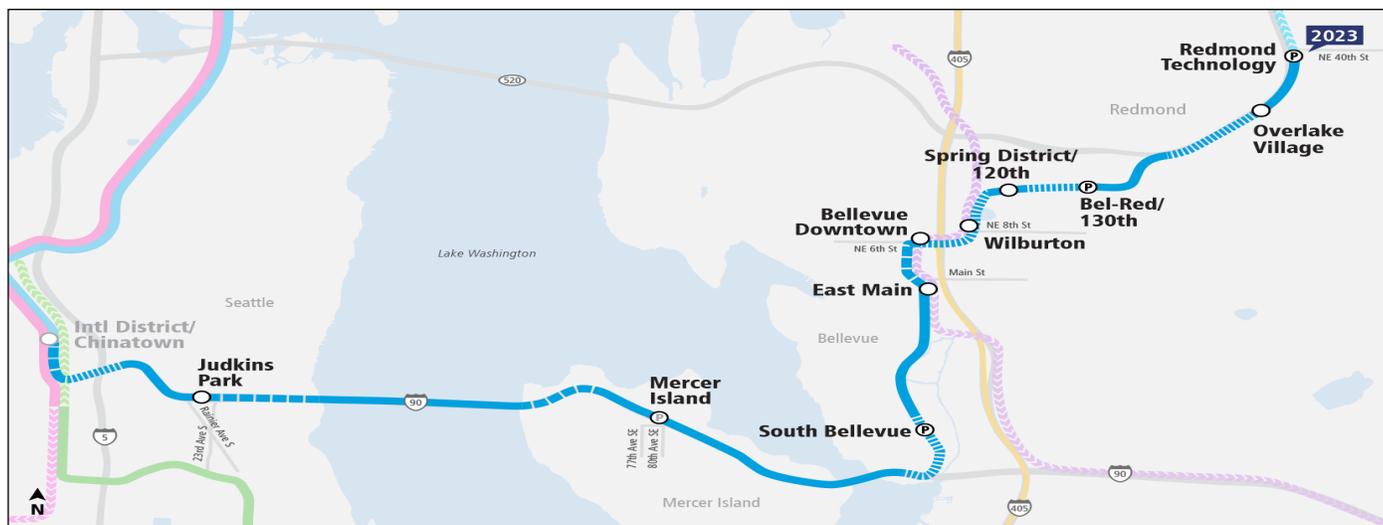
Link Light Rail East Link Extension

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.

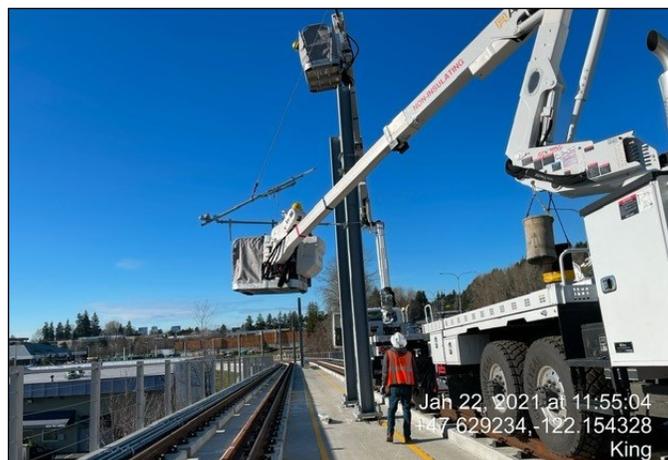
Closely Monitored Issues

- 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	\$1,947,705
Current Contract Value	\$257,715,833
Total Actual Cost (Incurred to Date)	\$112,092,351
Percent Complete	52.7%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$1,947,705
Contingency Index	3.31



OCS Cantilevers installation south of the Overlake Village Station.

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

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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: NE 51st cut and cover work including temporary signals for traffic control and shaft construction, temporary walls for shaft construction at Sammamish River crossing; clear and grub, access road construction and tree removal.
- Shaft construction begins – Q1 2021.
- Continue progressing Unnamed tributary structure; 100% planned in April.
- Microsoft agreement to replace power service to Liberty Mutual building has been executed.
- Amendment to the Temporary Airspace Lease with WSDOT has been executed

Closely Monitored Issues

- Start of Microsoft work to reconnect the Liberty Mutual power service impacted by the PSE duct bank relocation and schedule coordination with PSE.
- Coordination with Washing State Department of Fish and Wildlife, King County and Muckleshoot Indian Tribe (MIT) on the Bear Creek design.
- Design solutions being refined to address high ground water in the SE Redmond station area.
- Developing design options to address vibration mitigation near guideway within the Microsoft campus.
- Potential schedule improvements opportunities in review with the contractor..

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 \$9.6M of expenditure. This period expenditure incurred primarily in the Construction phase \$9.5M for mostly progression of design build scope. Total cumulative expenditure to date rose from \$291.8M to \$301.5M.

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	\$13.7	\$13.4	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.7	\$19.2	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$0.7	\$0.6	\$4.5	\$0.0
Construction Services	\$58.0	\$58.0	\$49.8	\$13.3	\$58.0	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$4.4	\$17.0	\$0.0
Construction	\$1,151.5	\$1,151.5	\$741.3	\$155.5	\$1,151.5	\$0.0
ROW	\$199.0	\$199.0	\$98.5	\$95.1	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$934.4	\$301.5	\$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	\$229.6	\$42.1	\$500.1	\$0.0
20 Stations	\$261.9	\$261.9	\$183.1	\$22.0	\$183.1	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.1	\$192.3	\$23.8	\$226.0	\$0.0
50 Systems	\$108.6	\$108.6	\$65.2	\$7.9	\$76.8	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$990.0	\$670.2	\$95.8	\$986.0	\$0.0
60 Row, Land	\$168.5	\$168.5	\$98.5	\$95.1	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.2	\$0.0	\$4.1	\$0.0
80 Professional Services	\$289.3	\$289.3	\$165.5	\$110.6	\$293.1	\$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	\$934.4	\$301.5	\$1,530.0	\$0.0

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. Q4 risk is currently being updated. 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 project schedule is presented below. Design, permitting and early construction work are ongoing. The contractor’s January update is 28 days behind their required finish, ostensibly owing to some design review and permitting challenges. A recovery schedule has been requested by the contractor and should be submitted next month. The project is forecast for completion toward the end of 2024.

Activity Name	Start	Finish	2021				2022				2023				2024			
			Q1	Q2	Q3	Q4												
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24																
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	16-Sep-24																
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	16-Sep-24																
SWK Construction Complete		07-Nov-23																
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		18-Jun-24*																
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		16-Sep-24																
OWNER FLOAT	09-Sep-19 A	16-Sep-24																
PRE-CONSTRUCTION	09-Sep-19 A	31-Aug-21																
CONSTRUCTION	09-Sep-19 A	18-Jun-24																
OCC	13-Sep-23	07-Nov-23																
PUNCHLIST	06-Dec-23	04-Mar-24																
TESTING INTEGRATION / REVENUE SERVICES	27-Jun-22	17-Aug-24																
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	16-Sep-24																
Downtown Redmond Link Extension - Rail Activation/Closeout	24-Oct-23	31-Dec-24																
Systems Integration & Testing	24-Oct-23	18-Jun-24																
Safety and Security Certification	08-Nov-23	18-Jun-24																
Pre-Revenue Service	19-Jun-24	16-Sep-24																
Pre-Revenue Operations	19-Jun-24	16-Sep-24																
Revenue Service/Project Float	17-Sep-24	31-Dec-24																
Project Float	17-Sep-24	31-Dec-24																
Revenue Service		31-Dec-24																

Right-of-Way

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required **	Relocations Completed to date
84	88	91	63	1577	1498

* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.
 ** A large majority of the relocation count is due to the relocation of storage units.

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.

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.
- Continued engaging businesses, property owners and management in Downtown Redmond.



Artist rendering of Downtown Redmond Station platform

Link Light Rail Downtown Redmond 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.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through January 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	25.9	(1.3)
Consultants	37.0	29.8	(7.2)
TOTAL	64.2	55.7	(8.5)

** 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 West Seattle and Ballard Link Extensions



Project Summary

Scope

West Seattle

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

The Draft EIS 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.

Ballard

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.

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	\$17.8	\$17.5	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$85.1	\$75.8	\$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	\$107.0	\$95.8	\$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	\$104.4	\$94.2	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$107.0	\$95.8	\$285.9	\$0.0

Link Light Rail West Seattle and Ballard Link Extensions



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.

Activity Name	Start	Finish	2021				
			Q4	Q1	Q2	Q3	Q4
Sound Transit	17-Mar-17 A	30-Dec-22					
ST3 - Central Corridor	17-Mar-17 A	30-Dec-22					
West Seattle and Ballard Link Extension	17-Mar-17 A	30-Dec-22					
West Seattle and Ballard Link Extension	17-Mar-17 A	30-Dec-22					
West Seattle and Ballard Link Extensions	17-Mar-17 A	30-Dec-22					
Alternative Analysis - (Phase I)	17-Mar-17 A	23-May-19 A					
Alternative Analysis - Milestones	23-May-19 A	23-May-19 A					
Alternative Analysis Procurement	17-Mar-17 A	05-Oct-17 A					
Alternative Analysis	06-Oct-17 A	06-May-19 A					
Conceptual Engineering - (Phase II)	24-May-19 A	16-Dec-21					
Conceptual Engineering - Milestones	16-Dec-21	16-Dec-21					
WSBLE - Board Reaffirms Preferred Alternative	16-Dec-21	16-Dec-21					
Conceptual Engineering	24-May-19 A	10-Sep-21					
Geotech Investigation - Phase II	24-May-19 A	06-Aug-21					
Preliminary Engineering - (Phase III)	17-Dec-21	30-Dec-22					
Conceptual Engineering - Phase II - ST	24-May-19 A	23-Dec-21					

Community Engagement

- Prepared and staffed five community briefing in January 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 that event was:
 - Seattle Subway – January 11, 2021
 - Ballard Alliance/Rate Advisory – January 13, 2021
 - University of Washington – January 25, 2021
 - South Downtown Stakeholders – January 19, 2021
 - West Seattle Transportation Coalition – January 28, 2021
- Prepared and staffed three property owner meetings.
- Continued effort to contact stakeholders throughout project corridor to offer briefings.
- Developed and distributed fieldwork notifications regarding 3 geotechnical borings.

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 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	35.1	0.8
Consultants	50.0	41.0	(9.0)
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

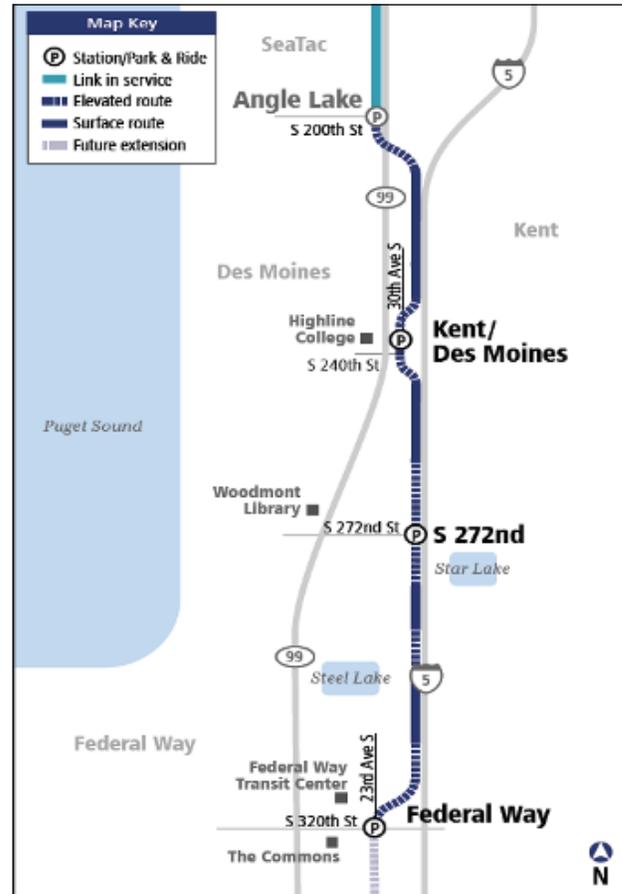
Board Action	Description	Date
	None to report this period.	

Link Light Rail Federal Way Link Extension

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	Proceed to 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 KDM and 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.
- Project team, PSE and WSDOT continued to secure time-sensitive outstanding WSDOT utility permits related to PSE utility relocation work in WSDOT ROW.
- ST and WSDOT betterment agreement for SR 509 Noise Walls was approved in January by ST Board. Agreement is pending execution.
- 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.

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 \$68.5M was incurred for January of which \$3.5M incurred was for Right-of-Way; \$4.8M (2 months) incurred for Construction Services; \$58.8M for Construction phase comprised mainly of \$55.9M (3 months) for Design Build construction contract, \$0.9M for Cities Construction Permits and \$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	\$29.7	\$29.5	\$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	\$29.5	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$24.9	\$7.8	\$27.7	(\$0.0)
Construction	\$1,831.9	\$1,829.4	\$1,337.7	\$378.6	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$198.0	\$194.9	\$338.8	(\$0.0)
Total	\$2,451.5	\$2,451.5	\$1,734.2	\$686.3	\$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	\$82.3	\$513.4	(\$62.4)
20 Stations	\$318.9	\$297.7	\$249.8	\$51.1	\$333.7	(\$36.0)
30 Support Facilities	\$5.3	\$11.8	\$11.3	\$2.4	\$5.1	\$6.7
40 Sitework & Special Conditions	\$558.4	\$489.5	\$465.9	\$132.9	\$640.1	(\$48.6)
50 Systems	\$153.8	\$170.4	\$114.1	\$24.2	\$150.8	\$19.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,229.4	\$292.9	\$1,643.0	(\$120.6)
60 Row, Land	\$341.6	\$338.8	\$198.0	\$194.9	\$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	\$306.8	\$198.6	\$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	\$1,734.2	\$686.3	\$2,451.5	(\$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 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)
- Requirements for facility and/or systems modifications by AHJs and ST
- PSE may request reimbursement to upgrade their electrical grid outside of known scope
- Schedule impacts resulting from the selection of Midway Landfill as a site for OMF South
- Not meeting the property acquisition schedule provided in RFP
- FWTC change order may delay permit issuance and construction, due to City Council process associated with changes to the Development Agreement
- DB delays due to securing PSE Easements for advanced utility relocations
- System adequacy for traction power
- Sanding program and LRV storage requirements impacting permit issuance
- Undisclosed utilities discovered during course of construction
- Contaminated material encountered during construction
- Untimely city permits (SeaTac, Kent, Federal Way and Des Moines) impacting the design & construction schedule
- Design and construction submittal reviews from ST and WSDOT are not completed as scheduled
- Ongoing FTA environmental review of design refinements could trigger additional environmental work



Precast panel placement in WA1.2 (near 31st Avenue South)

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 \$0.3M due to execution of two PSE utility relocation task orders and Fee In Lieu Fiber Optic Agreement with City of FW.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC was reduced by \$2.3M due to budget shifts for 2021 Adopted Budget to support additional funding to Utility Relocation by Others, a final design Traffic Mitigation procurement and KC Technical Service Agreement.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$139.6	5.7%	\$0.0	0.0%
Allocated Contingency	\$232.2	9.5%	\$296.3	16.8%
Unallocated Contingency	\$178.1	7.3%	\$174.0	9.9%
Total:	\$549.9	22.4%	\$470.2	26.6%

Contingency by Type

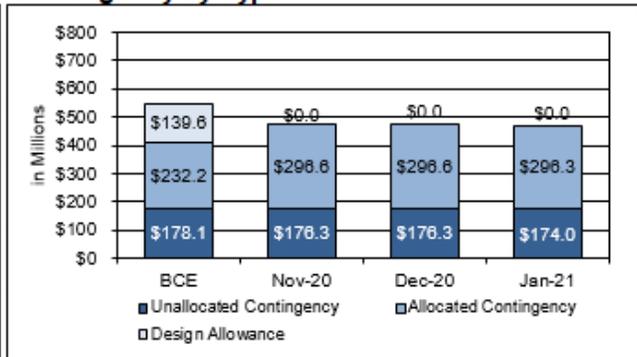
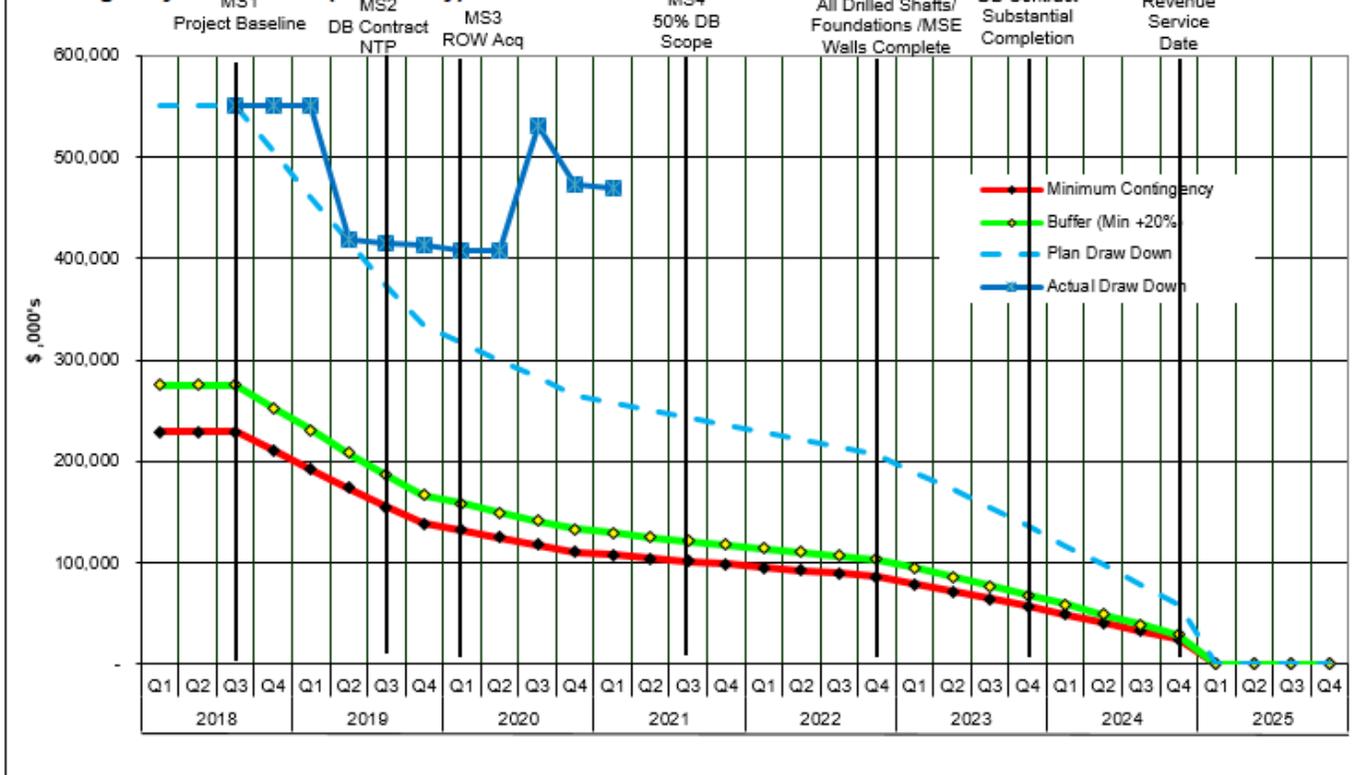


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Link Light Rail Federal Way Link Extension



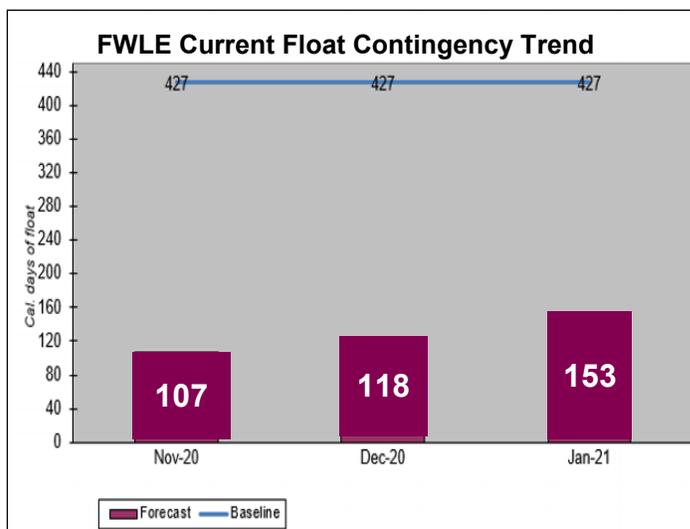
Project Schedule

The project schedule is presented below. Right-of-Way acquisitions continue and additional detail has been added to the master schedule to monitor impacts to the project. 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 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 January 2021 is currently under review and is shown below.

Activity Name	Start	Finish	2021												2022				2023				2024				2025							
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Sound Transit	01-Jul-16 A	31-Dec-24																																
Sound Transit 2	01-Jul-16 A	31-Dec-24																																
Federal Way - Master Schedule	01-Jul-16 A	31-Dec-24																																
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	31-Dec-24																																
Baseline/FFGA Milestones	27-Sep-18 A	31-Dec-24																																
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A																																
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A																																
MS 03 - ROW Acquisitions Complete (Q1 2020)		01-Jun-21																																
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		11-Aug-21																																
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		06-Dec-22																																
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		03-May-24																																
MS 07 - Revenue Service w/Float (Q4 2024)		31-Dec-24*																																
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A																																
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A																																
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	17-May-24																																
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A																																
Federal Way - D/B Construction	01-Jun-19 A	22-Dec-24																																
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	22-Dec-24																																
Contract Milestones	07-Jun-19 A	22-Dec-24																																
Design	07-Jun-19 A	30-Jun-23																																
Construction	01-Jun-19 A	22-Nov-24																																
Provisional Sums	01-Dec-19 A	08-Dec-23																																
Change Orders	01-Jul-19 A	17-May-24																																
Federal Way - Rail Activation	03-Aug-20 A	31-Dec-24																																
Federal Way Link Extension - Rail Activation	03-Aug-20 A	31-Dec-24																																
Rail Activation	03-Aug-20 A	31-Dec-24																																
Systems Integration & Testing	10-Jul-23	02-May-24																																
LRV Conditional Acceptance - FWLE	24-Mar-23	05-Dec-23																																
Network Readiness - Fiber Audit and Installation	03-Aug-20 A	03-Aug-23																																
Pre-Revenue Service	03-May-24	01-Jul-24																																
Project Float	01-Aug-24	31-Dec-24																																
ST-controlled Float	01-Aug-24	31-Dec-24																																
Revenue Service	31-Dec-24	31-Dec-24																																

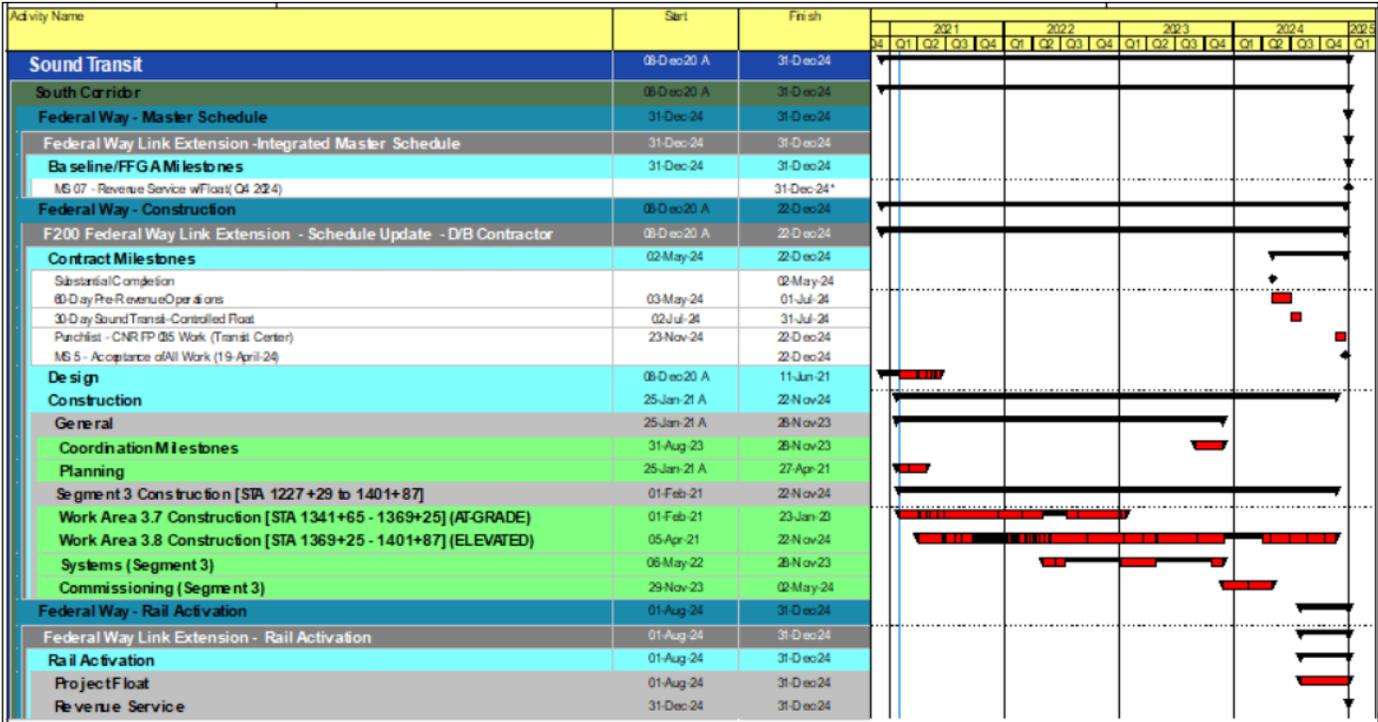
Project Float

Federal Way Link Extension was baselined with 427 days of project float. 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.



Critical Path Analysis

The critical path to Revenue Service currently runs through FWTC foundation planning, auger cast 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 January 2021 is currently under review, but has been shown below. ST continues to work with Kiewit regarding the schedule impacts of FWTC and 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.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
256	353	297	230	432	432

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

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.

Community Engagement

- Communication with property owners and the public on FWLE route, station areas and property acquisition is ongoing.
- Coordinated with WSDOT, City of SeaTac, King County Metro and internal staff for the bypass opening at SR99 and S 208th.
- Continued development of social media plan and calendar for FWLE Facebook page.
- Met with Highline College staff on 1/8
- Presented to Federal Way Chamber of Commerce on 1/20
- Continued outreach to enroll businesses in the Loyal to the Local business mitigation plan.
- Met with various property owners and local businesses to address concerns about future project impacts.



SR99 bypass road opens in SeaTac on 1/18



Column 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 9.8 (or 9%) under the staffing plan. DBPM Services is slightly above plan that is negligible, 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 24% 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	43.9	33.4	(10.5)
Consultants	64.1	64.8	0.7
TOTAL	108.1	98.2	(9.8)

* 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
M2021-02	Amend Construction and Funding Agreement with WSODT For Federal Way Link Extension Noise Wall	01/28/2021

Construction Safety

Data/ Measure	January 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	266	-	-
Total # of Hours (GC & Subs)	28,373	28,373	249,305
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.

F200 Design Build Contract

Current Progress

The F200 Design-Build Contractor, Kiewit, is continuing Design Task Force meetings and design package submittal reviews for S1 (Kent/Des Moines-KDM), S2 (Star Lake), S3 (Federal Way Transit Center-FWTC).

Design:

- 90%/100% Design packages approved in January: CW.04c - Specifications Station & Garage; CW.04d - Specifications Systems; S1.06 - KDM Station
- Issued-for-Construction (IFC) design packages approved in January include: CW.04j – Wetlands and Stream Specs; S1.06a - KDM Station Early Package; S2.07 - SL Station & Garage, Drainage & Utilities; S3.04a - Elevated Guideway - Structure Span G19-G2

Construction:

- Clearing and grubbing continued during the wet weather season in Segment 1, North of KDM. Shaft access clearing for Structure B South shafts and prep work for drill rig access at Structure G shafts commenced in January.
- 30th Avenue Utility Relocation work is ongoing by PSE and forecasted to complete in February. To enable progress on the drilled shafts in the area, temporary bypass will be installed in 3 locations where conflicts exist with the sanitary sewer line.
- The SR-99 detour was opened in January, which allowed for mass excavation prep work (e.g.: milling pavement, demo of curbs and sidewalks) to begin in the area.
- KDM Garage work began in January with fine grading and excavation for foundations and perimeter footings.

Schedule Summary

The progress schedule for January 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

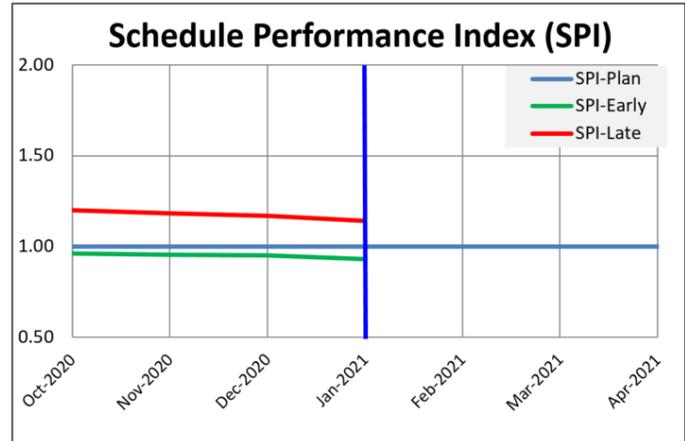
Activity Name	Start	Finish	2021				2022				2023				2024			
			Q1	Q2	Q3	Q4												
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	22-Dec-24																
Contract Milestones	07-Jun-19 A	22-Dec-24																
Limited Notice to Proceed	07-Jun-19 A																	
Contractual Notice to Proceed	28-Feb-20 A																	
Notice to Proceed	04-May-20 A																	
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A																	
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		17-Feb-22*																
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		01-Aug-22*																
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		26-Apr-23*																
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		17-Aug-23*																
Substantial Completion		02-May-24																
60-Day Pre-Revenue Operations	03-May-24	01-Jul-24																
30-Day Sound Transit-Controlled Float	02-Jul-24	31-Jul-24																
MS 5 - Acceptance of All Work (19-April-24)		22-Dec-24																
Design	07-Jun-19 A	30-Jun-23																
Design Milestones	07-Jun-19 A	30-Jun-23																
Corridor Wide	07-Jun-19 A	04-Jun-21																
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	16-Mar-21																
Design Packages - Star Lake Segment 2	07-Jun-19 A	07-Apr-21																
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	22-Jul-21																
Construction	01-Jun-19 A	22-Nov-24																
General	01-Jun-19 A	02-May-24																
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	27-Dec-23																
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	09-Jan-24																
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	22-Nov-24																
Provisional Sums	01-Dec-19 A	08-Dec-23																
Change Orders	01-Jul-19 A	17-May-24																

Link Light Rail Federal Way Link Extension



Schedule Performance Index

For the January period, the Early SPI is 0.93 and Late SPI is 1.14 (previously: 0.95 and 1.17, respectively). The Early SPI slipped 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.



Next Period's Activities

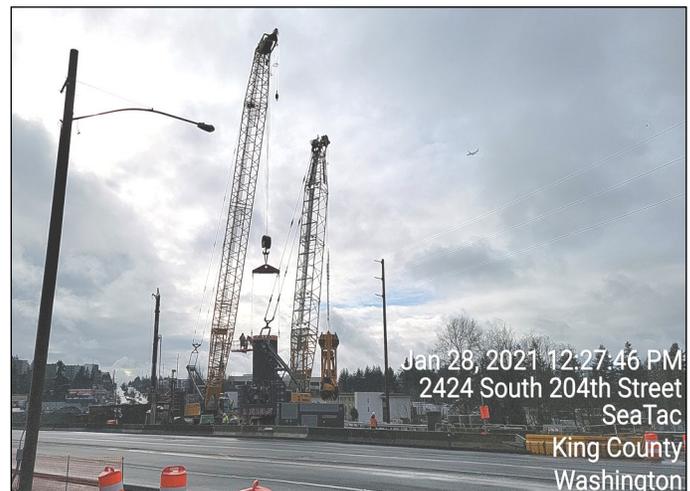
- **General:** Continue task force meetings on action items, as they arise.
- **Design:** Advancing the Segment 3 design towards 90/100% design packages and IFC sets; continuing the FWTC re-design efforts and obtaining permits.
- **Construction:** Drilled shaft, columns, and cap work; utility relocations; sanitary sewer work in the vicinity of SR-99; development of cages for SR-99 shafts; clearing topsoil in area WA 1.2E; Midway Landfill forming and pouring CIP wall footings; Midway Landfill liner installation; prep for resumption of drilled shafts at Structure B South (in February); KDM Garage site prep.

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	\$63,691,722
Current Contract Value	\$1,348,891,722
Total Actual Cost (Incurred to Date)	\$359,644,666
Percent Complete	28.84%
Authorized Contingency	\$228,520,000
Contingency Drawdown	(63,691,722)
Contingency Index	1.03



Drilling Shaft A10L at Structure A

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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.

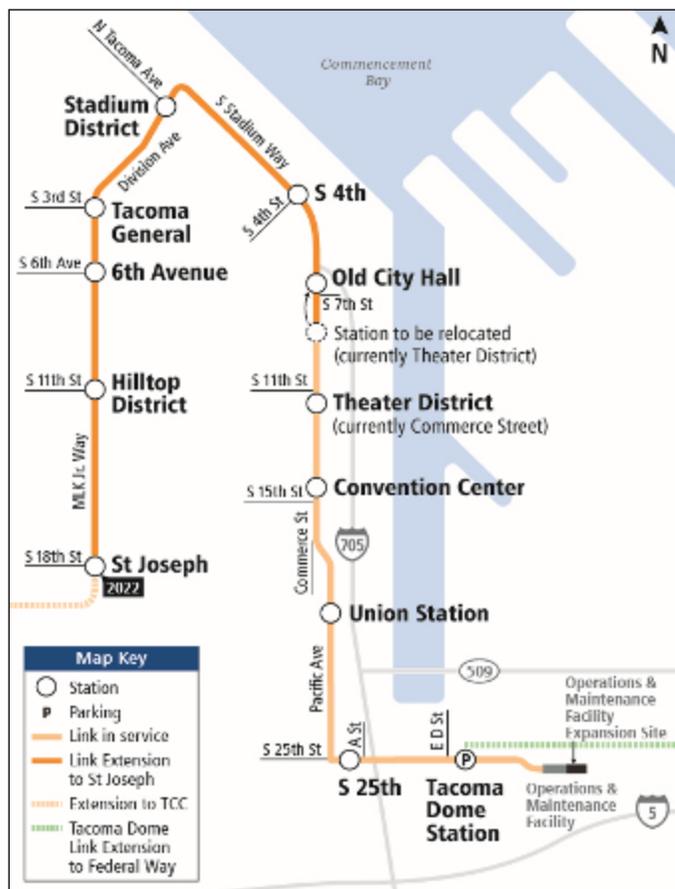
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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

Heading 1: Work resumed January 4, 2021 following Holiday Moratorium. Completed installation of sewer main, including pressure testing, on Commerce St. Performed potholing at 9th/Commerce intersection for follow on storm and water utility relocations. Installed grounding and poured slab at TPSS No. 1.

Heading 2: Work resumed January 4, 2021 following Holiday Moratorium. Completed excavation for inbound track slab at Division Ave./N. Yakima. Completed building/welding pre-curved inbound rail across N. 1st St./Yakima and Division Ave. intersection. Began forming curb and gutter and installed signal and street lighting conduit at pedestrian triangle and Yakima and Division.

Heading 3: Poured inbound track slab, and associated crosswalks, from Baker Ctr. Driveway (Tacoma General) across 6th Ave. Paved between curb and gutter and inbound track slab on MLK between S. 5th through the intersection at 6th Ave. Paved between inbound and outbound track slabs from S. 3rd to 6th Ave. Began excavating for inbound track slab from S. 7th to S. 9th St. Installed OCS feeder conduits at TPSS No. 3. Installed street lighting, traffic signal and OCS feeder conduits on MLK at S. 11th and Earnest Brazil.

OMF Expansion: E. 25th St – Completed installing systems ductbank and vaults on E. 25th St. Began track slab excavation on E. 25th St. **Yard** – Continued installation of the vehicle wash facility. **Interior** – Continued welds for turntable beams. Began testing and commissioning activities including AHU Level 1 tests. Continued installation of elevator and misc. finishes.

Project Cost Summary

In September 2017, ST Board baselined the schedule and budget. In June 2020 the Board approved an increase to the authorized project allocation from \$217.3M to \$252.7M. The T100 construction contract was executed in August 2018. In December 2019 the Board added contingency to this contract. Following the April 2020 risk assessment, staff recommended an additional \$35.4M budget for an Estimated Final Cost of \$252.7M of the project. The ST Board approved the recommendation in June 2020.

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.

Approximately \$6.1M was incurred in January 2021. A majority of the expenditures occurred in the Construction Phase and are related to the T100 contract, City of Tacoma Work Orders, Vehicle Procurement, Non-Revenue Vehicles, 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	\$21.6	\$14.9	\$14.7	\$21.7	(\$0.0)
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	(\$0.0)
Final Design	\$14.1	\$13.2	\$12.5	\$14.1	(\$0.0)
Construction Services	\$12.4	\$8.9	\$7.9	\$12.4	\$0.0
3rd Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$128.4	\$104.7	\$162.0	\$0.0
Vehicles	\$33.4	\$32.3	\$4.7	\$33.4	\$0.0
ROW	\$2.3	\$2.2	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$206.7	\$152.9	\$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	\$24.5	\$20.0	\$31.0	(\$0.0)
20 Stations	\$3.5	\$2.7	\$2.2	\$3.5	\$0.0
30 Support Facilities	\$41.2	\$32.6	\$26.6	\$41.2	\$0.0
40 Sitework & Special Conditions	\$51.7	\$41.0	\$33.5	\$51.8	\$0.1
50 Systems	\$34.6	\$27.3	\$22.3	\$34.6	\$0.0
Construction Subtotal (10 - 50)	\$161.93	\$128.2	\$104.7	\$162.0	(\$0.1)
60 Row, Land	\$2.1	\$2.2	\$1.9	\$2.2	\$0.2
70 Vehicles (non-revenue)	\$33.1	\$32.2	\$4.7	\$33.4	\$0.3
80 Professional Services	\$53.7	\$43.5	\$41.7	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	(\$2.0)
Total (10 - 90)	\$252.7	\$206.0	\$152.9	\$252.7	(\$0.0)

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 December 2020. A Schedule Risk Workshop was held January 27, 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.
- Roadway Modifications - Full depth restoration - Full depth restoration required in areas previously called out for grind and overlay.
- 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.
- 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 one LRV for delivery.



Supporting utility ductbanks at the OMF

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 \$0.9M due to executed change order for T100 and LRV Procurement contract. Current balance is to \$32.5M.

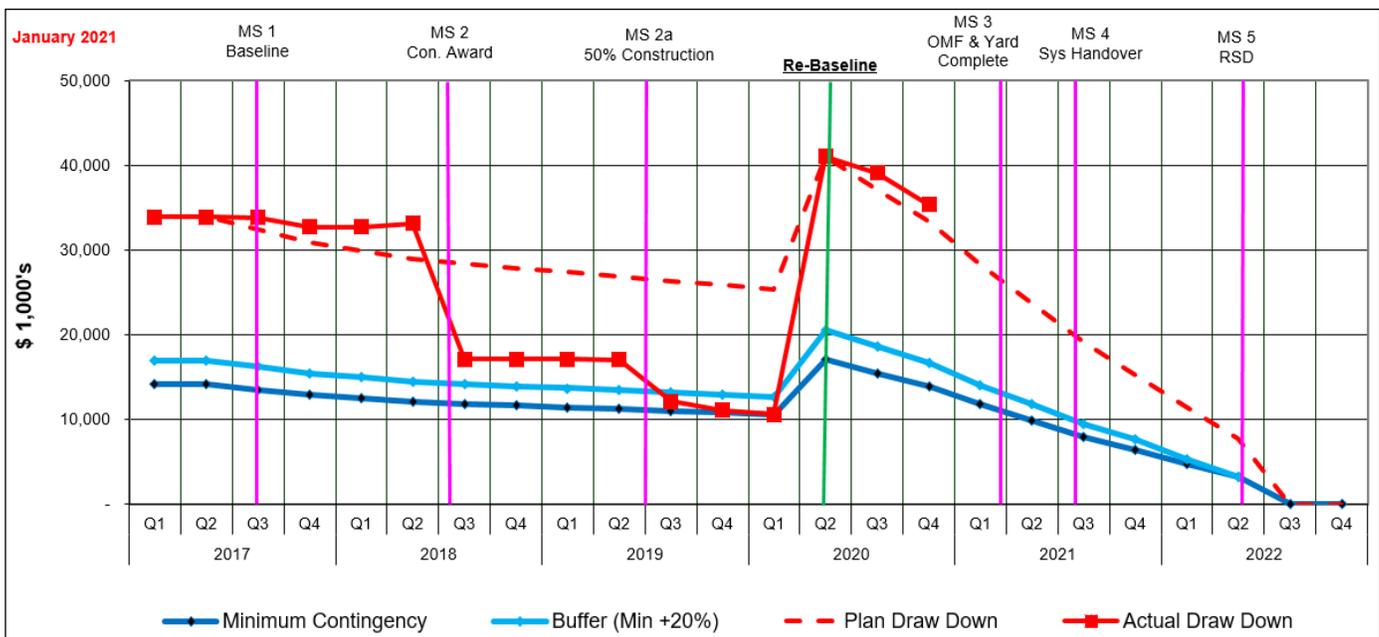
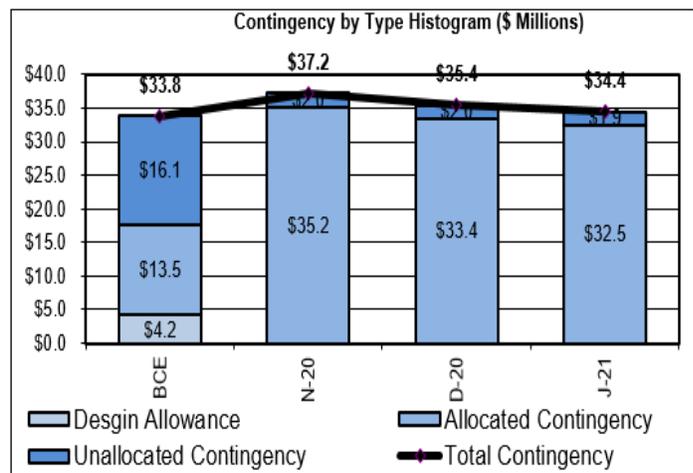
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance decreased by approximately \$0.8M due to budget shifts for 2021 adopted budget.

Contingency Status (Monthly)

Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$32.5	32.0%
Unallocated Contingency	\$16.1	8.2%	\$1.9	1.9%
Total	\$33.8	17.2%	\$34.4	33.9%

Table figures are shown in millions.

Contingency by Type Histogram (\$ Millions)



Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

The Master Schedule has been updated through the end of Jan 2021. Overall physical percent complete is 71%.

LRV: Forecast 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.

Activity Name	Start	Finish	2021				2022				2023	
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
Hilltop Tacoma Link Expansion - Jan 2021	02-Feb-15 A	23-May-22	[Gantt bar spanning from Feb 2021 to May 2022]									
Project Milestones	28-Sep-17 A	23-May-22	[Gantt bar spanning from Sep 2017 to May 2022]									
MS-01 - Project Baseline		28-Sep-17 A	[Milestone diamond at Sep-17]									
MS-02 - Construction Contract Award		27-Aug-18 A	[Milestone diamond at Aug-18]									
MS-03 - Submit Design & Delivery Schedule for the Automatic Vehicle Locator		21-Nov-18 A	[Milestone diamond at Nov-18]									
MS-01 A OMF Facility Interior Finishes - Certificate of Occupancy		14-May-21*	[Milestone diamond at May-21]									
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		07-Sep-21*	[Milestone diamond at Sep-21]									
MS-04 - Systems Handover OMF and Yard Testing		07-Sep-21	[Milestone diamond at Sep-21]									
T100 Cutover - 9th and Commerce		02-Apr-22	[Milestone diamond at Apr-22]									
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		18-Apr-22*	[Milestone diamond at Apr-22]									
MS-05 Revenue Service Date		23-May-22*	[Milestone diamond at May-22]									
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A	[Gantt bar spanning from Feb 2015 to Nov 2016]									
ROW & Third Parties	01-Oct-15 A	14-Jun-17 A	[Gantt bar spanning from Oct 2015 to Jun 2017]									
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	01-Apr-22	[Gantt bar spanning from Oct 2017 to Apr 2022]									
Light Rail Vehicles (Qty 5)	11-Oct-16 A	05-May-22	[Gantt bar spanning from Oct 2016 to May 2022]									
Construction	23-Jan-18 A	24-Apr-22	[Gantt bar spanning from Jan 2018 to Apr 2022]									
Pre-Revenue Testing	06-Apr-22	20-May-22	[Gantt bar spanning from Apr 2022 to May 2022]									
Simulated Revenue Service	06-Apr-22*	20-May-22	[Gantt bar spanning from Apr 2022 to May 2022]									
Revenue Service	23-May-22	23-May-22	[Milestone diamond at May-22]									
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*	[Milestone diamond at May-22]									
Project Float - Owner Controlled	20-May-22	22-May-22	[Gantt bar spanning from May 2022 to May 2022]									
Project Float - Baseline Project Float	20-May-22*	22-May-22	[Gantt bar spanning from May 2022 to May 2022]									

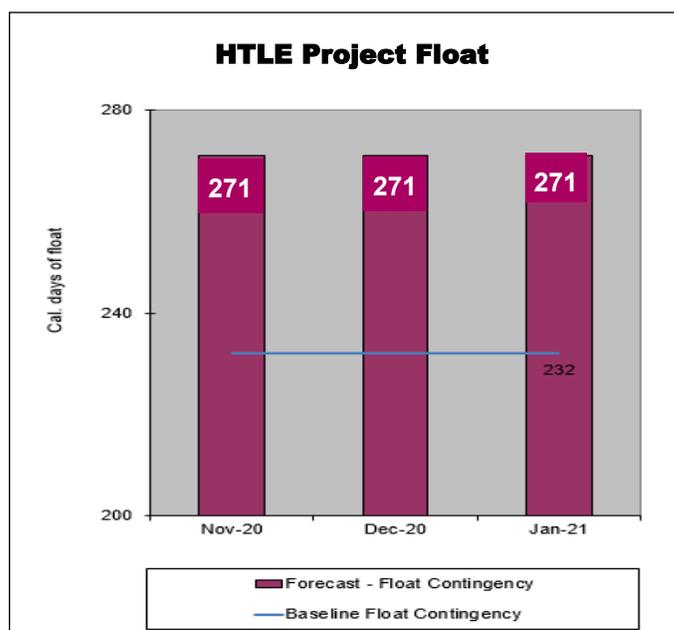
Project Float

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.

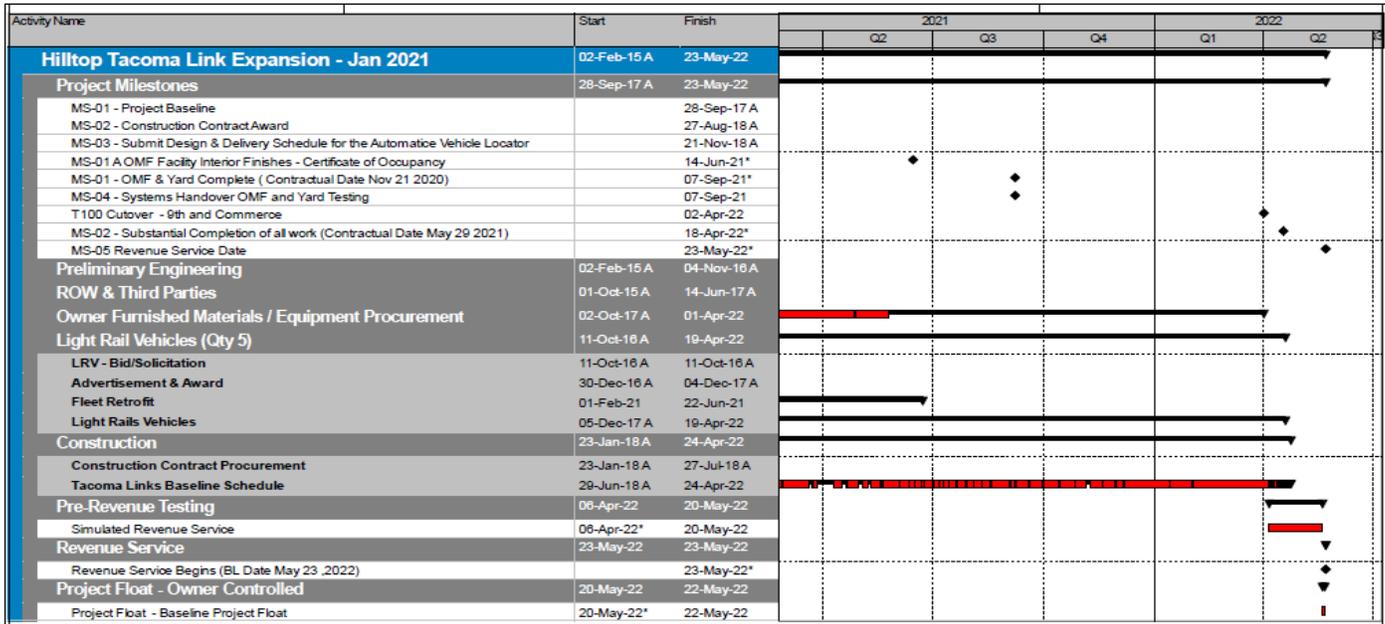
CO #35 , #46 and #14 were approved for seven day time extension due to weather delays and is reflected in the current project float drawdown.

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.



Critical Path Analysis

The analysis for Jan 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	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
20	20	20	20	1	1

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

Community Engagement

- Continued coordinating with Kaiser Permanente and MultiCare on the schedule and progress of track installation near the medical facilities. Notified MultiCare that the contractor will provide access to the Emergency Department during paving by building a temporary northbound lane from 6th Ave to 5th St. Responded to and helped address MultiCare's complaints about routes to the hospital from Stadium Way. Coordinated with a MultiCare contractor who moved heavy medical equipment out of Jackson Hall. Held four site walks with MultiCare (Jan 8, 15, 22, 29).
- Continued providing information about sewer installation and potholing on Commerce Street, including notification about the S. 9th St. and Commerce St. intersection closure during the weekend of Jan 8. Notified residents and businesses who park in a garage on Commerce St. that the garage's driveway will be closed for sewer work. Coordinated with the contractor to provide alternate parking.
- Produced and distributed notification to Hilltop businesses and residents about track installation progressing on MLK Jr. Way to the area between 6th Avenue and S. 9th St.
- Updated Stadium stakeholders on the schedule and traffic impacts for the Division Avenue track installation.
- Updated businesses about the status of track installation on E. 25th St. near the OMF.
- Produced and distributed notification about the fiber survey along the Tacoma Link route; the survey occurred at night.
- Gave a presentation on the HTLE project and general Sound Transit update at Downtown on the Go's Transit Committee meeting (Jan 12) and at the Hilltop Stakeholders Outreach meeting (Jan 28).
- Produced and distributed the weekly construction alert about traffic impacts.
- Wrote articles about the HTLE project and the Loyal to the Local program for Sound Transit's commute trip reduction newsletter.
- 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 construction lights shining into the Winthrop Apartment's windows, coordinating Forterra's infrastructure relocation, materials staged on Commerce St, and a cable wire relocation and disruption in internet service on Stadium Way.

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	17.6	2.1
TOTAL	39.6	32.3	(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.	

Link Light Rail Hilltop Tacoma Link Extension



Construction Safety

Data/ Measure	January 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	1	19
Reported Near Mishaps	5	5	52
Average Number of Employees on Worksite	140	-	-
Total # of Hours (GC & Subs)	8,476	8,476	254,080
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	6.30
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.

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: Completed excavating laying and backfilling sewer main from MH 1 to MH 2 Commerce ST, pressure tested new sewer main.
- Heading 2: Finished excavating for IB trackslab at Division Ave and N. Yakima. Finished building and welding of pre-curved IB rail across N. 1st street , Yakima and Division Ave intersection
- Heading 3: Began excavating for IB trackslab from S. 7th to S. 9th Street , installion of TPSS #3 OCS feeder conduits , installation of illumination , traffic signal and OCS feeder conduits at S. 11th Street and Earnest Brazil.
- OMF Yard: Continue installation of the vehicle wash facility. Completed ductbank work on E. 25th St.
- OMF Building: Continue fixture and fittings installation on 1st and 2nd floors and mezzanine. Began installation of elevator.

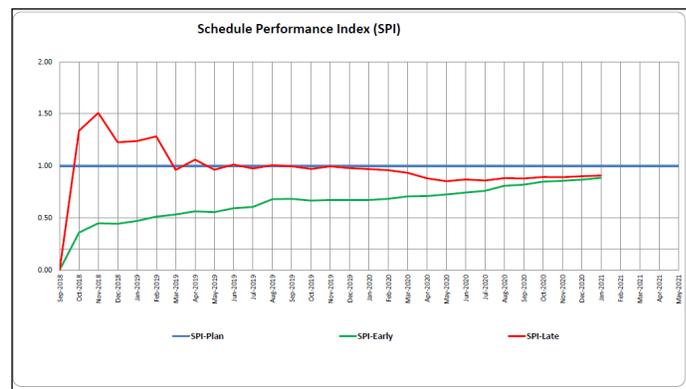
Schedule Summary

The T100 contractor schedule represented is the December 2020 Update Submittal. *MS#1 OMF & Yard Substantial Completion* is forecasting September 2021. *MS #2 Substantial Completion of All Work* is still forecasting for April 2022.

Activity Name	Start	Finish	2021						2022	
			Q1	Q2	Q3	Q4	Q1	Q2		
T100 Schedule January 2021 Update Final	31-May-18 A	24-Apr-22	[Gantt Bar]						[Gantt Bar]	
Tacoma Links Baseline Schedule	31-May-18 A	24-Apr-22	[Gantt Bar]						[Gantt Bar]	
Milestones	29-Jun-18 A	24-Apr-22	[Gantt Bar]						[Gantt Bar]	
Job Milestones	29-Jun-18 A	23-Apr-22	[Gantt Bar]						[Gantt Bar]	
Contractual Milestones	21-Nov-18 A	24-Apr-22	[Gantt Bar]						[Gantt Bar]	
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL (NTP+ 90 = 11/25/18)		21-Nov-18 A	[Gantt Bar]						[Gantt Bar]	
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 835 = 1/21/20)		23-Sep-21*	[Gantt Bar]						[Gantt Bar]	
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1020 = 8/12/21)		24-Apr-22*	[Gantt Bar]						[Gantt Bar]	
Pre Construction	31-May-18 A	26-Feb-22	[Gantt Bar]						[Gantt Bar]	
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	23-Apr-22	[Gantt Bar]						[Gantt Bar]	
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	04-Feb-22	[Gantt Bar]						[Gantt Bar]	
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	03-Mar-22	[Gantt Bar]						[Gantt Bar]	
OC SWire Runs	08-Jun-21	13-Jan-22	[Gantt Bar]						[Gantt Bar]	
Train Signal System	08-Feb-21	08-Aug-21	[Gantt Bar]						[Gantt Bar]	
Job Wide ITS	01-Nov-21	01-Feb-22	[Gantt Bar]						[Gantt Bar]	
OMF Facility	29-Aug-18 A	23-Sep-21	[Gantt Bar]						[Gantt Bar]	
Testing & Commissioning	10-Jan-20 A	05-Apr-22	[Gantt Bar]						[Gantt Bar]	
Change Orders	07-Jan-19 A	29-Nov-21	[Gantt Bar]						[Gantt Bar]	
Provisional Sum Time Impacts	01-Feb-19 A	28-Jul-21	[Gantt Bar]						[Gantt Bar]	
Other Time Impacts	04-Mar-19 A	07-Apr-22	[Gantt Bar]						[Gantt Bar]	
RFCs	29-Jan-19 A	01-Jul-21	[Gantt Bar]						[Gantt Bar]	
Provisional Sums	03-Dec-18 A	28-Jul-21	[Gantt Bar]						[Gantt Bar]	
Weather Days	04-Feb-19 A	27-Jan-20 A	[Gantt Bar]						[Gantt Bar]	

Schedule Performance Index

This period, the SPI-Early increased from 0.87 to 0.88 and the SPI-Late increased from 0.90 to 0.91. 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.



Next Period's Activities

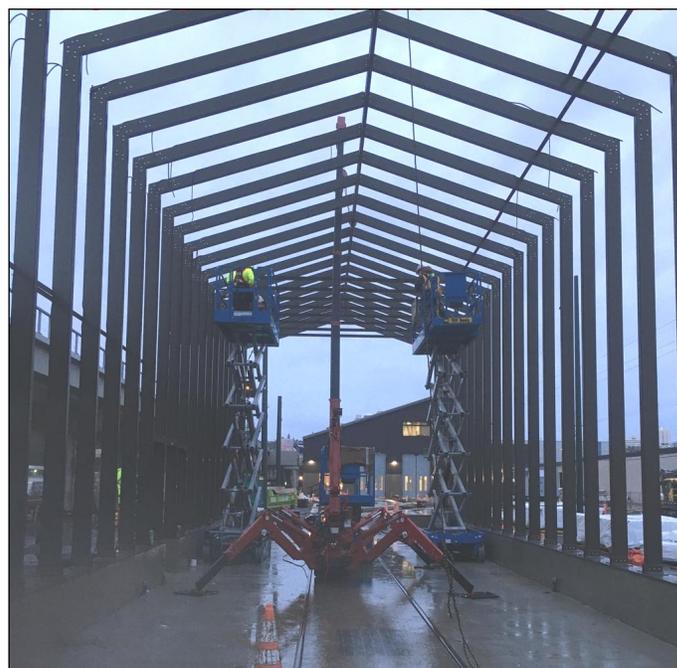
- Heading 1: Set up sewer bypasses on Commerce street for upcoming weekend closures. Pothole in the 9th and commerce Street intersection for follow on storm and water utility relocations. Grade and form TPSS#1 flatwork.
- Heading 2: Clean and seal IB trackslab joints in the IB trackslab, finish channelization in the Division Ave and Yakima Intersection , finish grading for final pavement in between trackslabs.
- Heading 3: Pour IB trackslab across S.7th and S. 8th Streets , start rail across S.9th , begin grading for final pavement in between trackslabs between S. 7th and S. 9th Streets, Continue traffic signal and illumination conduit installation.
- OMF Yard: Begin building and welding rail on E. 25th Street, grading for the curb and gutter on the south side of E. 25th Street. Pour CIP footing for TPSS#5.
- OMF Building: Install office furniture. 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	\$ 8,728,339
Current Contract Value	\$ 117,002,602
Total Actual Cost (Incurred to Date)	\$ 95,278,236
Percent Complete	81%
Authorized Contingency	\$ 37,114,750
Contingency Drawdown	\$ 8,728,339
Contingency Index	3.4



Installing support beams in wash facility.

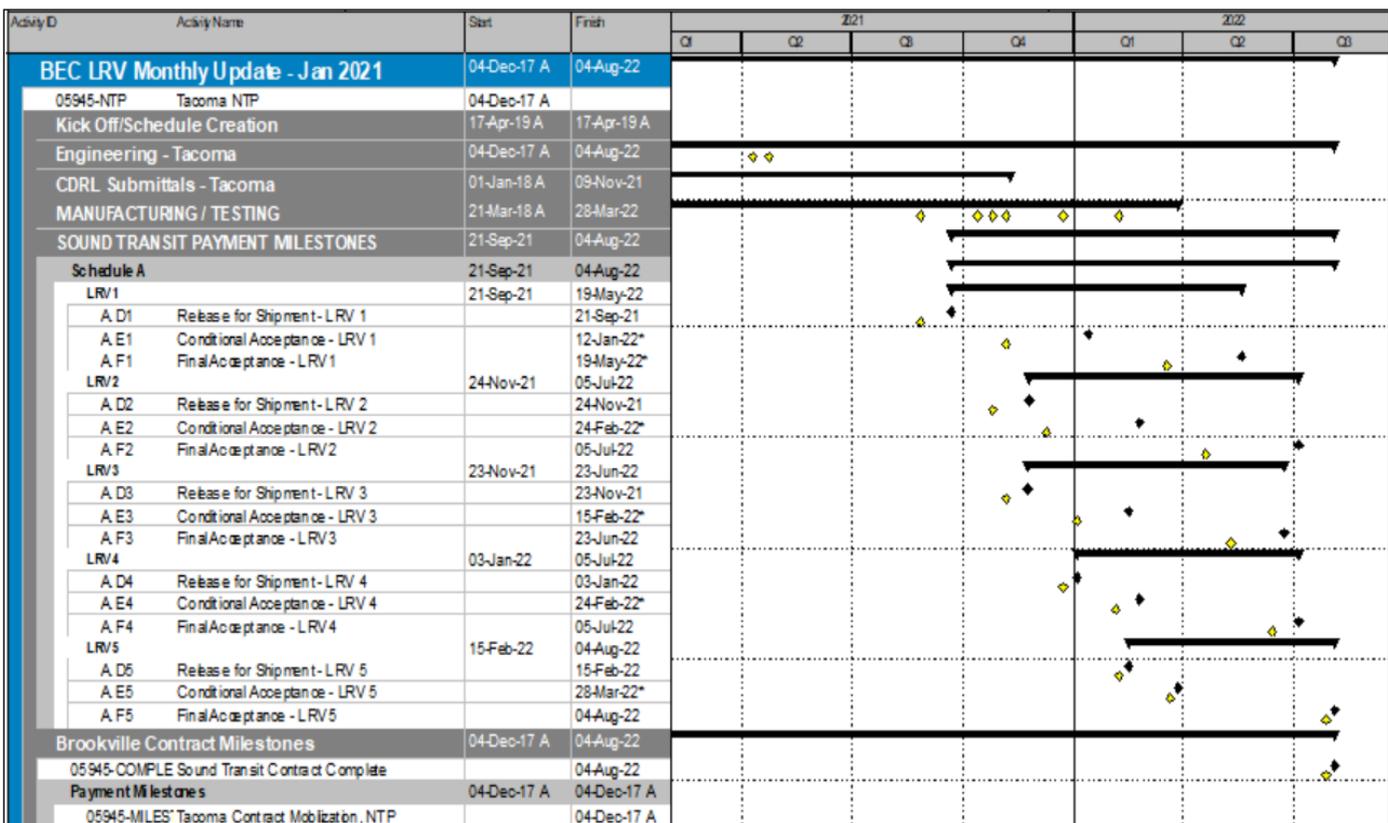
Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Progress

- Brookville continues to work on scheduling FAIs with subcontractors and suppliers as POs and lead times are identified.
- Brookville is working on completing the upcoming FDRs .
- Brookville is currently working 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 January 2021 schedule indicates Brookville FDR2 for Cab, Doors, HVAC, Electrical and Communications. FDR 3 for Carbody, Coupler, Truck, Interior /Exterior slipped from Jan 2021 to Feb 2021 with FDR4 and FDR 5 being held in Mar 2021 and Apr 2021.
- Current Forecast is forecasting a slip of a month for shipping and delivery of the 1st car arriving to OMF in Tacoma from Aug 2021 to Sept 2021 due to delays of testing of LRVs on the Valley Metro Project. The 2nd LRV and 3rd LRV will arrive in Nov 2021 with the remaining LRVs shipping in 1st QTR 2022. Conditional Acceptance testing for all 5 LRVs in Tacoma will be complete by March 2022.



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.



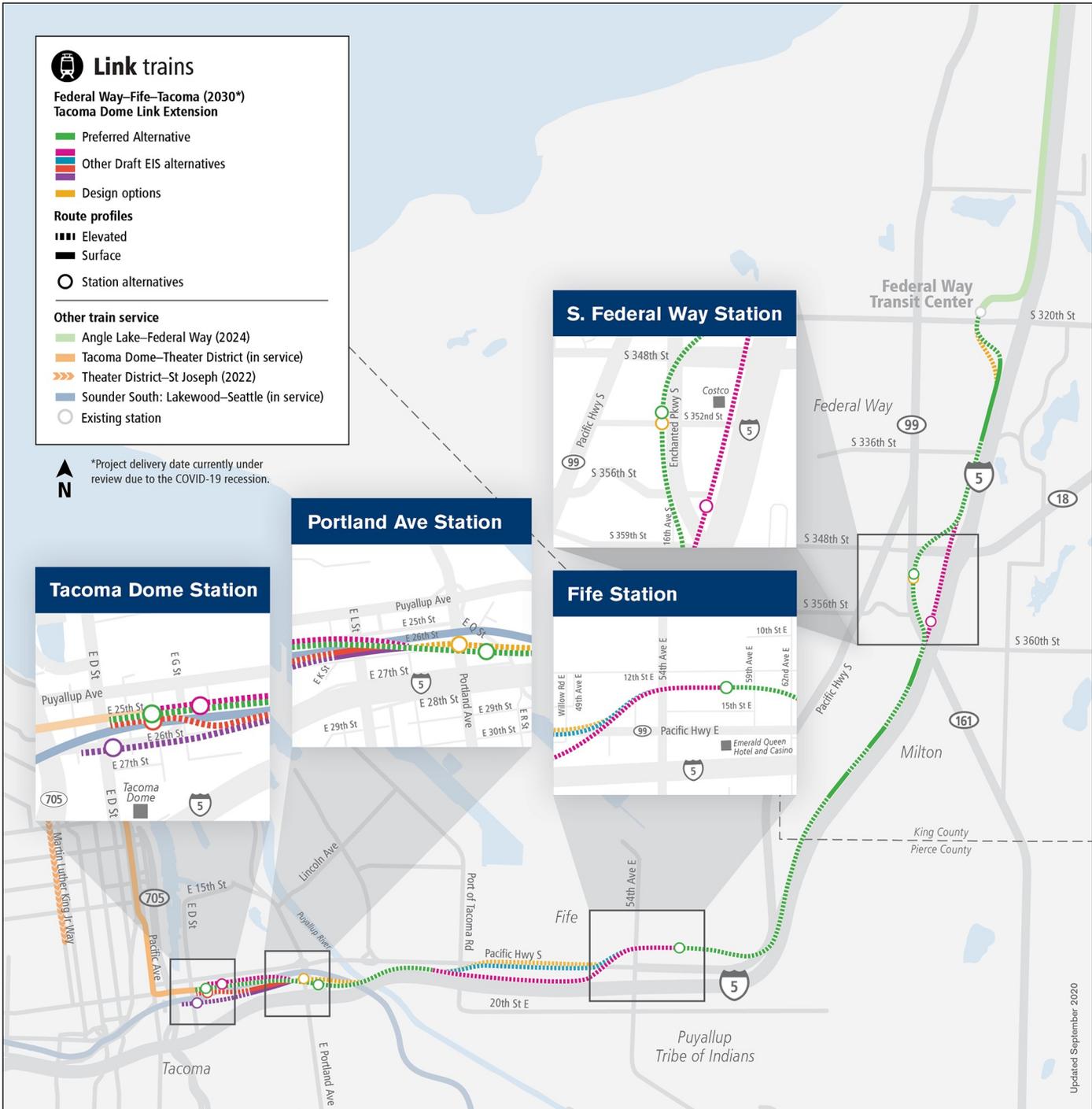
Map of Tacoma Dome Link Extension.

Key Project Activities

- Held TDLE Close to Sounder workshop virtually.
- Held meetings with Federal Way, Kent, and the OMFS IAG via virtual conference.
- Participated in property owner briefings virtually.
- Updated OMF South Briefing Book.

Project Map

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



Link Light Rail Tacoma Dome Link Extension



Project Cost Summary

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

Project expenditure is almost 30% less than planned budget in January. 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 issue 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	\$11.2	\$11.0	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$48.7	\$30.3	\$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	\$5.8	\$1.6	\$0.7	\$5.8	\$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	\$6.0	\$0.5	\$0.1	\$6.0	\$0.0
Total	\$125.7	\$62.0	\$42.1	\$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	\$5.0	\$0.5	\$0.1	\$5.0	\$0.0
80 Professional Services	\$110.9	\$61.5	\$42.0	\$110.9	\$0.0
90 Unallocated Contingency	\$9.8	\$0.0	\$0.0	\$9.8	\$0.0
Total (10 - 90)	\$125.7	\$62.0	\$42.1	\$125.7	\$0.0

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 January 31, 2021. At this time the project is estimating approximately 11 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 Q1 2022.

Activity Name	Start	Finish	2021				2022
			Q1	Q2	Q3	Q4	Q1
Tacoma Dome Link Extension - Jan 2021	22-May-17 A	23-Jun-22					
Key Milestones	23-Jun-22	23-Jun-22					
Phase II - ST Board Confirms/Revises Preferred Alternative for TDLE		23-Jun-22*					
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A					
Alternative Analysis Procurement	22-May-17 A	05-Jan-18 A					
Conceptual Engineering - (Phase II)	05-Aug-19 A	14-Jun-22					
Tacoma Dome Link Extension - Phase 2 - UPDATE - DD: 20210131	05-Aug-19 A	14-Jun-22					
Task 3 Engineering	26-Aug-21	22-Sep-21					
Task 4 Station Planning and Conceptual Design	16-Aug-21	27-Aug-21					
Task 5 Preparation of TDLE Draft Environmental Impact Statement	17-Jun-21	17-Jun-21					
Task 6 External Engagement	05-Aug-19 A	14-Jun-22					
Task 7 Cost Estimating, Construction Planning and Value Engineering Support	05-Aug-19 A	30-Dec-21					
Task 8 GIS and Graphics	05-Aug-19 A	30-Dec-21					
Task 10 Supplemental Services	19-Apr-21	30-Apr-21					
Task 12 - Optional Tasks	22-Apr-21	22-Apr-21					

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 January 31, 2021. The project is still forecasting that the Draft Environmental Impact Statement will be submitted in Q1 2021 and conceptual engineering will be complete in Q4 2021.

Activity Name	Start	Finish	2021			
			Q1	Q2	Q3	Q4
OMF South - Monthly Update Jan 2021	02-Apr-19 A	18-Nov-21				
Key Milestones	24-Jun-21	24-Jun-21				
OMF S - Board Selects Preferred Alternative		24-Jun-21*				
Project Milestones	05-Mar-21	05-Mar-21				
DEIS Publication		05-Mar-21*				
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A				
Conceptual Engineering - (Phase II)	03-Jul-19 A	25-Jun-21				
Project Management	25-Feb-21	25-Mar-21				
Conceptual Engineering	03-Jul-19 A	24-Jun-21				
AE 0030-17 1.10.B OMFS Phase 2 - Schedule Update - DD 20210131	03-Jul-19 A	25-Jun-21				
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	25-Jun-21				
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A				
Task 9.3 Engineering	07-Oct-19 A	25-Jun-21				
Task 9.4 Cost Estimating and Construction Support	01-Jul-20 A	30-Sep-20 A				
Preliminary Engineering - (Phase III)	01-Mar-21	18-Nov-21				
Preliminary Engineering	01-Mar-21	24-May-21				
Design/Build Bridging Documents	01-Mar-21	24-May-21				
Final EIS	25-Jun-21	18-Nov-21				

Community Engagement

- TDLE – Provided a briefing to the South End Neighborhood Council (virtual meeting on 1/4)
- TDLE – Provided a briefing to Fife Business Park (virtual meeting on 1/6)
- TDLE – Participated in the monthly meeting for the Eastside Collaborative (virtual meeting on 1/13)
- TDLE – Provided a briefing to Raceways Technology (virtual meeting on 1/15)
- OMFS/TDLE – Participated in the City of Federal Way’s City Center Access presentation to the Belmor Park residential board (virtual meeting on 1/19)
- TDLE – Provided a briefing to Smith Brothers Farms (virtual meeting on 1/20)
- OMFS – Participated in monthly meeting with City of Federal Way staff (virtual meeting on 1/21)
- TDLE – Provided a briefing to the Tacoma Soccer Center (virtual meeting on 1/29)

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. However both ST and consultant staffing is projecting a negative variance as compared to planned FTE for this month, increase of ST and consultant staff contribution is expected during OMF South DEIS review that will gradually raise actual FTE within the next coming months.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	22.0	(8.0)
Consultants	28.5	22.5	(6.0)
TOTAL	58.5	44.5	(14.0)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail

Link Operations & Maintenance Facility: East



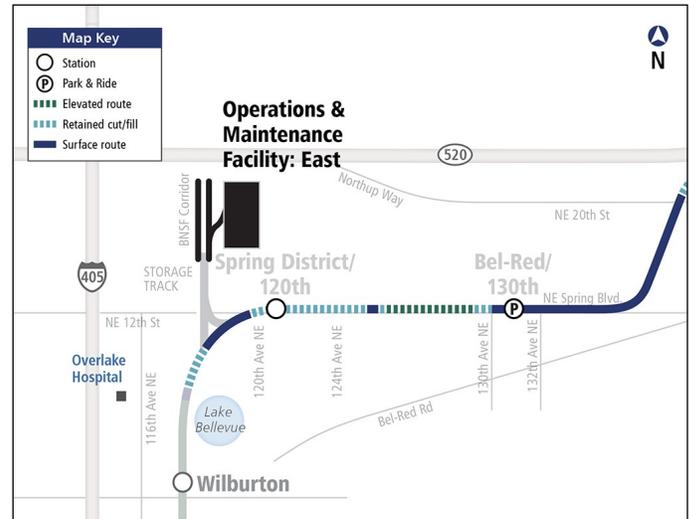
Project Summary

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 Project 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.
- OMF East Building & Maintenance of Way (MOW): HP continues to address punch list items including: exterior metal panels, floor striping, power washing track aprons, roofing and drywall repairs.

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.
- Punch list walks.
- OCS Level 2 SIT Progress
- TPSS Level 2 SIT Progress.

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 anticipate savings. This period’s project’s expenditure topped out at about \$817K. The total project cost incurred increased from approximately \$363.3M to \$365.1M. The majority of the cost are driven by the Administrative and Construction Service Phase.

Cost Summary by Phase

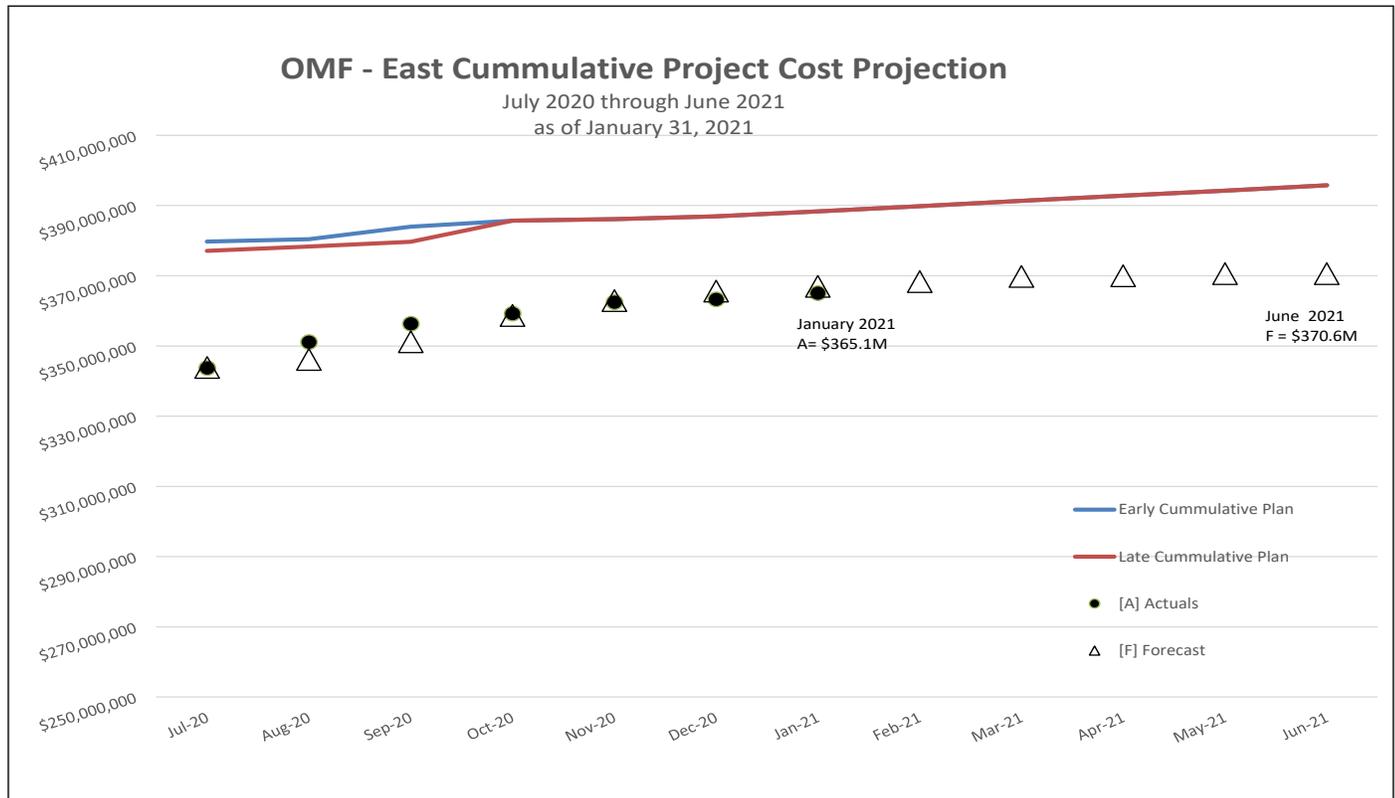
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$9.5	\$9.4	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$9.0	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.5	\$16.0	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$232.2	\$228.3	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$371.4	\$365.1	\$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	\$4.1	\$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	\$129.9	\$129.1	\$143.9	-\$7.8
40 Sitework & Special Conditions	\$43.6	\$48.5	\$41.6	\$39.5	\$44.2	\$4.4
50 Systems	\$43.0	\$41.6	\$40.1	\$39.3	\$40.1	\$1.5
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$215.8	\$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	\$52.9	\$50.5	\$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	\$371.4	\$365.1	\$449.2	\$0.0

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 \$365.1M with Construction Phase at about 63% 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 high 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 primarily 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.

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 \$61.4M (previous period at \$62.4M).

Design Allowance (DA): N/A

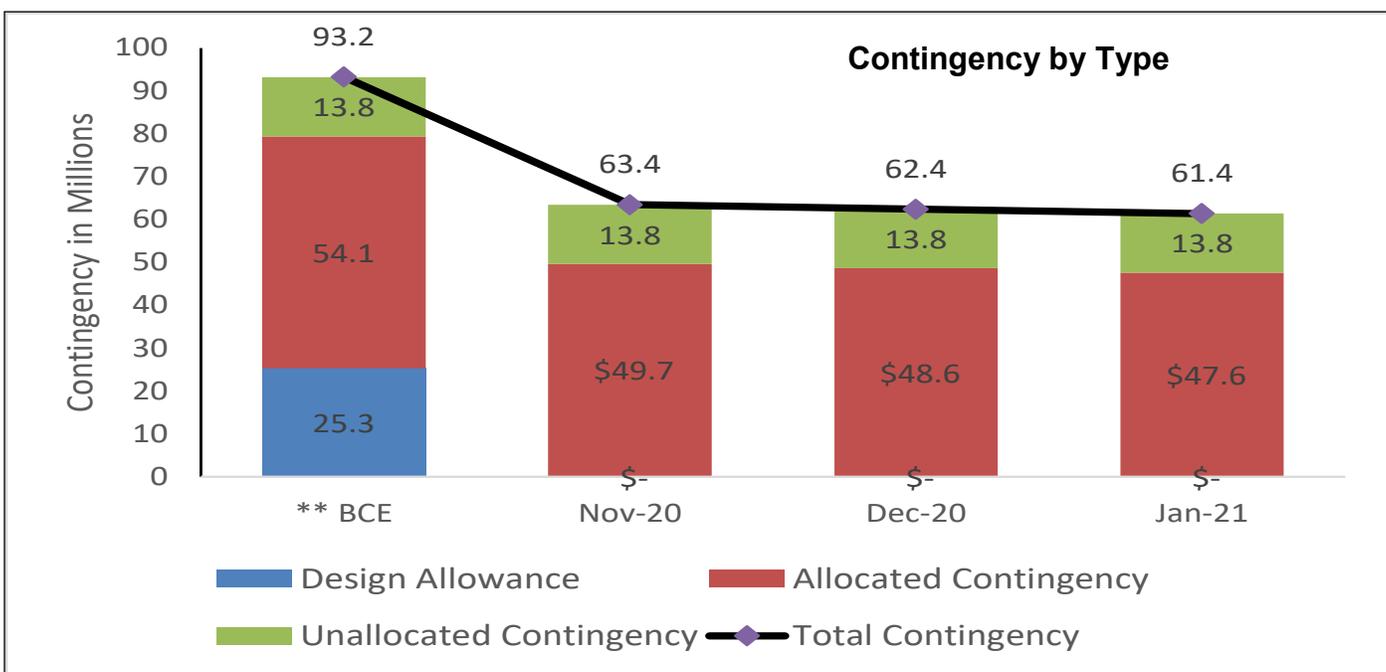
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Allocated contingency balance at the end of this period continues to be stable at \$47.6M (the previous period at \$48.6M). The approximately contingency draw 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

Contingency Type	Baseline		Current	
	Amount	% of Total	Amount	% of Work Remaining
Design Allowance	\$ 25.3	5.6%	\$ -	0.0%
Allocated Contingency	\$ 54.1	12.0%	\$ 47.6	56.6%
Unallocated Contingency	\$ 13.8	3.1%	\$ 13.8	16.4%
Total	\$ 93.2	20.7%	\$ 61.4	73.0%

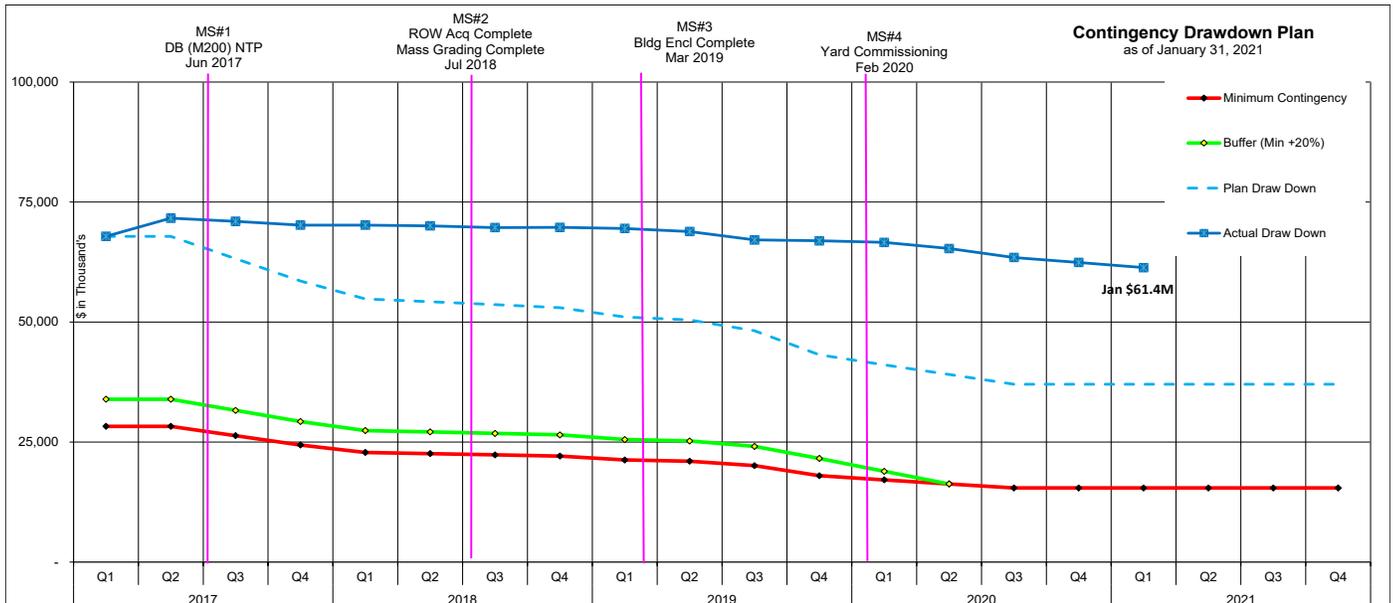
Table figures are shown in millions.



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 January 2021 at approximate \$61.4M (previously quarter at \$62.4M) 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)

Project Schedule

In the month of December, the M200 contractor achieved Substantial Completion, meeting Sound Transit’s baseline target. Punchlist and closeout work are ongoing. Training should be complete by early February, and the work for LEED certification will be complete by April.

Activity Name	Start	Finish	Q1			
Sound Transit	19-Jun-17 A	21-Apr-21				
Sound Transit 2	19-Jun-17 A	21-Apr-21				
East Corridor	19-Jun-17 A	21-Apr-21				
Operating Facilities - East	19-Jun-17 A	21-Apr-21				
LINK Operations & Maintenance Facility: East	19-Jun-17 A	21-Apr-21				
Link OMFE - Construction	19-Jun-17 A	21-Apr-21				
M200 - Link OMFE - Design/Build Contract	19-Jun-17 A	21-Apr-21				
M200 Construction	19-Jun-17 A	21-Apr-21				
Preconstruction & Administration	19-Jun-17 A	24-Feb-21				
Milestones	19-Jun-17 A	23-Dec-20 A				
Contractual Milestones	19-Jun-17 A	23-Dec-20 A				
Milestone 1 - Substantial Completion	19-Jun-17 A	23-Dec-20 A				
Notice to Proceed (6/19/2017)	19-Jun-17 A					
Milestone 1 Extension - RFC 049 (Mezzanine Changes)	07-Oct-20 A	23-Dec-20 A				
Sound Transit Controlled Float	22-Dec-20 A	22-Dec-20 A				
Milestone 1 - Substantial - Scheduled		23-Dec-20 A				
Milestone 1 - Contractual (1196 CD after NTP +9 CO 038)		23-Dec-20 A				
Design	19-Jun-17 A	31-Mar-20 A				
Submittals & Procurement	12-Dec-17 A	24-Feb-21				
Construction	19-Jun-17 A	21-Apr-21				
Mobilization & Early Sitework	19-Jun-17 A	22-Oct-20 A				
Maintenance & Shop Building	23-Jul-18 A	23-Dec-20 A				
Maintenance of Way Building	22-Jan-19 A	02-Oct-20 A				
Ancillary Structures	08-Jul-19 A	01-Feb-21				
Trackwork	13-Jul-18 A	22-Jan-21 A				
Site Surfacing & Finishes	01-Nov-18 A	02-Oct-20 A				
Project Closeout	01-Apr-18 A	21-Apr-21				
Punchlist	27-Jul-20 A	12-Feb-21				
Commissioning	01-Apr-18 A	21-Apr-21				
Closeout	30-Apr-19 A	03-Mar-21				
Link OMFE - Project Completion	23-Dec-20 A	23-Dec-20 A				
Link OMFE - Project Closeout	23-Dec-20 A	23-Dec-20 A				
Project Float	23-Dec-20 A	23-Dec-20 A				
Project Completion (Baseline 23-Dec-20)		23-Dec-20 A				

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.

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

Community Outreach

- Ongoing engagement with the public on potential construction impacts to the neighborhood.

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 January 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	11.1	5.9
Consultants	2.8	14.4	11.6
TOTAL	8.0	25.5	17.5

* 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



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.

** 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.
- OMF East Building & Maintenance of Way: HP continues to address punch list items including: exterior metal panels, floor striping, power washing track aprons, roofing, and drywall repairs.

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.
- Systems Integration Testing: OCS Level 2 & TPSS Level 2.
- MOW Water Leak

Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$9,062,628
Current Contract Value	\$227,974,628
Total Actual Cost (Incurred to Date)	\$224,466,934
Percent Complete	99.53%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$9,062,628
*Contingency Index	2.5



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

*Excludes Betterments

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Link Light Rail Light Rail Vehicle Fleet Expansion

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link Extensions.
Phase	Manufacturing
Budget	\$740.7 Million (Baseline September 2015, Amended April 2017)
Schedule	Project Completion: 3Q 2024



Siemens' 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 # 266, 267, 250 & 268 were delivered to Operation & Maintenance Facility (OMF) Central, Seattle in January 2021.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.
- Held January 2021 monthly Safety & Security Certification Review Subcommittee (SSCRS) meeting.



Car 257 in testing at OMF Central, Seattle, WA



Car 269 in preparation for delivery in Sacramento, CA

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 (4%), Qualification (22%), and Operation (5%).
- 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 \$267.5M to which a majority of the cost is attributed to the vehicles phase of \$252.2M. The current period expenditure is \$7.1M mainly from light rail vehicles of \$6.8M comprised mainly of vehicles production milestone payments to Siemens and \$156.4K for Vehicles Misc. Small projects cost. The other incurred cost was mostly attributed from engineering and inspection of \$176.5K and staff costs of \$47.5K.

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	\$4.3	\$4.3	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$8.5	\$18.0	\$0.0
Vehicles	\$716.1	\$713.1	\$655.3	\$254.8	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$674.8	\$267.5	\$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	\$666.1	\$258.9	\$705.3	\$0.0
80 Professional Services	\$6.1	\$23.2	\$8.6	\$8.6	\$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	\$674.8	\$267.5	\$740.7	\$0.0

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

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.

The project’s qualitative risk register reflects Q4 2019. The 2020 update is being coordinated. 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.

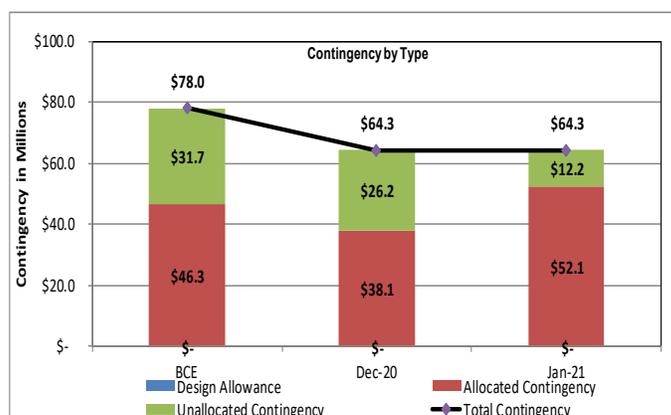
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline’s allocated contingency was \$46.3M. The AC for January increased by \$14.0M to \$52.1M due to balancing cash flow from 2020 by \$13.5M and increasing Vehicles Misc. Small Projects by \$500K.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC for January decreased by \$14.0M to \$12.2M due to the offset from AC mentioned above.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ -	0.0%	\$ -	0.0%
Allocated Contingency	\$ 46.3	6.4%	\$ 52.1	11.0%
Unallocated Contingency	\$ 31.7	4.3%	\$ 12.2	2.6%
Total	\$78.0	10.7%	\$ 64.3	13.6%

Contingency by Type



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 January 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	7.2	(2.2)
Consultants	7.8	9.8	2.0
TOTAL	17.3	17.0	(0.3)

** 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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Progress Report

Sounder Program

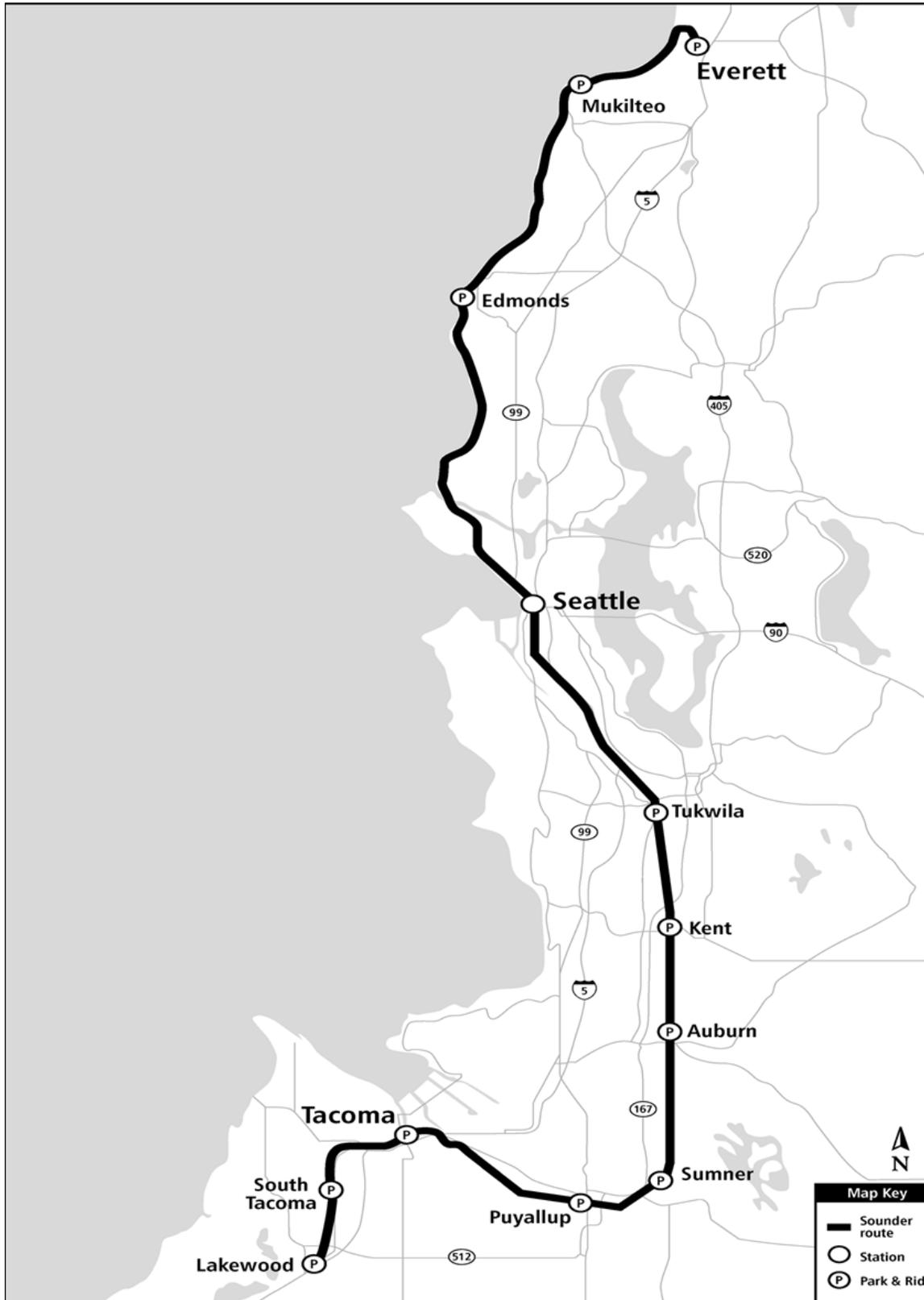


Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

January | 2021



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



Sounder Commuter Rail Routes

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



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 IMPRVMT	\$12.6	\$6.5	\$4.2	\$6.1	\$12.6	\$0.0
EDMONDS & MUKILTEO STN P&A IMP	\$3.9	\$0.9	\$0.9	\$1.6	\$3.9	\$0.0
KENT STATION ACCESS IMPRVMTS	\$16.8	\$7.5	\$5.0	\$9.3	\$16.8	\$0.0
PUYALLUP STATION IMPROVEMENTS	\$79.1	\$69.7	\$29.4	\$9.4	\$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	\$3.3	\$2.7	\$0.3	\$3.6	\$0.0
SUMNER STATION IMPROVEMENTS	\$17.8	\$16.1	\$11.2	\$1.7	\$17.8	\$0.0
Total SOUNDER	\$160.4	\$114.7	\$63.3	\$30.7	\$146.7	\$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	2020				2021				2022				2023			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
◆ Sound Transit	01-May-15	11-Apr-22																
◆ Sound Transit 2	01-May-15	11-Apr-22																
◆ South Corridor	01-May-15	11-Apr-22																
◆ Sounder Commuter Rail - South	01-May-15	11-Apr-22																
◆ Station Access - South	01-May-15	11-Apr-22																
◆ S300017-Puyallup Station Access Improvements - DB	01-May-15	11-Apr-22																

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:



Sounder Commuter Rail Auburn Station Parking & Access Improvements

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Sounder Commuter Rail Auburn Station Parking & Access Improvements



Project Summary

Scope	<p>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.</p> <p>Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.</p>
Phase	Conceptual Engineering and Environmental Review
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 development of an agreement to provide funding to the City of Auburn for traffic mitigation and continues to address the city’s comments on the conceptual engineering design.
- Project team also 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 \$52K. The incurred cost increased from \$4.11M to \$4.16M. 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

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 will be 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 Baseline 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.

Activity ID	Activity Name	Start	Finish	2020				2021				2022			
				Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
S300041-Auburn Station Access Improvements - DB		24-Feb-16 A	28-Jun-22	[Gantt bar spanning from Feb 2020 to Jun 2022]											
S300041 - Auburn Station Access and Improvements - CE/PE		24-Feb-16 A	28-Apr-22	[Gantt bar spanning from Feb 2020 to Apr 2022]											
S300041 - Auburn Station Access and Improvements - Construction Management		02-Jan-20 A	28-Jun-22	[Gantt bar spanning from Jan 2020 to Jun 2022]											
Design-Build Project Management (DBPM)/Construction Services		02-Jan-20 A	28-Jun-22	[Gantt bar spanning from Jan 2020 to Jun 2022]											
DBPM Contract Procurement		02-Jan-20 A	03-Dec-20 A	[Gantt bar spanning from Jan 2020 to Dec 2020]											
DBPM Design/Construction Services/Support (Pre-Const and Const)		03-Dec-20 A	28-Jun-22	[Gantt bar spanning from Dec 2020 to Jun 2022]											
DBPM Construction Services/Support - Phase 1 (Pre-Construction)		03-Dec-20 A	28-Jun-22	[Gantt bar spanning from Dec 2020 to Jun 2022]											

Sounder Commuter Rail Auburn Station Parking & 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 work in January was focused on advancing the development of a funding agreement for traffic mitigation with the City of Auburn and WSDOT. Staff also worked on responding to outstanding city comments on the conceptual design regarding the secondary stairwell location in the garage and stormwater infrastructure. 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	1.5	(2.1)
Consultants	3.0	0.7	(2.3)
TOTAL	6.6	2.2	(4.4)

* 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 Edmonds and Mukilteo Station Parking & Access Improvements

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

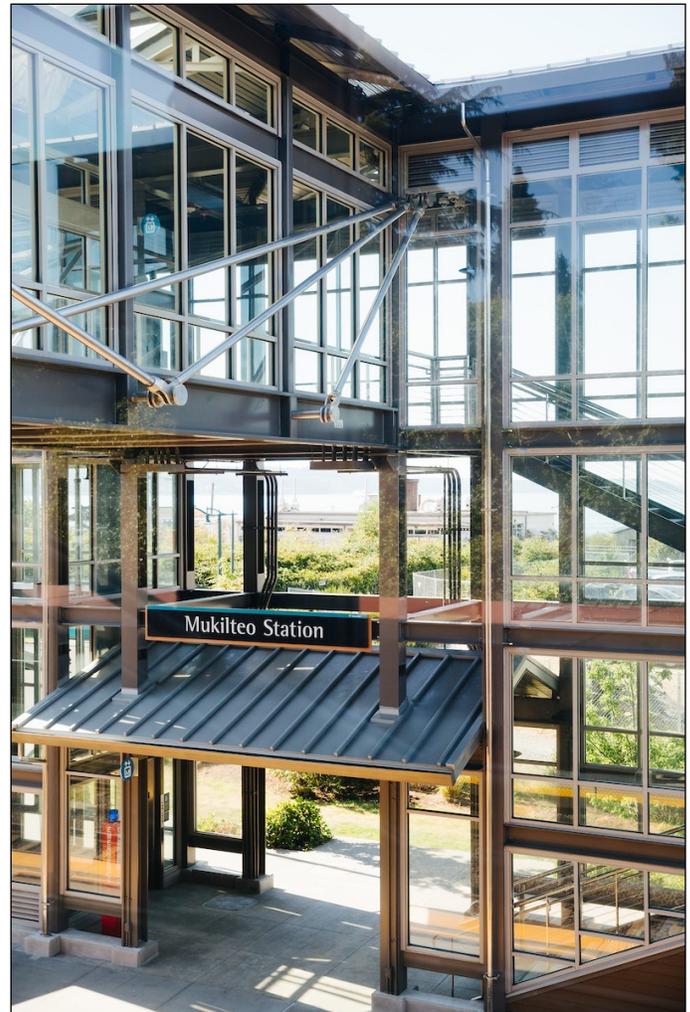
Planning—Phase 1: Project Definition and Screening

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.



Sounder Commuter Rail Edmonds and Mukilteo Station Parking & Access Improvements

Project Cost Summary

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

This period Authorized Project Allocation has been increased by \$1.3M to start Phase 2. Expenses have increased by \$4K in 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	\$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 \$40M 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 \$40M project budget.

Sounder Commuter Rail Edmonds and Mukilteo Station Parking & Access Improvements



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	2021				2022			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S00087 - Edmonds & Mukilteo Stations Parking		08-Jan-18 A	05-May-26								
Preliminary Engineering		08-Jan-18 A	13-Mar-23								
Alternative Analysis - (Phase I)		08-Jan-18 A	28-Jan-21								
Conceptual Engineering - (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	0.03	(3.8)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail Kent Station Parking & Access Improvements



Project Summary

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

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

Phase Conceptual Engineering and Environmental Review complete.

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 advance the Development Agreement with the City of Kent.
- Project team 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 \$592K. The incurred cost increased from \$4.44M to \$5.03M. 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	\$5.0	\$16.8	\$0.0

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 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 Baselineing 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.

Activity ID	Activity Name	Start	Finish	2020			2021			2022		
				Q	Q	Q	Q	Q	Q	Q	Q	Q
S300036-Kent Station Access Improvements - DB		24-Feb-16 A	28-Jun-22	[Gantt bar spanning from Feb 2020 to Jun 2022]								
S300035 - Kent Satation Access and Improvements - CE/PE		24-Feb-16 A	23-Sep-21	[Gantt bar spanning from Feb 2020 to Sep 2021]								
S300036 - Kent Station Access and Improvements - Construction Management		02-Jan-20 A	28-Jun-22	[Gantt bar spanning from Jan 2020 to Jun 2022]								
Design/Build Project Management (DBPM)/Construction Services		02-Jan-20 A	28-Jun-22	[Gantt bar spanning from Jan 2020 to Jun 2022]								
DBPM Contract Procurement		02-Jan-20 A	03-Dec-20 A	[Gantt bar spanning from Jan 2020 to Dec 2020]								
DBPM Design/Construction Services/Support (Pre-Const and Const)		03-Dec-20 A	28-Jun-22	[Gantt bar spanning from Dec 2020 to Jun 2022]								
DBPM Construction Services/Support - Phase 1 (Pre-Construction)		03-Dec-20 A	28-Jun-22	[Gantt bar spanning from Dec 2020 to Jun 2022]								

Sounder Commuter Rail Kent Station Parking & 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 January 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.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.2	(3.8)
Consultants	3.0	0.6	(2.4)
TOTAL	8.0	1.8	(6.2)

* 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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Sounder Commuter Rail Puyallup Station Access Improvements



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.
- Stone column installation within the garage area is complete. Design build continues with stone column installation for the remainder of the project site.
- Utility relocation work (electrical, telecommunication, and storm) continues.
- Remediation/removal of contaminated soil is complete.
- Performed grading in garage area, installed work pad for installation of stone columns, and began survey layout for stone columns



Stone column installation.



Electrical conduit risers and conductor installation.

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 \$2.1M. The incurred cost increased from \$27.3M to \$29.4M. This period's costs are attributed to property acquisition and relocation, staff costs, construction management services and \$1.8M for the Design Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$4.6	\$3.0	\$3.0	\$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	\$2.0	\$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	\$15.7	\$60.0	\$0.0
ROW	\$5.6	\$6.6	\$6.3	\$6.2	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$69.7	\$29.4	\$79.1	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$47.1	\$31.2	\$28.9	\$4.9	\$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	\$1.2	\$10.0	\$0.0
50 Systems	\$0.0	\$4.3	\$2.3	\$0.2	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.5	\$39.5	\$6.3	\$45.5	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.3	\$6.2	\$6.6	\$0.0
80 Professional Services	\$22.0	\$25.8	\$23.8	\$16.8	\$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	\$69.7	\$29.4	\$79.1	\$0.0

Sounder Commuter Rail Puyallup Station Access Improvements



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 next risk register update is scheduled for February 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	2020				2021					
				Q	Q	Q	Q	Q	Q	Q	Q		
S300017-Puyallup Station Access Improvements - DB		01-May-15 A	11-Apr-22										
S300017 - Puyallup Station Access and Improvements - PE		01-May-15 A	20-Mar-19 A										
S300017 - Puyallup Station Access and Improvements - Permits & Third Party Agreements		15-Jul-16 A	25-Mar-21										
S300017 - Puyallup Station Access and Improvements - ROW		05-Jul-16 A	31-Mar-21										
S300017 - Puyallup Station Access and Improvements - Design/Build Project Management		17-Sep-18 A	11-Apr-22										
S300017 - Puyallup Station Access and Improvements - Construction Procurement		17-Sep-18 A	26-Mar-20 A										
S300017 - Puyallup Station Access and Improvements - Design/Build - Design and Constructi		26-Mar-20 A	11-Apr-22										
S300017 - Puyallup Station Access and Improvements - Project Completion		06-Jan-22	11-Apr-22										
Post Construction		06-Jan-22	11-Apr-22										
Project Float		06-Jan-22	10-Feb-22										
Open For Service		10-Feb-22	10-Feb-22										
Transition to Operations		05-Feb-22	11-Apr-22										

Community Engagement

- Issued a construction alert for temporary closure of 3rd Ave NW.
- Monitored construction activities for impacts to community.

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. Minor variance attributed to earlier delay of NTP which was resolved this month.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.3	(1.0)
Consultants	7.5	6.9	(0.6)
TOTAL	14.8	13.2	(1.6)
<i>* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.</i>			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Sounder Maintenance Base



Project Summary

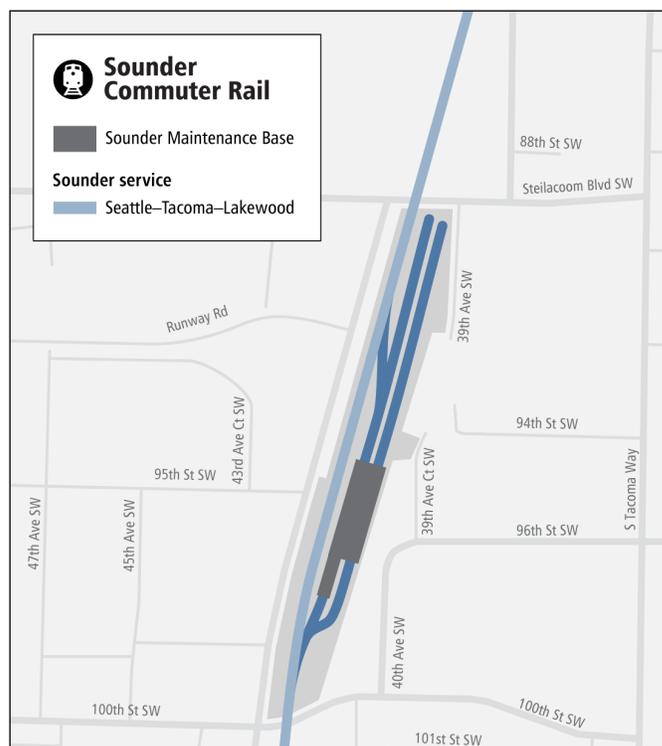
Scope Sound Transit will design and construct a Sounder Commuter Rail maintenance facility and train yard elements that will include: maintenance shops, repair positions, storage areas, office and employee welfare facilities.

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.
- Continued utility coordination with Tacoma Power and Puget Sound Energy to relocate their utilities off Sound Transit's railroad right of way. Puget Sound Energy to start construction in March 2021.
- Board baseline action is on hold pending realignment discussions. Procurement will proceed after Board baseline.

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 \$10K. The incurred cost increased from \$9.82M to \$9.83M. 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 quarterly 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.

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 - Sounder 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												
	Environmental Assessment	01-Apr-13 A	13-Mar-20 A												
	Third Party Utility Relocation and Misc Construction	02-Jan-19 A	30-Dec-21												
	Third Party Utility Relocation	02-Jan-19 A	30-Dec-21												
	TPU	02-Jan-19 A	30-Dec-21												
	Phase 1 - Design	02-Jan-19 A	30-Dec-21												
	TPU-ROW	31-Aug-21	30-Dec-21												
	PSE	30-Aug-19 A	11-May-21												
	PSE-Design	30-Aug-19 A	30-Aug-19 A												
	PSE-ROW	03-Sep-19 A	31-Jul-20 A												
	PSE-Permit	01-Sep-20 A	30-Sep-20 A												
	PSE-Procurement/Construction	01-Sep-20 A	11-May-21												
	Design Build Project Management Services +	01-Aug-18 A	30-Jun-20 A												
	DBPM - Phase 1 - Const Services/Support - DB Project Req'ts	01-Aug-18 A	30-Jun-20 A												

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 variance is due to the project being on hold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.7	0.5	(6.2)
Consultants	2.6	0.0	(2.6)
TOTAL	9.3	0.5	(8.8)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Sounder South Capacity Expansion



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.

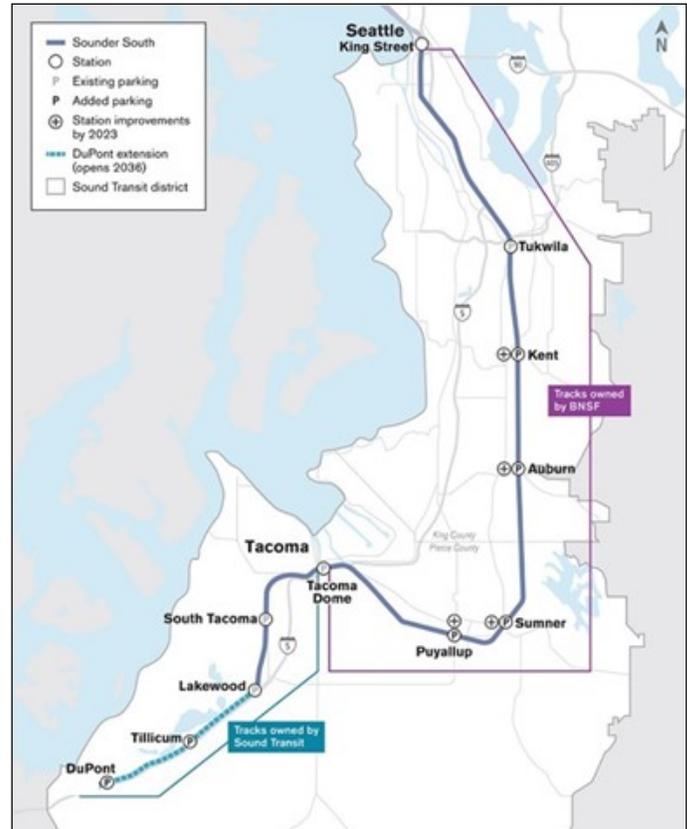
Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

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

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 Platform Improvement Project and Auburn Platform Extension Project forward into Planning Phase 1 Alternative Analysis.



Sounder Commuter Rail Sounder South Capacity Expansion

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.

During the annual budget cycle \$13.77M was added to the project. This period expenditures increased by \$33.3K with the majority of the amount coming from staff costs 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	\$1.1	\$1.1	\$3.9	\$0.0
Preliminary Engineering	\$12.1	\$1.8	\$1.4	\$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	\$0.2	\$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	\$3.3	\$2.7	\$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	2020			2021			
				Q2	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 - I)		13-Jun-18A	28-Jan-21							
Conceptual Engineering/Environmental - (Ph - II)		29-Jan-21	01-Feb-23							

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 2020 are on pause.

Resource Type	Planned FTE	YTD Actual FTE	Variance
ST Staff	7.7	1.6	(6.1)
Consultants	28.6	0.8	(27.8)
TOTAL	36.3	2.4	(33.9)

** 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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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 Preliminary Engineering

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

- 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 \$48K. The incurred cost increased from \$11.14M to \$11.19M. 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	\$1.7	\$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

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.

Variance between the planned and actual FTE figures is the result of the project’s baselining being delayed. Once the project has been baselined actual staffing numbers are expected to rise to meet the planned.

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

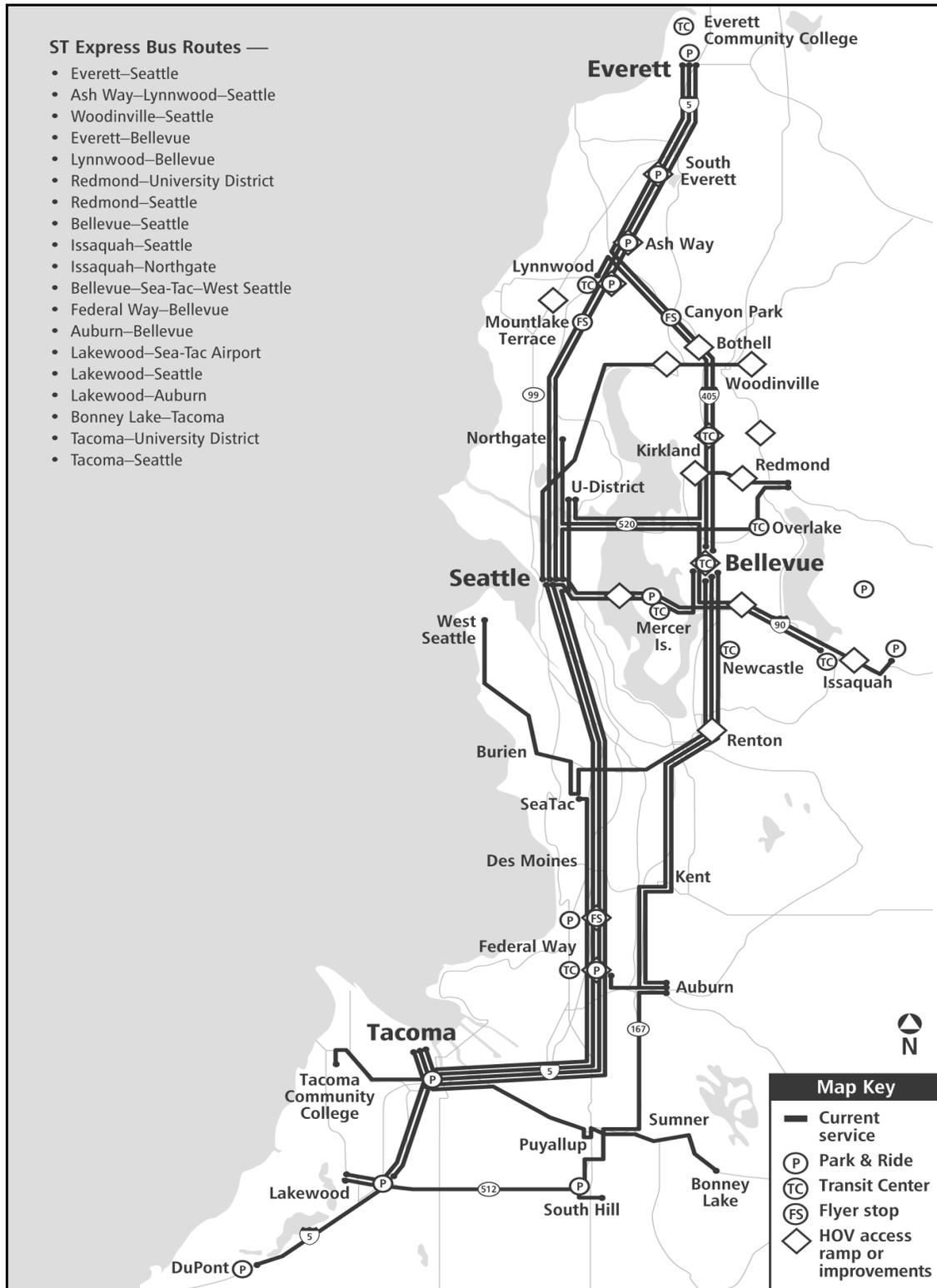


ST Express Bus routes connects major regional hubs throughout the three counties
(King, Pierce, and Snohomish)

January | 2021



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



ST Regional Express Bus Routes

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.

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	\$198.0	\$80.2	\$29.2	\$268.3	\$0.0
BUS BASE NORTH	\$48.7	\$38.2	\$37.6	\$20.9	\$48.7	\$0.0
SR 522-NE 145th ST BRT	\$148.6	\$46.0	\$35.9	\$23.9	\$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	\$286.5	\$156.1	\$81.5	\$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.*

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 I-405 Bus Rapid Transit

Project Summary

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

Limits Approximately 37 miles between Lynnwood and Burien

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

Stations Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, 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.
- Developing task order with WSDOT for project design approval.
- Initiated coordination efforts for the transition of work to General Engineering Consultant (GEC).

Project Cost Summary

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

This period Authorized Allocation has been increased by \$42.2M with \$2.8M for ST Staff Cost, \$500K for value engineering workshop, \$16.4 for GEC contract in Final Design, \$22M for construction for interchange at Canyon Park, \$500K for WSDOT task order.

This period expenditures are \$0.85M, of which \$0.1M for Staff time, \$0.7M for project refinement activities in the PE phase, and \$50K 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	\$7.2	\$11.0	\$0.0
Preliminary Engineering	\$50.2	\$45.1	\$21.9	\$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	\$0.6	\$1.5	\$0.0
Construction	\$152.2	\$118.4	\$24.4	\$152.2	\$0.0
ROW	\$36.2	\$26.6	\$26.1	\$36.2	\$0.0
Total	\$268.3	\$198.0	\$80.2	\$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.

Regional Express & STRIDE I-405 Bus Rapid Transit



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.

Activity ID	Activity Name	Start	Finish	2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
STRIDE - I-405 Bus Rapid Transit (BRT)															
	I-405 BRT - 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												
	I-405 BRT - Preliminary Engineering - Phase III	22-Oct-20 A	26-Nov-21												
	I-405 BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	17-Dec-20 A												
	I-405 BRT - Final 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												
	I-405 BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A												
	STRIDE - General Engineering Contract (GEC) - ST CCB/Sys ExprBoard	31-Jul-19 A	07-Jan-20 A												
	STRIDE - General Engineering Contract (GEC) - Procurement	31-Dec-19 A	17-Dec-20 A												
	I-405 BRT - Construction	01-Jan-18 A	31-Dec-23												
	I-405 BRT - Construction - South	01-Apr-19 A	31-Dec-23												
	I-405 BRT - Construction Roadway - South	01-Apr-19 A	31-Dec-23												
	I-405 BRT - WSDOT - I-405/NE 44th St Interchange	01-Apr-19 A	31-Dec-23												
	Construction	01-Apr-19 A	31-Dec-23												
	WSDOT - Construction	01-Apr-19 A	31-Dec-23												
	D/B - Design & Construction	01-Apr-19 A	31-Dec-23												
	WSDOT I-405/NE 44th S. Interchange Ramps Available to ST	01-Apr-19 A	31-Dec-23												
	I-405 BRT - Construction - North	01-Jan-18 A	28-Jan-21												
	I-405 BRT - Construction Roadway - North	01-Jan-18 A	28-Jan-21												
	I-405 BRT - WSDOT - Brickyard Station	22-Aug-19 A	01-May-20 A												
	I-405 BRT - WSDOT - Brickyard	22-Aug-19 A	01-May-20 A												
	ST-WSDOT Agreement - Conceptual Engineering Design (15%)	22-Aug-19 A	01-May-20 A												
	I-405 BRT - WSDOT - NE 85th interchange and inline station	01-Jan-18 A	28-Jan-21												
	Preliminary Engineering	01-Jan-18 A	28-Jan-21												

Community Engagement

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

- Construction boring notifications for Tukwila noise construction via letter and door hanger for boring between December 28 and January 6

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	12.8	(4.2)
Consultants	90.8	12.9	(77.9)
TOTAL	107.8	25.7	(82.1)

* 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	

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).

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 expenditure increased by approximately \$80K. This is primarily due to Sound Transit Staff time for \$15K, progress in preliminary engineering and environmental with the consultant for \$35K, and \$30K for right-of-way administration.

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	\$1.5	\$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	\$38.2	\$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.

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.

Activity ID	Activity Name	Start	Finish	2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
STRIDE - I-405 Bus Rapid Transit (BRT)		21-Nov-17 A	03-Jan-22	[Gantt bar spanning from Nov 2017 to Jan 2022]											
STRIDE - BRT - Bus Base North (CUD01)		21-Nov-17 A	03-Jan-22	[Gantt bar spanning from Nov 2017 to Jan 2022]											
BRT - Bus Base North - Preliminary Engineering		08-Apr-19 A	03-Jan-22	[Gantt bar spanning from Apr 2019 to Jan 2022]											
BRT - Bus Base North - Conceptual Engineering - Phase II		08-Apr-19 A	10-Sep-21	[Gantt bar spanning from Apr 2019 to Sep 2021]											
BRT - Bus Base North - Preliminary Engineering - Phase III		24-Feb-21	03-Jan-22	[Gantt bar spanning from Feb 2021 to Jan 2022]											
BRT - Bus Base North Right of Way (ROW) / Property Acquisition		21-Nov-17 A	26-Aug-21	[Gantt bar spanning from Nov 2017 to Aug 2021]											
BRT BBN ROW Acquisitions		21-Nov-17 A	26-Aug-21	[Gantt bar spanning from Nov 2017 to Aug 2021]											

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.

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	2.7	(3.9)
Consultants	1.0	0.5	(0.5)
TOTAL	7.6	3.2	(4.4)

** 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.	

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



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.

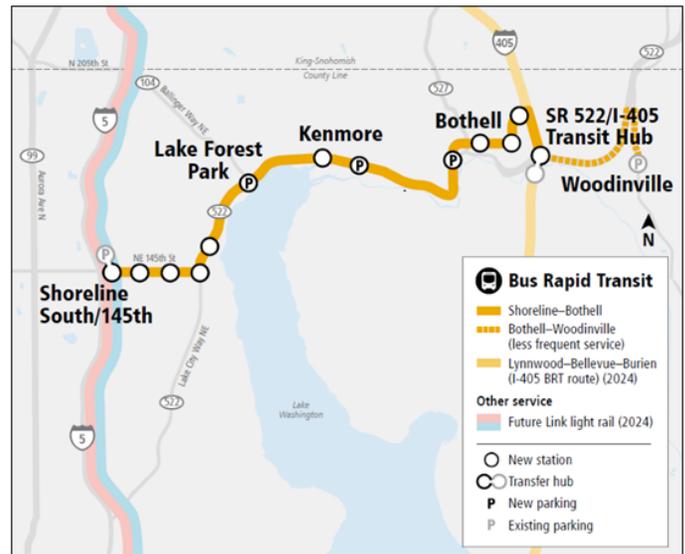
Stations Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Planning Phase 2 Conceptual Engineering and Environmental Review

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 Lake Forest Park 30% plans, reviews received from WSDOT and the City of Lake Forest Park.
- 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.

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 authorized allocation has been increased by \$79.2M. Specifically \$2.7M for ST staff costs, \$19.8 for GEC Contract in Final Design, \$10M for the Shoreline Agreement and \$52.1M to start right-of-way acquisition.

This period expenditures were \$2.2M 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 and ROW administrative by \$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	\$5.2	\$5.3	\$9.1	\$0.0
Preliminary Engineering	\$16.9	\$15.0	\$12.8	\$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	\$17.1	\$38.7	\$0.0
ROW	\$52.1	\$0.3	\$0.3	\$52.1	\$0.0
Total	\$148.6	\$46.0	\$35.9	\$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 multi-agreeable solution.
- Working with Agencies Having Jurisdiction (AHJ) to modify the project footprint throughout the corridor to minimize potential property impacts.

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



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.*

Activity ID	Activity Name	Start	Finish	2019			2020			2021		
				Q	Q	Q	Q	Q	Q	Q	Q	Q
STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)				[Gantt bar spanning from 26-Feb-18 A to 31-Aug-21]								
	SR 522/NE 145th BRT - Preliminary Engineering	26-Feb-18 A	25-Jun-21	[Gantt bar spanning from 26-Feb-18 A to 25-Jun-21]								
	SR 522/NE 145th BRT - Final Design	31-Jul-19 A	17-Dec-20 A	[Gantt bar spanning from 31-Jul-19 A to 17-Dec-20 A]								
	SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	17-Dec-20 A	[Gantt bar spanning from 31-Jul-19 A to 17-Dec-20 A]								
	SR522/NE 145th BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A	[Gantt bar spanning from 31-Jul-19 A to 17-Dec-20 A]								
	SR522/NE 145th BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A	[Gantt bar spanning from 31-Jul-19 A to 17-Dec-20 A]								
	STRIDE - General Engineering Contract (GEC) - ST CCB/Sys Exp/Board	31-Jul-19 A	07-Jan-20 A	[Gantt bar spanning from 31-Jul-19 A to 07-Jan-20 A]								
	STRIDE - General Engineering Contract (GEC) - Procurement	31-Dec-19 A	17-Dec-20 A	[Gantt bar spanning from 31-Dec-19 A to 17-Dec-20 A]								
	SR 522/NE 145th BRT - Construction	07-Jan-19 A	31-Aug-21	[Gantt bar spanning from 07-Jan-19 A to 31-Aug-21]								
	SR 522/NE 145th BRT - Construction - Roadway	07-Jan-19 A	31-Aug-21	[Gantt bar spanning from 07-Jan-19 A to 31-Aug-21]								
	SR 522/NE 145th BRT - City of Bothell - Bothell Rwy - Bothell Stage 3 - Construction - DBB	07-Jan-19 A	31-Aug-21	[Gantt bar spanning from 07-Jan-19 A to 31-Aug-21]								
	City of Bothell SR-522 BAT Lanes Project (Bothell Stage 3)	07-Jan-19 A	31-Aug-21	[Gantt bar spanning from 07-Jan-19 A to 31-Aug-21]								
	Construction	07-Jan-19 A	31-Aug-21	[Gantt bar spanning from 07-Jan-19 A to 31-Aug-21]								
	Construction Procurement	07-Jan-19 A	01-Apr-19 A	[Gantt bar spanning from 07-Jan-19 A to 01-Apr-19 A]								
	Civil Construction	01-Apr-19 A	31-Aug-21	[Gantt bar spanning from 01-Apr-19 A to 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 COVID-19 outreach efforts have shifted to virtual platforms.

- Developed workplan for February Online Open House and Town Hall events
- Interagency Group meeting held Jan 14th
- One property owner meeting

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 due to the fact that no GEC contract task orders have been executed yet.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.6	(4.6)
Consultants	75.1	17.2	(57.9)
TOTAL	90.3	27.8	(62.5)

** 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	

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.

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 .



Examples of Bus-on-Shoulder facilities



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.

Project Cost Summary

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

Since December 2020, the project cost incurred to date increased by \$10K 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
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.

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 on schedule on next page.

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	2019				2020				2021			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sound Transit	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from 05-Jun-18 A to 31-Aug-21]											
Sound Transit 3	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from 05-Jun-18 A to 31-Aug-21]											
ST3 - East Corridor	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from 05-Jun-18 A to 31-Aug-21]											
Bus on Shoulders	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from 05-Jun-18 A to 31-Aug-21]											
Preliminary Engineering	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from 05-Jun-18 A to 31-Aug-21]											
Alternative Analysis - Phase I	05-Jun-18 A	31-Dec-19 A	[Gantt bar spanning from 05-Jun-18 A to 31-Dec-19 A]											
Conceptual Engineering - Phase II	01-Jan-20 A	31-Aug-21	[Gantt bar spanning from 01-Jan-20 A to 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.

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 Monthly Average	YTD Actual FTE 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.	

Regional Express & Bus Rapid Transit North Sammamish Park & Ride



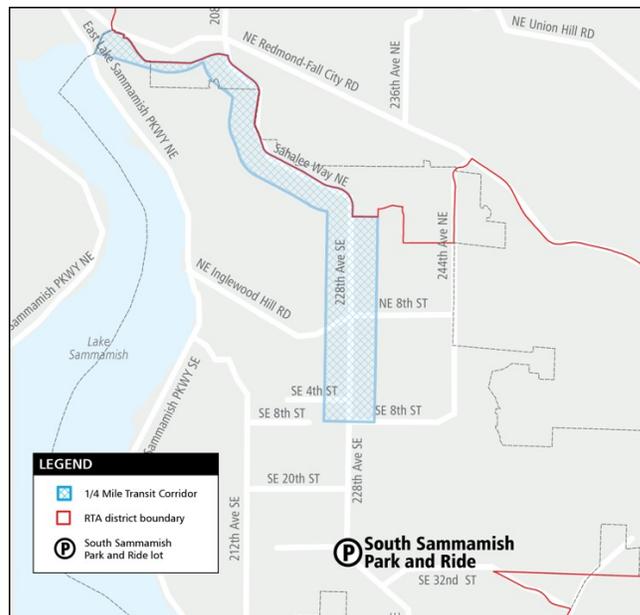
Project Summary

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.



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				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit		03-Aug-18 A	14-Oct-21	[Gantt bar spanning from 03-Aug-18 A to 14-Oct-21]											
Sound Transit 3		03-Aug-18 A	14-Oct-21	[Gantt bar spanning from 03-Aug-18 A to 14-Oct-21]											
ST3 - East Corridor		03-Aug-18 A	14-Oct-21	[Gantt bar spanning from 03-Aug-18 A to 14-Oct-21]											
North Sammamish Park-and-Ride Master Schedule		03-Aug-18 A	14-Oct-21	[Gantt bar spanning from 03-Aug-18 A to 14-Oct-21]											
Preliminary Engineering		03-Aug-18 A	14-Oct-21	[Gantt bar spanning from 03-Aug-18 A to 14-Oct-21]											
Alternative Analysis - Phase I		03-Aug-18 A	14-Oct-21	[Gantt bar spanning from 03-Aug-18 A to 14-Oct-21]											

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	Grant Number	Grant / Project Description	Award Amount	Date	Drawdown to
FEDERAL TRANSIT AUTHORITY					
LINK	WA-03-0237	University Link Extension	684,370,641	09/16/2015	615,197,233
LINK	WA-2016-012	TACOMA LINK EXT LRV	6,000,000	03/05/2018	4,274,210
LINK	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	46,005,404
SOUNDER	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	-
LINK	WA-2018-024	Northgate Link Extension	74,574,536	08/14/2020	74,574,537
SOUNDER	WA-2018-081	Puyallup Station Access	6,700,000	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
TOTAL FEDERAL TRANSIT AUTHORITY			1,677,453,115		1,476,227,244
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-000	Radio Communication Network	662,138	11/02/2017	-
REGIONAL FUND	EMW-2019-RA-000	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	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					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-
REGIONAL EXPRESS	PTD0164	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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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.

Progress Report

Acronyms



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

AA	Alternative Analysis	FHWA	Federal Highway Administration
AHU	Air Handling Units	FSEIS	Final Supplemental Environmental Impact Statement
ALTA	American Land Title Association	FFGA	Full Funding Grant Agreement
BCE	Baseline Cost Estimate	FTA	Federal Transit Administration
BCWS	Budgeted Cost of Work	FTE	Full Time Employee
BIM	Building Information Modeling	GC/CM	General Contractor /Construction Management
BNSF	Burlington Northern Santa Fe Railway	GEC	General Engineering Contract
BOS	Bus on Shoulder	HVAC	Heating, Ventilation and Air Conditioning
BRT	Bus Rapid Transit	ICD	Integration Control Document
CCB	Change Control Board	IFB	Issue for Bids
CDF	Controlled Density Fill	IFC	Issue for Construction, also Industry Foundation Classes
CHS	Capitol Hill Station	IRT	Independent Review Team
CM	Construction Management	IWP	Industrial Waste Permit
CMU	Concrete Masonry Unit	JA	Jacobs Associates
CO	Change Order	JARPA	Joint Aquatic Resource Permit Application
CPI	Cost Performance Index	KCM	King County Metro
CPM	Critical Path Method	LNTF	Limited Notice to Proceed
DAHP	Department of Archaeology & History Preservation	LRRP	Light Rail Review Panel
DART	Days Away, Restricted or Modified	LRT	Light Rail Transit
DB	Design -Build	LRV	Light Rail Vehicle
DBPM	Design-Build Project Management	LTK	LTK Engineering Services
DCE	Document Categorical Exclusion	MACC	Maximum Allowable Construction Cost
DECM	Design, Engineering and Construction Management	MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
DEIS	Draft Environmental Impact Statement	MLK	Martin Luther King, Jr. Way
DP	Design Package	MOA	Memorandum of Agreement
DPD	Seattle Department of Planning and Development	MOU	Memorandum of Understanding
DSC	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

ACRONYMS

NOAA	National Oceanic and Atmospheric Administration	TBM	Tunnel Boring Machine
NPDES	National Pollutant Discharge Elimination System	TCAL	Temporary Construction Airspace Lease
NTP	Notice to Proceed	TCE	Temporary Construction Easement
OCS	Overhead Catenary System	TE	Traction Electrification
OMF	Operations and Maintenance Facility	TFK	Traylor Frontier Kemper Joint Venture
OMSF	Operations and Maintenance Satellite Facility	TOD	Transit Oriented Development
PE	Preliminary Engineering	TVM	Ticket Vending Machine
PEP	Project Execution Plan	UAC	Unallocated Contingency
PEPD	Planning, Environment and Project Development	U-Link	University Link project
PMOC	Project Management Oversight Consultant	UDS	University District Station
PSST	Pine Street Stub Tunnel	USFWS	U.S. Fish and Wildlife Service
QA	Quality Assurance	UW	University Of Washington
QC	Quality Control	UST	Underground Storage Tank
QTR	Quarter	UWS	University of Washington Station
RE	Resident Engineer	VAV	Variable Air Volume
RFC	Request for Change	VE	Value Engineering
RFD	Request for Deviation	VECP	Value Engineering Cost Proposal
RFI	Request for Information	WBS	Work Breakdown Structure
RFP	Request for Proposal	WDFW	Washington Department of Fish and Wildlife
RFQ	Request for Qualifications	WSDOT	Washington Department of Transportation
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.		
