

Agency Progress Report Capital Programs



Commemorating Conditional Acceptance of the First Siemens LRV
by the Vehicle Commissioning Team

March | 2021



Editor's Note

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

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

We always appreciate any suggestions you might have for future refinements to this document. To be added to the distribution list for this report or to make suggestions, please contact Julie Parker at (206) 398-5000.

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

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Agency Progress Report

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SOUND TRANSIT CURRENT SERVICE



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New Chief Diversity, Equity and Inclusion Officer

On March 1, Jonté Robinson became Sound Transit's new Chief Diversity, Equity and Inclusion Officer.

Working at Sound Transit since 2015 and most recently performing the role in an acting capacity, Robinson helped establish the agency's equal employment opportunity (EEO) program, led our Title VI program and served as Deputy Director of Civil Rights.

In 2017, Sound Transit established the Office of EEO, Equity and Inclusion to oversee its EEO program, advance equity initiatives across the agency and create a culture of inclusion. Last year, the agency's Title VI and DBE/Small Business programs joined the office to create the Office of Civil Rights, Equity and Inclusion.

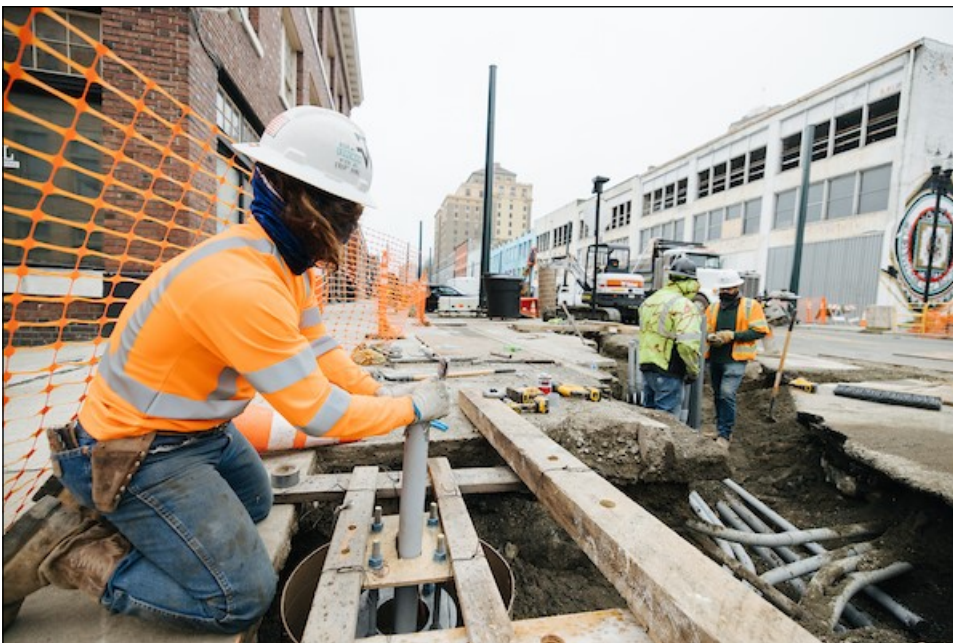
Robinson's top priorities now include leading Sound Transit's anti-racist strategy, focused on economic development opportunities, career development, community partnerships and accountability.

Prior to joining Sound Transit, Robinson was the Title VI Coordinator and a human resource consultant with the Washington State Department of Transportation. She is a veteran of the United States Army. Robinson earned a Master of Arts in Organizational Leadership from Chapman University and a Bachelor of Arts degree in Public Administration from the University of Hawaii.

Hilltop Tacoma Link Extension now 75% complete

On March 19, Sound Transit crews completed the track work on Martin Luther King Jr. Way for the 2.4-mile Hilltop Tacoma Link Extension. This marked the 75% completion milestone on the project, which is scheduled to open next year, extending the existing Tacoma Link line to the Stadium business district, the medical district, and the Hilltop commercial district. Crews have installed more than 22,000 linear feet of track.

Walsh Construction Company II, LLC is building the Hilltop Tacoma Link Extension.



To date, crews have finished building 322 of the 341 power poles that will run the new line. We also added more than 103,000 square feet to the Tacoma Link Operations and Maintenance Facility. Work on the expanded rail yard at the OMF and connection to the existing line is scheduled to finish in June.

Utility work on Commerce Street as part of the Tacoma Hilltop Link Extension March 2021.

Waiving fares for rides to vaccinations

As of March 13, Sound Transit started providing free trips to passengers traveling to or from vaccination sites along Link routes, including the Lumen Field and Rainier Beach vaccination sites.

The free round-trip is available throughout the day of a vaccination for passengers who show proof of the appointment if requested. Free service is also available to vaccination site volunteers who provide documentation they are working a shift that day, such as an official email verifying their shift.

Operations and Maintenance Facility South Draft Environmental Impact Statement released, public comment period begins

On March 5, Sound Transit issued a Draft Environment Impact Statement for building and operating a Link light rail Operations and Maintenance Facility in the South Sound.

The Draft EIS, prepared in compliance with the State Environmental Policy Act, or SEPA, informed the public, tribes, government agencies and decision makers about the alternatives and environmental consequences of the OMF South. Sound Transit studied three sites for the facility in the Draft EIS: the Midway Landfill in Kent, and South 336th Street and South 344th Street in Federal Way.

During the 45-day Draft EIS comment period, the public can submit formal responses online, via email, by voicemail, by regular mail or during one of two online public meetings.

We invited the public to attend an online open house through April 19. Additionally, we scheduled two online public meetings for Wednesday, March 24, 5:30-7:30 p.m. and Tuesday, March 30, 11 a.m.-1 p.m.

ST Express service changes include increased service

Our annual spring service change began on March 20. ST Express service increased by adding trips on multiple routes, including 510, 521 and 532. We also restored trips on Route 522, returning to pre-pandemic levels.

Other changes included:

Route 511: Reducing scheduled travel times to reflect current traffic levels;

Route 513: Eliminating one southbound trip due to low ridership and reducing scheduled travel times to reflect current traffic levels;

Route 577: New alignment through Downtown Seattle in northbound direction. All trips (weekdays and weekends) terminate at Eastlake Ave./Thomas St., operating via 4th Ave., Olive Way and Howell St. (parallel to Route 578);

Route 586: Adding stop at Federal Way Transit Center in both directions;

Route 595: Adding stop at Tacoma Dome to replace temporarily suspended Pierce Transit Route 102 (Downtown Tacoma-Gig Harbor), and to increase Tacoma-Seattle capacity.

New light rail vehicles

During March, our vehicle commissioning team “conditionally accepted” the first two new Series 2 light rail vehicles. The vehicles are manufactured by Siemens Mobility and assembled in Sacramento, California. The cars are more spacious, have better passenger information such as digital displays, more bike storage, more efficient lighting, larger windows and other features. Once enough of them are running in service, we’ll also be able to iteratively take a few of the current Kinkisharyo cars offline at a time for updating and retrofitting.

Once six of the new cars are commissioned, Link Operations will be introducing them into the rotation during regular service hours, which we expect to happen next month.

The eventual 152 new light rail vehicles will more than triple our current fleet from 62 to 214, allowing us to run three- or four-car trains along the full length of the Northgate, East Link, downtown Redmond, Lynnwood and Federal Way extensions.



Commemorate Conditional Acceptance of the first Siemens LRV March 26, 2021 at OMF

Independent cost estimate review draft report

In March, the independent consultant team that we brought on in January to evaluate our cost estimates sent its first draft report to the Sound Transit Board and staff. Their initial report provides reinforcement for our updated estimates.

The consultants — a team with broad transit construction experience that is led by Triunity, Inc. — spent the past few months intensively reviewing cost estimates for the West Seattle and Ballard Link Extensions, the Tacoma Dome Link Extension, the Operations and Maintenance Facility South, and our Stride BRT investments.

The draft report found our updated cost estimates within acceptable ranges for the projects’ current levels of design (in most cases approximately 10% completion).

In the second phase they will look closely at our cost estimating methodologies, helping us and the Board better understand the unique challenges that required revealing such a dramatic rise in costs so suddenly.

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Progress Report

Link Light Rail Program



Northgate Station

March | 2021



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



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.

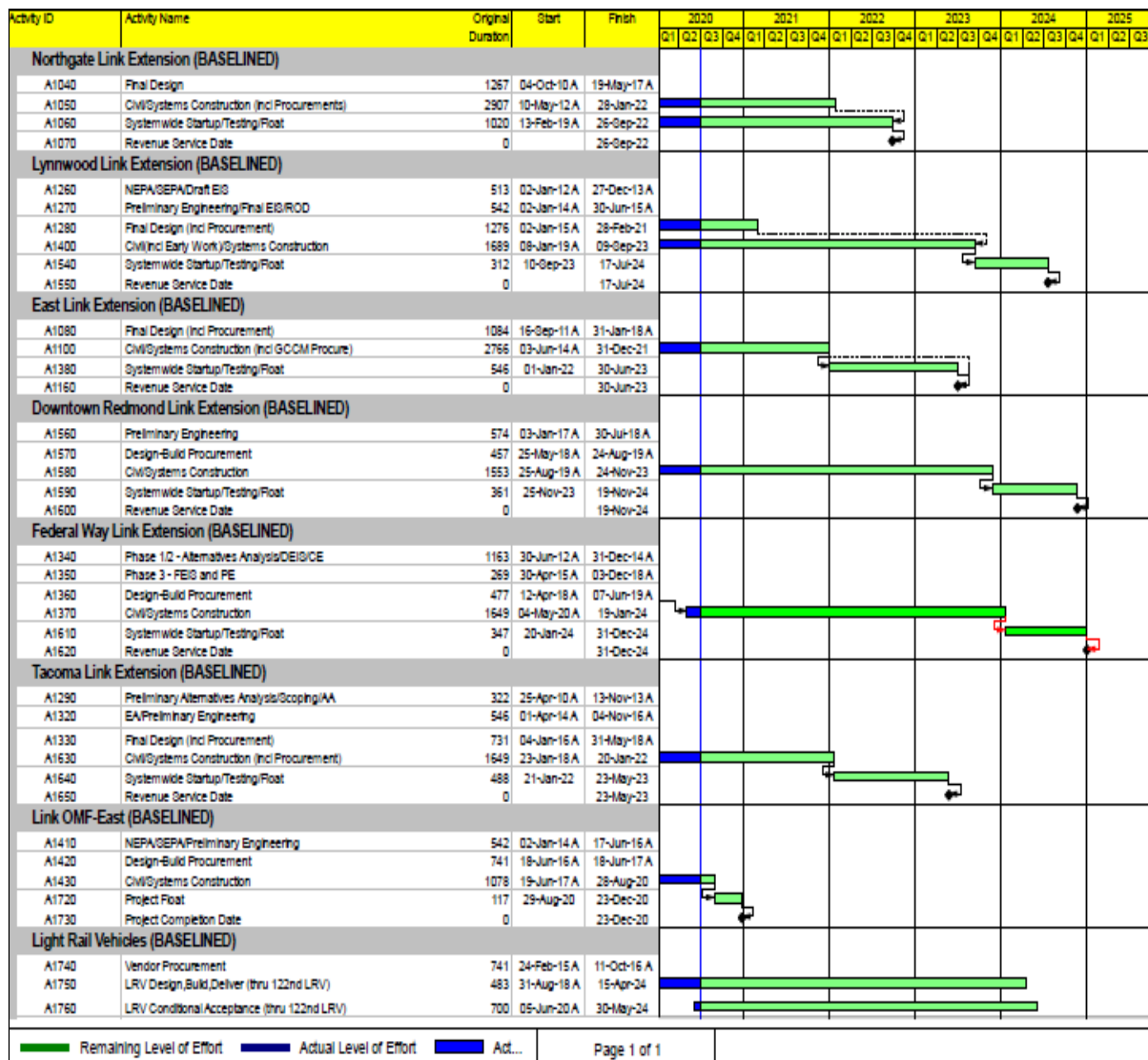
Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Everett Link Extension	\$185.0	\$17.6	\$4.4	\$185.0	\$0.0
Northgate Link Extension	\$1,899.8	\$1,734.3	\$1,704.6	\$1,847.3	\$52.5
Lynnwood Link Extension	\$2,771.6	\$2,432.2	\$1,164.1	\$2,771.6	\$0.0
NE 130th Infill Station	\$28.9	\$18.9	\$12.5	\$28.9	\$0.0
I-90 Two-Way Transit & HOV	\$207.6	\$209.7	\$199.9	\$207.6	\$0.0
East Link Extension	\$3,677.2	\$3,162.0	\$2,851.8	\$3,677.2	\$0.0
Downtown Redmond Link Ext.	\$1,530.0	\$942.0	\$325.7	\$1,530.0	\$0.0
West Seattle and Ballard Link Ext.	\$285.9	\$108.8	\$99.0	\$285.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,737.2	\$724.8	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$211.9	\$161.7	\$252.7	\$0.0
Tacoma Dome Link Extension	\$125.7	\$63.2	\$44.1	\$125.7	\$0.0
Link O & M Facility: East	\$449.2	\$373.3	\$366.8	\$449.2	\$0.0
LRV Fleet Expansion	\$740.7	\$676.7	\$286.8	\$740.7	\$0.0
Total Link	\$14,605.9	\$11,687.9	\$7,946.2	\$14,553.5	\$52.5

Link Light Rail Program Overview



Program Schedule

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



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Link Light Rail Everett Link Extension

Project Summary

Scope

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

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

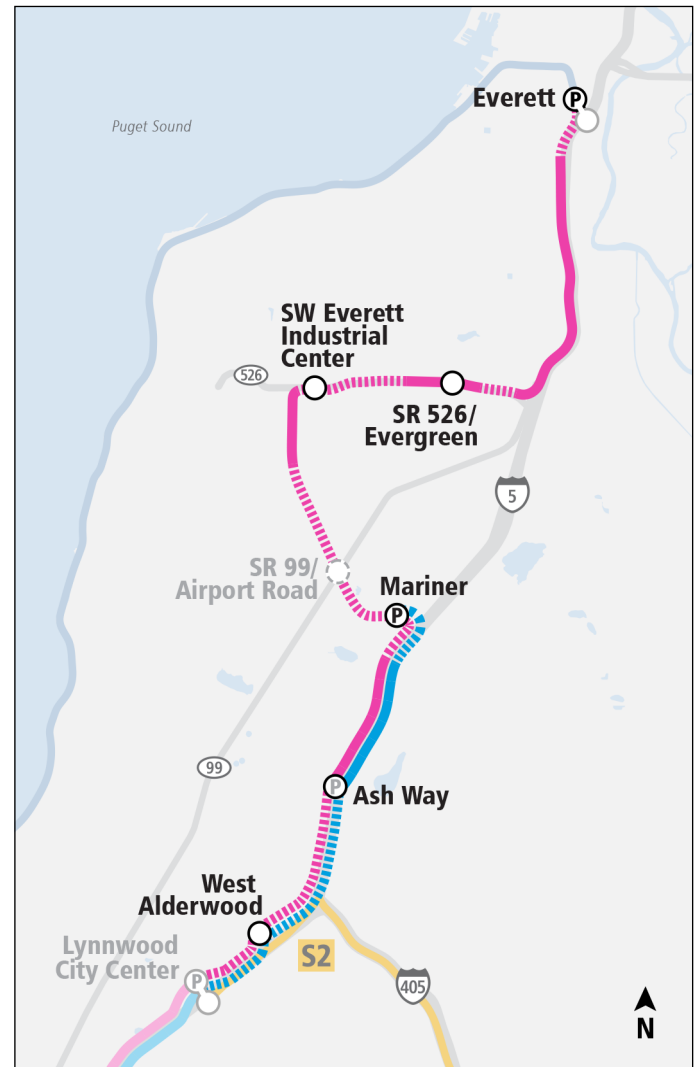
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

Phase Planning

Budget \$185 Million (Project Development—Phase 1 Alternatives Development)

Schedule Revenue Service: Open for Service date will depend on Board direction from realignment process.



Map of Everett Link Extension

Key Project Activities

- Completed work on Alternatives Development process.
- Updated schedule and environmental approach.
- Started monthly meetings with FTA.
- Completed review of representative project 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 March 2021, \$0.8M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$34.2	\$1.7	\$1.5	\$34.2	\$0.0
Preliminary Engineering	\$125.5	\$14.9	\$2.2	\$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	\$0.1	\$0.1	\$13.2	\$0.0
Construction	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$11.1	\$0.3	\$0.0	\$11.1	\$0.0
Total	\$185.0	\$17.6	\$4.4	\$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 Mar 2021. The following are the top project wide risks:

- ST3 estimate did not account for all potential capital component and programming needs.
- Unknown engineering challenges over lengthy and varied geography.
- Limitations on partner capacity may affect schedule
- Potential changes (e.g. additional site area) for OMF North may result in schedule and/or cost changes.
- Balancing potential programming needs/requests with system-wide needs.
- Site selection for OMF North and consensus with partners will 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(s) will depend on Board direction from realignment process.

Community Engagement

- Developed approach to community engagement.
- Updated websites and informational materials.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	8.0	(10.5)
Consultants	34.0	17.3	(16.7)
TOTAL	52.5	25.3	(27.2)

** 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 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.

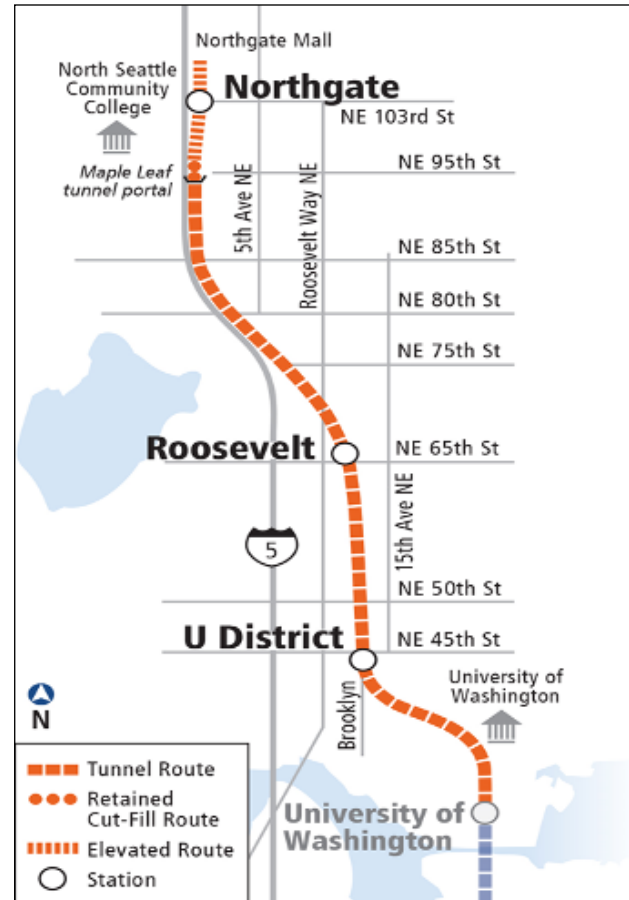
Stations U District Station (UDS)
Roosevelt Station (RVS)
Northgate Station and Parking Garage

Systems Signals, track electrification, and SCADA communications

Phase Construction

Budget \$1.899 Billion

Schedule Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140):** Commissioning testing on the Fire Alarm Control Panel and Access Control is pending completion of N830 work.
- **Roosevelt Station (N150):** Contractor continues punchlist items and preventative maintenance activities.
- **Northgate Station (N160): Station:** Absher continuing with punchlist items and general clean up while continuing expansion joint rework at elevators 1 and 3 Platform level and elevator 3 Mezzanine level.
- **Systems (N830):** Train control signal integrated testing is currently in progress – testing is 90% complete awaiting schedule time at UWS to complete testing. Focus is on completion and testing of communications install and network configuration. Punchlist walks for all locations 90% completed. Communications testing is progressing well.
- **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 – ST 2 Vehicle Live Wire Test requires more work to achieve passing result. Updated Vibration/EMI operating agreement with UW currently scheduled for completion at end of June 2021.

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 \$8.2M 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	\$94.0	\$93.5	\$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	\$124.0	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$103.7	\$102.2	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$8.7	\$7.4	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,284.8	\$1,260.6	\$1,341.6	\$11.0
ROW	\$112.3	\$112.3	\$101.8	\$101.8	\$111.0	\$1.3
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
Total	\$1,899.8	\$1,899.8	\$1,734.3	\$1,704.6	\$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	\$513.9	\$521.3	-\$7.6
20 Stations	\$376.1	\$441.2	\$454.5	\$449.9	\$461.8	-\$20.7
30 Support Facilities: Yard, Shop	\$5.3	\$6.1	\$6.5	\$6.5	\$6.5	-\$0.3
40 Sitework & Special Conditions	\$140.8	\$233.8	\$180.8	\$174.9	\$188.2	\$45.6
50 Systems	\$110.9	\$101.5	\$109.5	\$101.2	\$117.2	-\$15.7
Construction Subtotal (10 - 50)	\$1,228.7	\$1,296.4	\$1,268.5	\$1,246.5	\$1,295.0	\$1.4
60 Row, Land, Improvements	\$119.9	\$110.9	\$101.8	\$101.8	\$111.0	-\$0.1
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2	-\$0.2
80 Professional Services	\$420.7	\$424.6	\$363.8	\$356.4	\$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	\$1,734.3	\$1,704.6	\$1,847.3	\$52.5

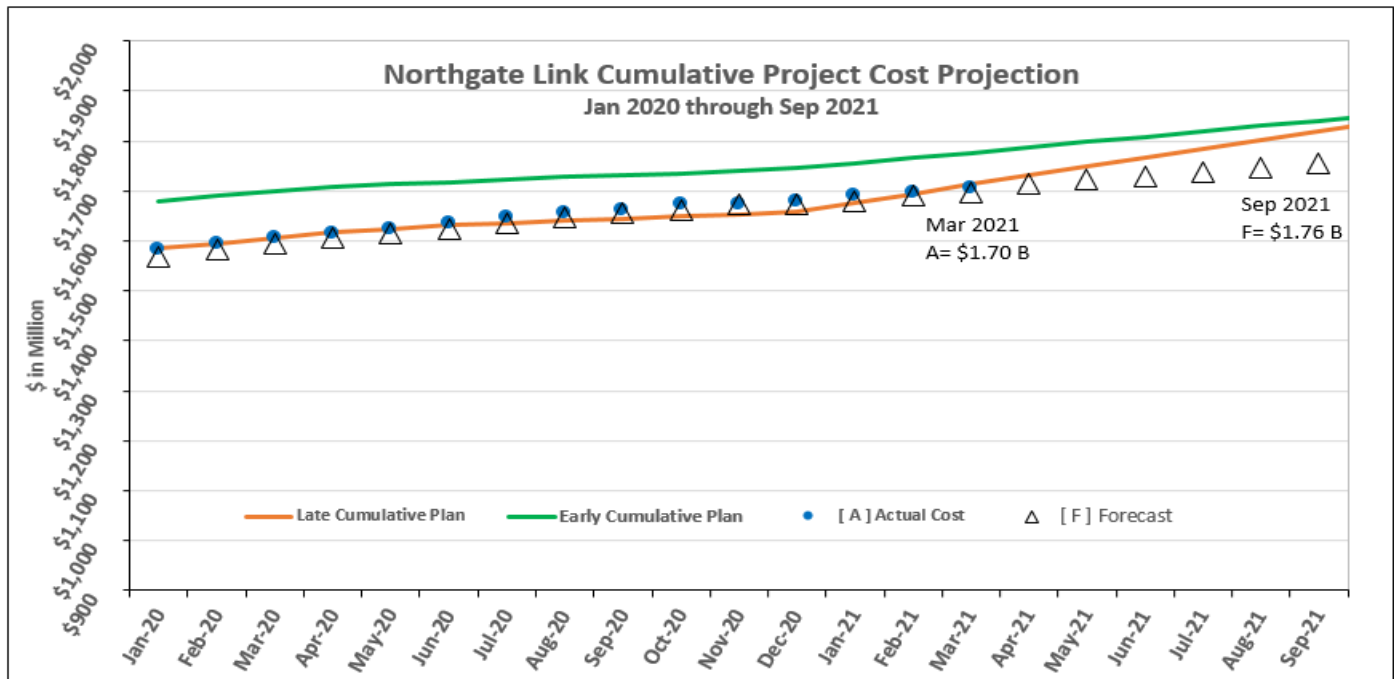
Link Light Rail Northgate Link Extension



Project Cash Flow Projection

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

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



Risk Management

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

- As a result of pandemic conditions related to outbreak of COVID-19, activities on one or more construction projects are impacted.
- If there is a problem during vibration certification testing & analysis, acceptance by UW may be delayed, thereby delaying RSD.
- Damage to installed work could occur post contract package handover, e.g. a follow-on contractor may damage completed work, resulting in a fix being required.
- Electrical distribution system was not fully coordinated throughout the tunnel and the station interface, which resulted in some scope gap. This will result in a potential fix and project wide change for N830 and the civil contracts.
- SCL unable to power up the 100th signaling house within one week of arrival.
- Seattle Department of Construction and Inspections (SDCI, or formerly DPD) or Seattle Fire Department will revise fire and life safety codes, or there may be other issues such as different code interpretations that result in additional ventilation, egress, or mechanical and electrical requirements at stations.
- 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 reduced by \$0.1M due to construction change orders. UAC remained unchanged. 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%	\$72.6	50.9%
Unallocated Contingency	\$98.3	5.2%	\$60.1	42.1%
Total:	\$396.2	20.9%	\$132.7	93.1%

Contingency by Type

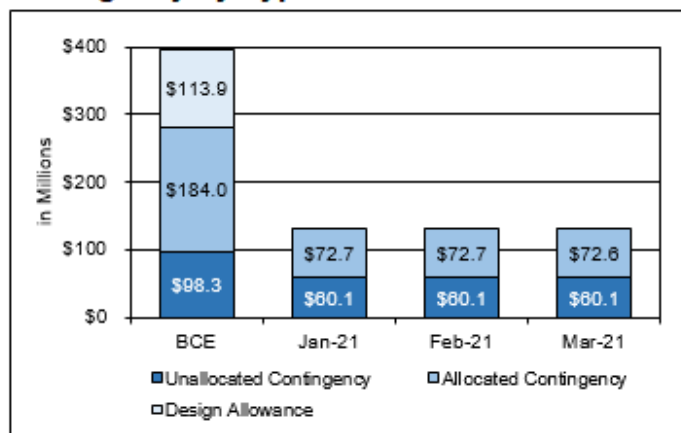
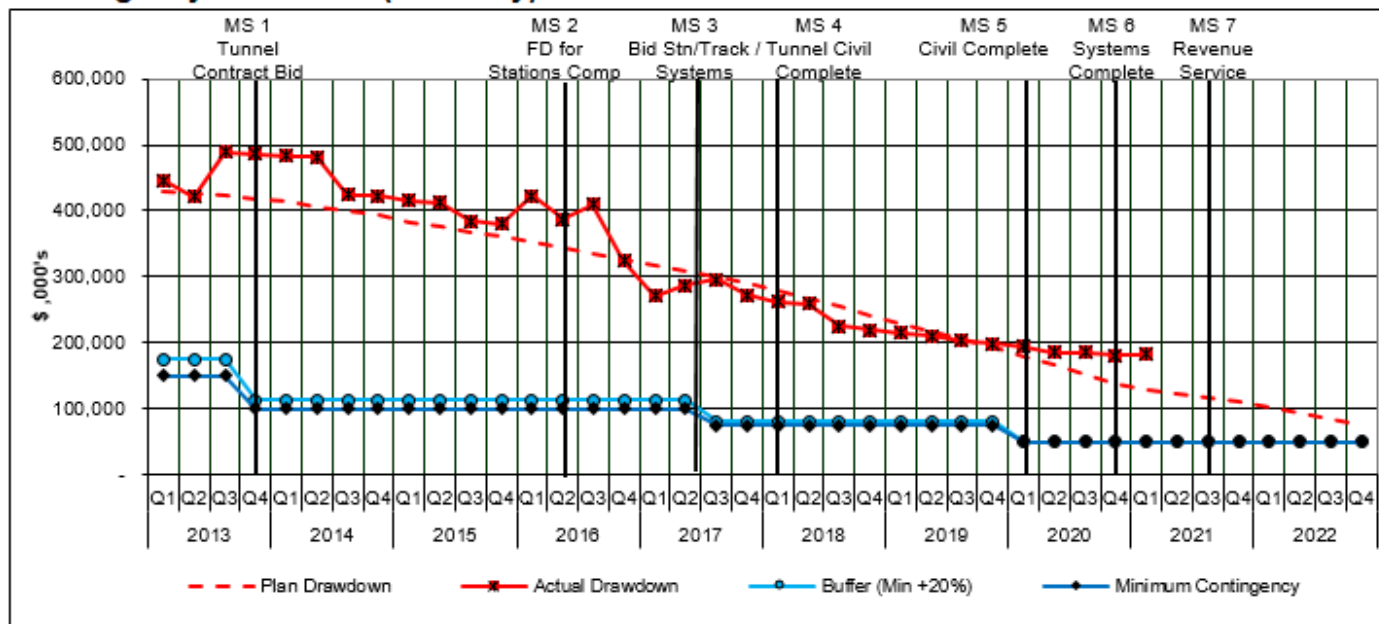


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Link Light Rail Northgate Link Extension



Project Schedule

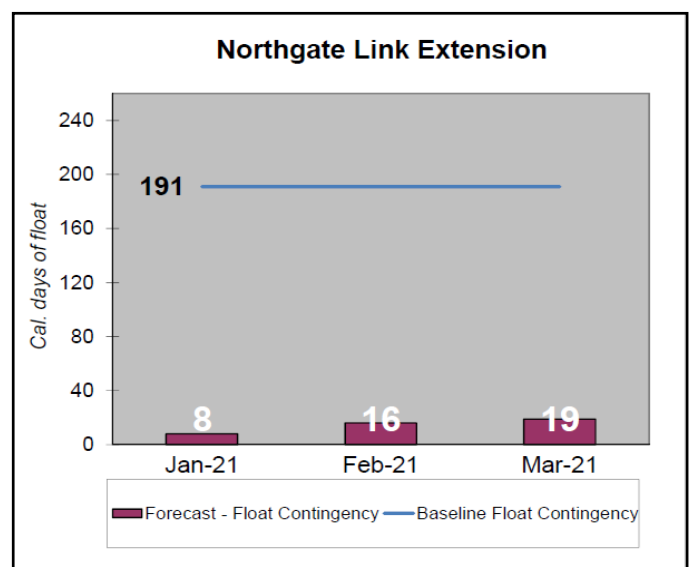
In March 2021, the physical percent complete for all Northgate Link construction contracts is at 98.7% with only a slight increase. This continues in part to be due to the addition of change order work to the schedules, as well as Permanent Power issues. SIT testing is ongoing. The Vibration and EMI pre-certification testing has continued with good results. 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	2022
Northgate Link Extension Master Schedule - V			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Final Design	24-Dec-10 A	12-Nov-21								
Construction	01-Aug-12 A	20-Aug-21								
N105 Advanced Demolition & Site Prep - DBB	04-Aug-14 A	28-Nov-16 A								
N110 Construction Advanced Utility Relocation - DBB	06-Mar-13 A	28-May-13 A								
N111 Advance Utility Relocation, Northgate Area - DBB	17-Feb-14 A	22-Jun-16 A								
N112 Advanced Demolition & Site Prep, U District & Roosevelt - DBB	01-Aug-12 A	31-Aug-13 A								
N113 115kV Relocation at Northgate - DBB	31-May-16 A	21-Feb-17 A								
N125 TBM Tunnels (UW Station to Maple Leaf Portal) - DBB	30-Sep-13 A	26-Feb-18 A								
N140 U District Station Finishes - GC/CM	07-Apr-17 A	01-Jul-20 A								
N150 Roosevelt Station Finishes - GC/CM	02-Dec-16 A	24-Oct-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	20-Aug-21								
Vibration & EMI Testing	04-Aug-17 A	27-May-21								
Testing & Startup	20-Feb-18 A	12-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	12-Nov-21								
Project Close-Out	01-Feb-21 A	06-Sep-21								
Civil Contracts Permit Close-Out	01-Feb-21 A	08-Sep-21								
NLE Rail Activation										
Pre-Revenue Service	12-Jun-21	13-Sep-21								
Pre-Revenue Preparation	12-Jun-21	09-Jul-21								
Pre-Revenue Operations	16-Jul-21	13-Sep-21								
Revenue Service	14-Sep-21	02-Oct-21								
Project Float & Revenue Service	14-Sep-21	02-Oct-21								

Project Float

Project float for the Northgate Link Extension increased to 19 days. The driving factors in this update are changes in the completion of Safety & Security activities that must be completed prior to start of Revenue Service. The ST team and contractor are continuing to look for refinements in the schedules to better measure the volume and duration of the remaining work.

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



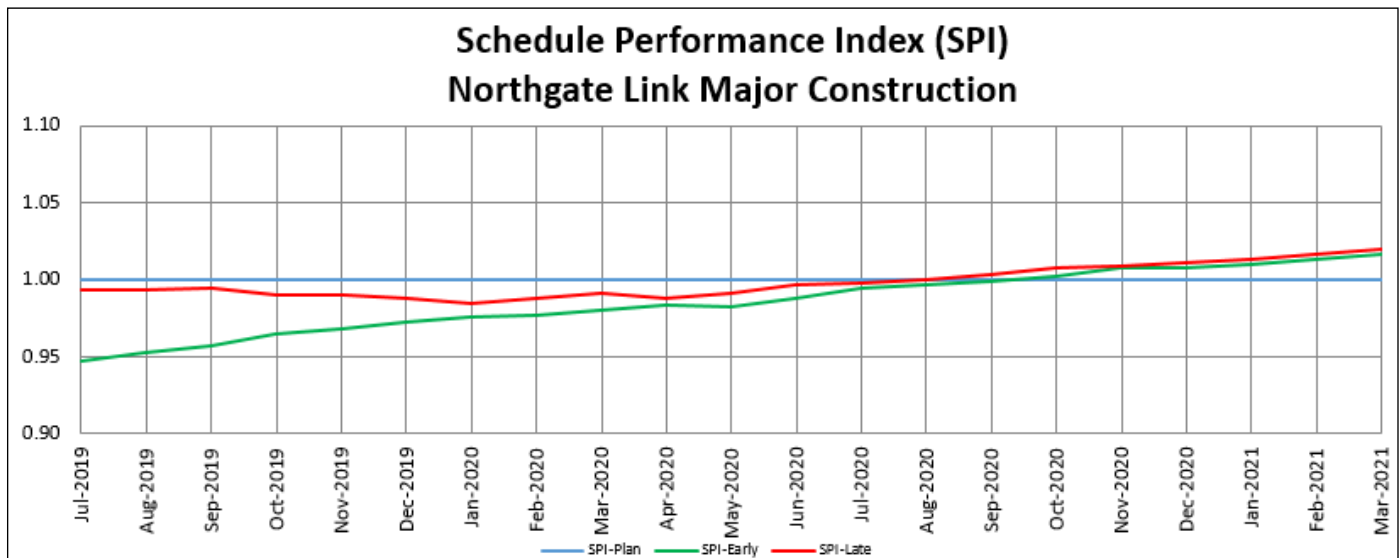
Critical Path Analysis

The critical path for Northgate Link shifted this period from the SIT Testing by the N830 contractor to the completion of Safety and Security activities that are part of the Rail Activation. This is due to adjustment of the completion dates for this work. N830 completion remains a near critical path, with the final As-BUILTs now scheduled to be completed in mid-August. ST is working on delineating the process for submission and acceptance of the Redline drawings, which are needed for Simulated Revenue Service. The project is currently forecasting 19 days of float.

Activity ID	Activity Name	Start	Finish	2021												
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Northgate Link Extension Master Schedule - V1		13-Feb-19 A	12-Nov-21													
Testing & Startup		13-Feb-19 A	12-Nov-21													
Lvl 1 - 3 Testing - Systems Contract		13-Feb-19 A	12-Nov-21													
NLE Rail Activation		29-Jan-21 A	02-Oct-21													
TASK 07 - Safety and Security		29-Jan-21 A	08-Sep-21													
Project Hazard Analysis		29-Jan-21 A	08-Sep-21													
Operational Hazard Analysis (OHA)		29-Jan-21 A	08-Sep-21													
Revenue Service		02-Sep-21	02-Oct-21													
Revenue Service Preparation			09-Sep-21													
Project Float & Revenue Service		02-Oct-21	02-Oct-21													

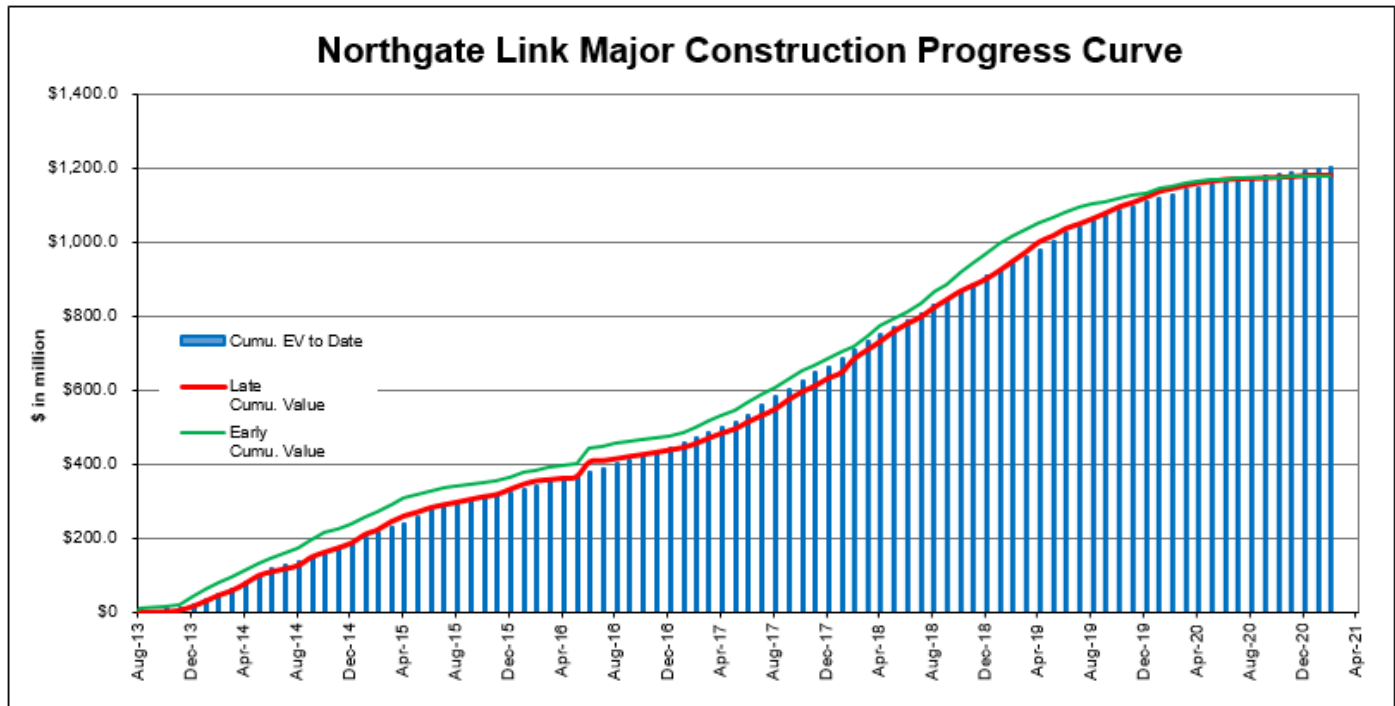
Schedule Performance Index

The early Schedule Performance Index (SPI) for the project remained at 1.02 for this period, and the late SPI remained at 1.02, 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 Outreach

- Responded to emails and phone calls from the public related to Northgate Link opening, testing, future headways and bus connections.
- Attended Northgate Pedestrian Bridge Communications Coordination meeting.
- Presented to Roosevelt Neighborhood Association.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	29	(13)
Consultants	29	34	5
TOTAL	71	63	(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
M2021-19	Funding Agreement with Seattle Department of Transportation and King County Metro for Bus Stop and Crossing Improvements at Roosevelt Station	03/09/21
M2021-18	Easement with the City of Seattle for the Northgate Pedestrian Bridge as part of the Northgate Link Extension	03/09/21

Construction Safety

Data/Measure	March 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	115
Days Away From Work Cases	0	0	6
Total Days Away From Work	0	0	397
First Aid Cases	0	0	187
Reported Near Mishaps	1	1	147
Average Number of Employees on Worksite	33	-	-
Total # of Hours (GC & Subs)	6,090	18,715	5,214,949
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	10.69	4.41
LTI Rate	0.00	0.00	0.23
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		
Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.			

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Major Construction Contract Packages

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

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

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

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

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

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

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

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

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

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



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

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 March:

- Continued punchlist items.
- Completed installation of water barrier fencing around the station for security.
- Continued installation drainage troughs at tunnel egress to control water from the walkway.

Next Period's Activities

- Continue working on punchlist and preventative maintenance.
- Commence commissioning testing on Fire Alarm Control Panel.
- Continue work on change management and close-out documentation.

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	\$ 13,152,613
Current Contract Value	\$172,989,301
Total Actual Cost (Incurred to Date)	\$170,197,877
Percent Complete	99.5%
Authorized Contingency	\$ 15,491,834
Contingency Drawdown	\$ 13,152,613
Contingency Index	1.2

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 March:

- Continued preventative maintenance activities
- Continued punchlist items

Next Period's Activities

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

Closely Monitored Issues

- Nothing to report.

Cost Summary

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

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 March include:

- Contractor achieved partial Substantial Completion of major contract work on December 18th. Areas NOT ready for Substantial Completion were identified for remaining inspections.
- Continued work at Main Station - Punchlist corrections, continued with expansion joint rework at Elevator 1 and 3, work on Non Confirmation Reports (NCR's), landscaping cleanup.
- Continued work at Garage - Injecting sump room and fire valve room with hydrophilic grout.

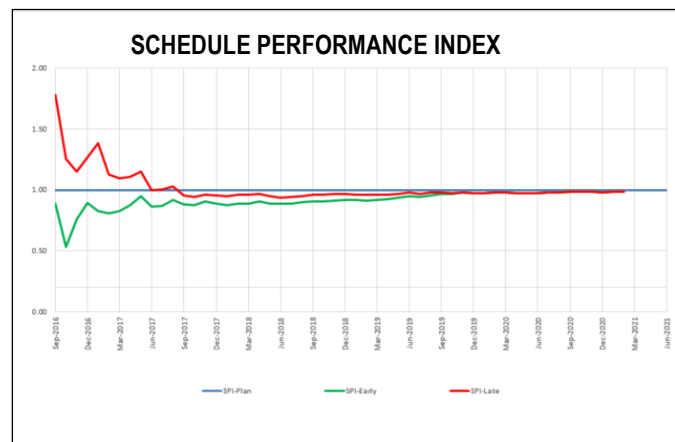
Schedule Summary

The project schedule update for March was received in mid-April and is currently under review. Overall progress for the contract is 98.2%, unchanged as progress was offset by additional change orders input to the schedule. Permanent power at both the station and MLP remain outstanding, with resolution expected in April. The majority of outstanding punchlist items are expected to be complete in late April / early May.

Activity Name	OD	RD	Start	Finish																								
					2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017	2017
N160 - Northgate Station Finishes	1194	27	01-Sep-16 A	07-May-21																								
1.00 - General Requirements	1087	0	01-Sep-16 A	18-Dec-20 A																								
1.10 - Project Start-up	0	0	01-Sep-16 A	01-Sep-16 A																								
Contract Award/NTP (See Site Access Dates)	0	0	01-Sep-16 A																									
1.20 - Contractual Milestones	0	0	18-Dec-20 A	18-Dec-20 A																								
Absher Contract Milestones	0	0	18-Dec-20 A	18-Dec-20 A																								
MS08 - Substantial Completion [Site Access+1201d; 1	0	0		18-Dec-20 A																								
2.00 - Procurement	791	14	02-Sep-16 A	20-Apr-21																								
3.00 - Preparatory Work	861	12	17-Oct-16 A	16-Apr-21																								
4.00 - Earthwork & Utilities	874	14	04-Jan-17 A	20-Apr-21																								
5.00 - Guideway (inc. Station Unit)	1108	25	03-Jan-17 A	05-May-21																								
6.00 - Station Finishes	908	27	27-Mar-18 A	07-May-21																								
7.00 - Garage	790	0	27-Jun-17 A	30-Nov-20 A																								
8.00 - At-Grade Restoration	927	25	22-Sep-17 A	05-May-21																								
9.00 - Transition to Operations	5	0	14-Jan-19 A	22-Jan-19 A																								
10.00 - Project Close-out	312	17	13-Feb-20 A	23-Apr-21																								

Schedule Performance Index

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



Link Light Rail Northgate Link Extension

Next Period's Activities

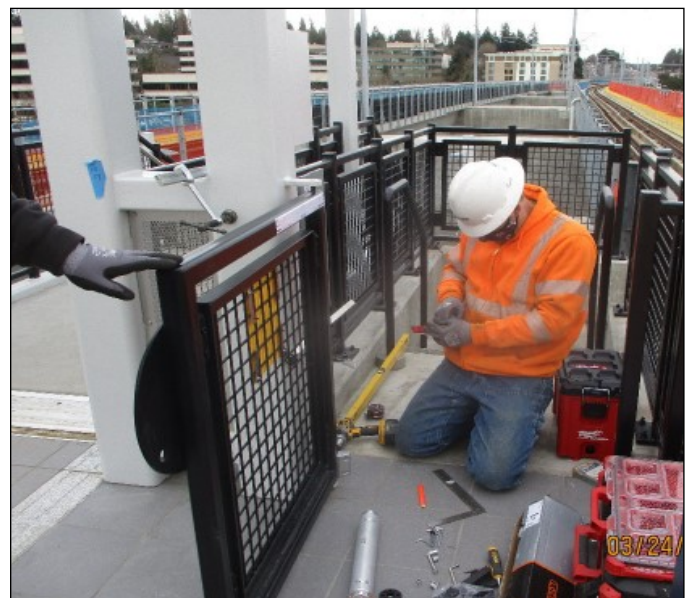
- Continue punch list and NCR work.
- Resolving conflicts with N830.
- Additional bird netting to be added under Stair 6.
- CMC to walk landscaping with ST for Acceptance.
- MLP South - Removal of temporary concrete pad where tunnel fan power had been installed.
- Systems/Areas requests for acceptance includes fire suppression, fall protection, escalators, elevators, plumbing/mechanical work & landscaping.
- Continue on Contract Interface/Third Party Coordination.

Closely Monitored Issues

- Schedule : Recap of Master Punch List (MPL) items through 03/25/21 indicated that Contractor had responded to 96% of total, while CMC/EOR have approved 83%.
- Quality : Major concerns of NCRs 21-024 to 21-027 issued.
- SDOT and SCL - Coordination of L2 and L9 light pole relocation work.
- SDOT and KCM - new signal activation prior to start of Revenue Service.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 16,564,092
Current Contract Value	\$ 190,564,092
Total Actual Cost (Incurred to Date)	\$ 187,286,668
Percent Complete	98.2%
Authorized Contingency	\$ 17,400,000
Contingency Drawdown	\$ 16,564,092
Contingency Index	1.0



*Station Platform:
Installing door intrusion devices on emergency stair gate.*

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Link Light Rail Northgate Link Extension

Contract N180 – Trackwork UWS to Northgate Station

Current Progress

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

Next Period's Activities

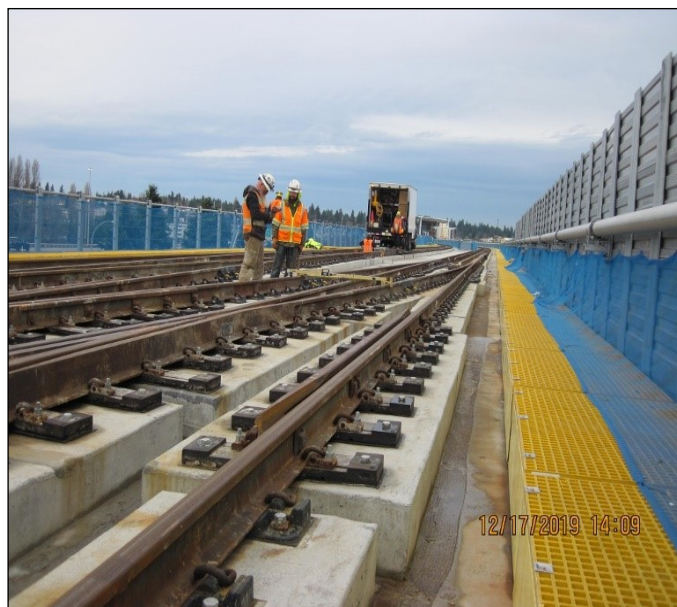
- Continue with the Final Acceptance process in progress to fully meet the conditions of GC Article 9.08.A.(iii)
- Certification of the final invoice, process and payment to commence after the process stated above is completed.

Closely Monitored Issues

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

Cost Summary

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



Closeout activities continue

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 performed testing at U District Station (UDS).
- Installed communication devices, equipment and preformed testing Public Address system at Roosevelt Station (RVS).
- Installed communication devices, equipment, cable, and preformed testing on communication equipment at Northgate Station (NGS).

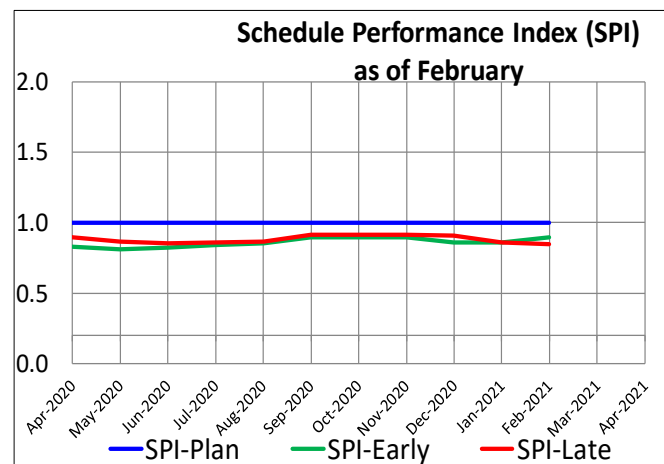
Schedule Summary

The N830 February schedule update forecasts a Substantial Completion date of August 20, 2021. The critical path for the contract continues to be driven by the SIT testing and subsequent production of As-Built drawings. Completion of field work is expected in early June. Work to accurately delineate the final documentation tasks is ongoing. This effort continues to be focused successful completion of the permanent power at Northgate, Integrated Testing, and As-Built.

Activity Name	OD	RD	Start	Finish	017	2018				2019				2020				2021			
						Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
N830 - Northgate Systems Installation	1039	100	12-Jun-17 A	20-Aug-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																		
N830 Project	907	100	20-Dec-17 A	20-Aug-21																	
N830 Construction	907	100	20-Dec-17 A	20-Aug-21																	
N830 Milestones	222	0	11-Jan-21 A	20-Aug-21																	
MS#10 Northgate: Completion of limited NG Systems from I	0	0		11-Jan-21 A																	
MS#05 Northgate: Substantial completion of Northgate Link	0	0		20-Aug-21																	
N830 OCS	577	5	10-Sep-18 A	07-Apr-21																	
N830 Traction Power / Substations Procurement	832	25	20-Dec-17 A	05-May-21																	
N830 Signals	616	1	15-Aug-18 A	01-Apr-21																	
N830 Communications	799	23	10-Feb-18 A	03-May-21																	
N830 Radio	639	1	09-Jul-18 A	01-Apr-21																	
N830 Trunk Fiber	589	0	28-Sep-18 A	28-Jan-21 A																	
N830 Testing and Commissioning	683	51	07-Sep-18 A	11-Jun-21																	

Schedule Performance Index

Performance for February is shown as the March invoice has submitted but not approved.. February SPI-Early is 0.90 (an increase from last period) and the SPI-Late is 0.85 (a decrease from last period). Activities decreased in response to the COVID-19 pandemic. On April 3, 2020, Sound Transit issued a Stop Work order until May 4, 2020, which limited work that was allowed on site.



Next Period's Activities

- Ongoing coordination meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation communication cables/devices and energizing systems at University District Station.
- Ongoing installation of TPSS wiring, cables and conduit. Continue device testing 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)	\$97,937,297
Percent Complete	93.2%
Authorized Contingency	\$7,233,022
Contingency Drawdown	\$3,425,587
Contingency Index	1.96

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



Camera installation at Northgate Station.

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Link Light Rail Lynnwood Link Extension

Project Summary

Scope

Limits North Seattle to Shoreline, Mountlake

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.

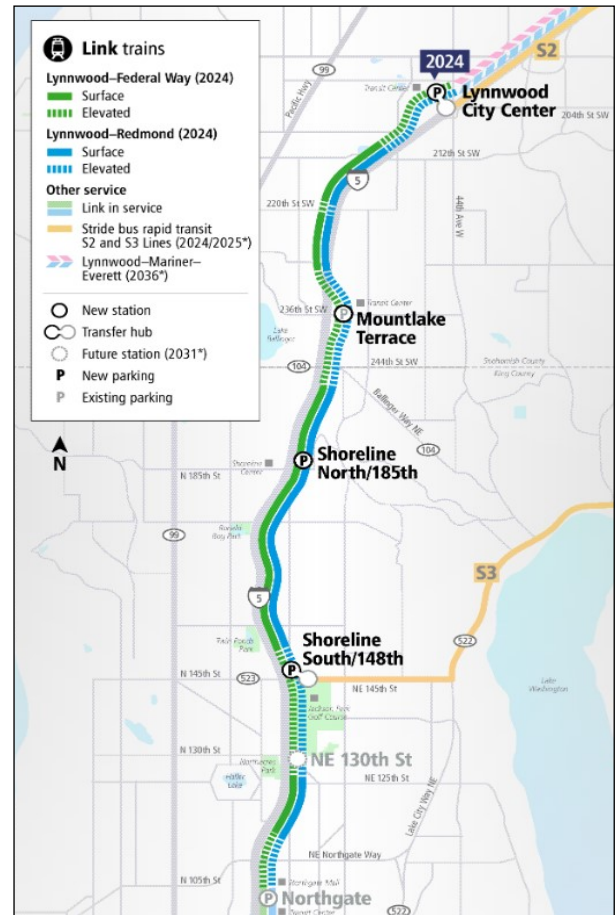
Stations Shoreline South/148th
Shoreline North/185th
Mountlake Terrace
Lynnwood City Center

Systems Signals, traction power, communications,

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, in addition to continued wall construction work on both civil contracts.
- Continued construction of the Shoreline South / 148th station and parking garage, reaching 4th level deck of the garage with concrete deck placement (L200).
- Continued construction of the Shoreline North / 185th station and parking garage with placement of concrete walls, columns, and slabs (L200).
- Continued construction of the ancillary support buildings for the Mountlake Terrace station (L300).
- Opened the temporary parking lot located at 59th Place to replace the Mountlake Terrace surface lot during construction of the Mountlake Terrace station (L300).
- Continued construction of the Lynnwood City Center station and parking garage with track slabs, concrete garage footings, and column placement (L300).
- Continued formwork and rebar placement for the long span overcrossing structure over I-5 (L300).
- Continued rail delivery and welding on the L200 contract.
- 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 March 2021, \$43.4 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	\$46.3	\$46.1	\$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	\$129.6	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$110.8	\$54.3	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$11.5	\$10.1	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,899.2	\$716.0	\$2,094.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$229.7	\$183.4	\$168.9	\$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	\$2,432.2	\$1,164.1	\$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	\$681.2	\$225.4	\$795.0	\$207.2
20 Stations	\$333.8	\$333.8	\$411.6	\$127.2	\$431.6	-\$97.8
30 Support Facilities	\$2.0	\$2.0	\$0.0	\$0.0	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$601.7	\$341.2	\$560.4	-\$134.3
50 Systems	\$244.4	\$244.4	\$194.4	\$17.1	\$219.6	\$24.8
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,889.0	\$710.8	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$229.7	\$183.4	\$168.9	\$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	\$359.8	\$284.3	\$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	\$2,432.2	\$1,164.1	\$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.

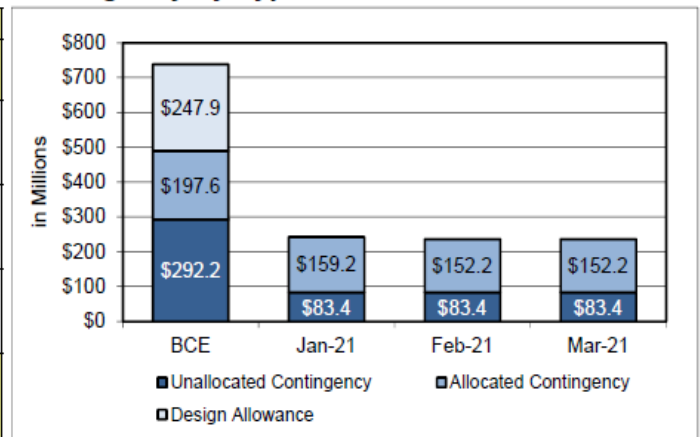
During the current period, Allocated Contingency increased by a net amount of \$41k for Construction and 3rd Party phase change orders.

Contingency Status

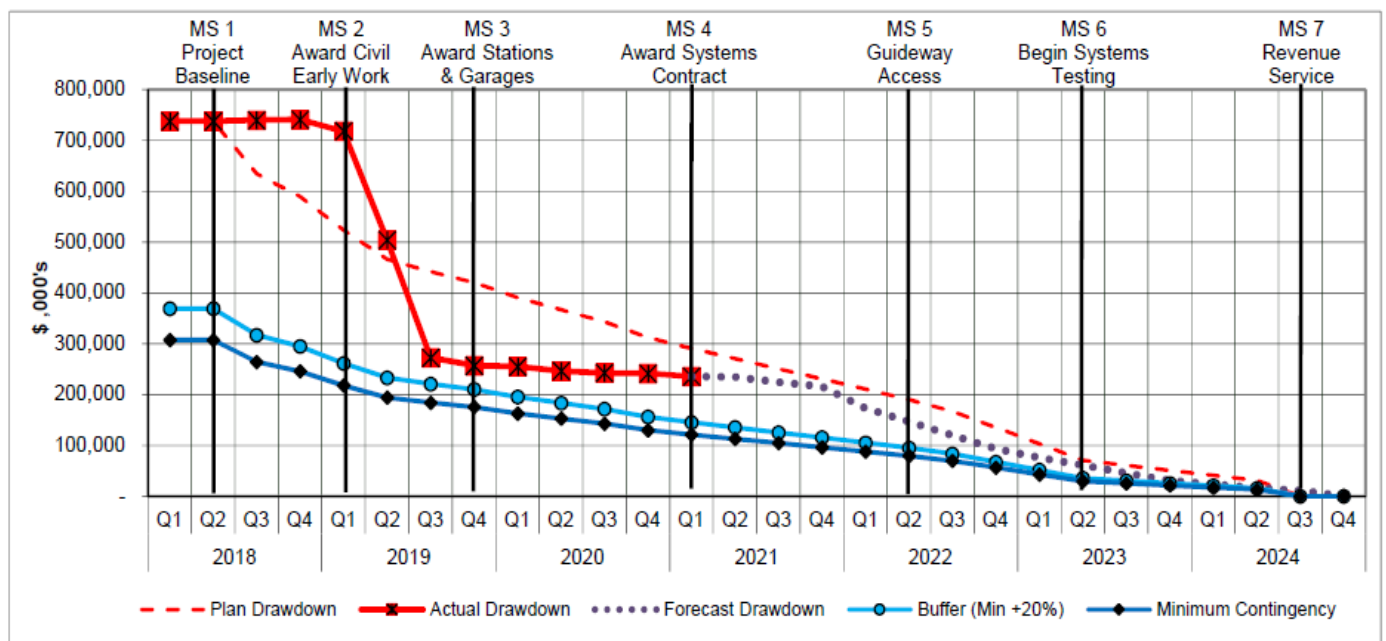
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$247.9	8.9%	\$0.0	0.0%
Allocated Contingency	\$197.6	7.1%	\$152.2	9.5%
Unallocated Contingency	\$292.2	10.5%	\$83.4	5.2%
Total:	\$737.7	26.6%	\$235.6	14.7%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Risk Management

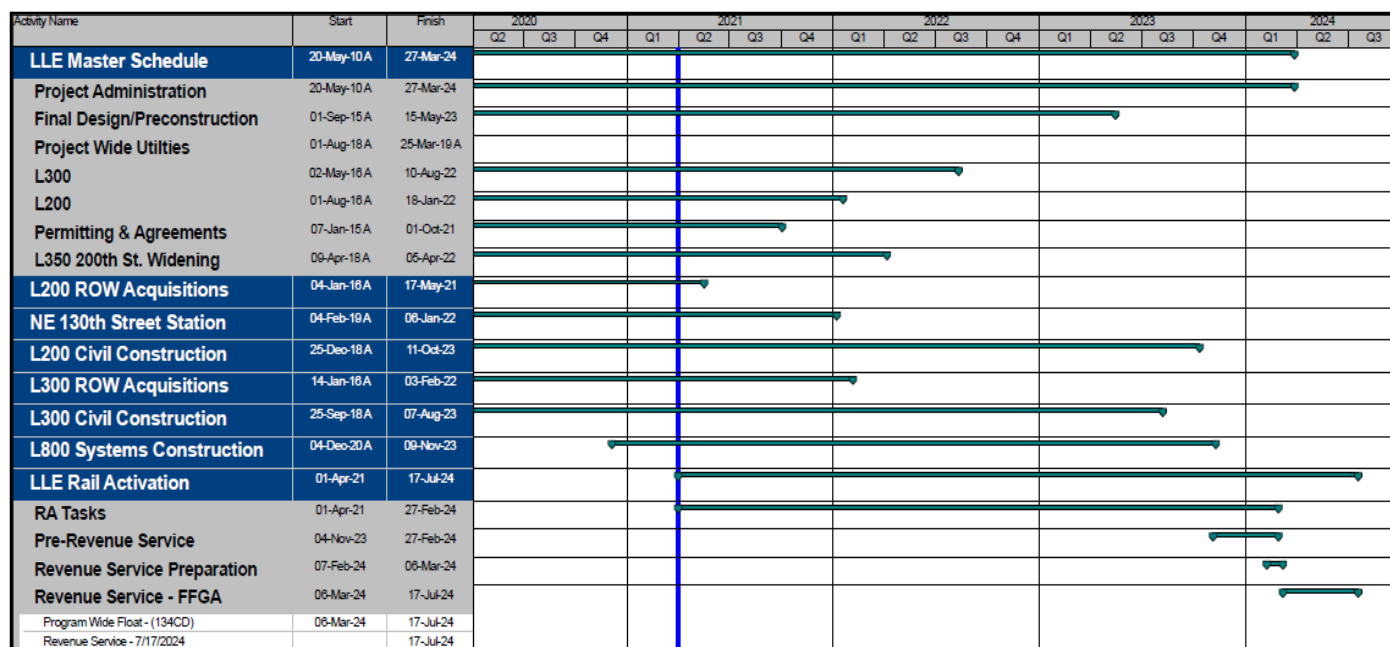
The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility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

The following are the top project risks:

- Availability of adequate electrical power from Seattle City Light for the Shoreline South / 148th station, garage, and nearby Traction Power Substation (TPSS) in time to support testing in Q1 2022.
- Maintaining positive relationships with GC/CM contractors and culture of collaboration for each contract.
- Adequacy and consistency of design documents for the civil contracts.
- Safety implications associated with increased night work and elevated work as girders are placed and I-5 overcrossing work continues.
- Tight budget, limited contingency, and changes during construction that impact cost and schedule.
- Quality of critical path schedule submittals from the L200 contractor impairs master schedule clarity and reliability.
- Delays in long lead procurement of elevators, escalators, TPSS units, and other key material/equipment/resources.
- Coordination of civil/systems interface and potential for civil construction delays to systems construction and vice versa.

Project Schedule

The March update maintains the July 2024 revenue service date. Program-wide float is at 134 days, driven by logic and sequencing in the L200 schedule. The driving path of the program is construction of the Shoreline South/148th station. The L300 contractor has experienced some slippage in their guideway handover milestones, but it has not impacted the project critical path. The L800 baseline schedule has been accepted and the first update, through March, has been submitted and is under review.



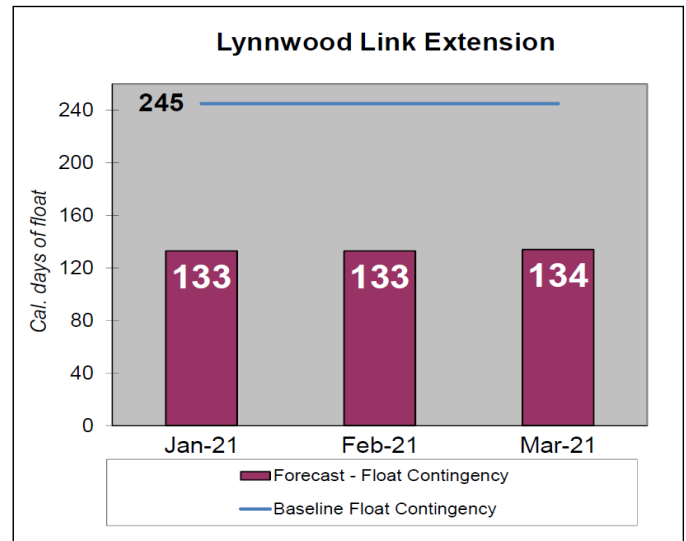
Link Light Rail Lynnwood Link Extension



Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 134 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float has remained steady this period, ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work.

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



Critical Path Analysis

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

Activity ID	Activity Name	Start	Finish	2021			2022			2023			2024		
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q3
L200 Civil Construction		04-Jan-21A	11-Apr-23												
Project Wide		04-Jan-21A	11-Apr-23												
Milestones		28-Mar-23	11-Apr-23												
Submittals		04-Jan-21A	25-Jun-21												
Procurement		21-Jun-21	18-May-22												
Punchlist & Commissioning		14-Feb-23	27-Mar-23												
WZ-1 Elevated (1437+00 to 1458+63)		25-Jun-21	07-Jul-21												
Excavation		25-Jun-21	07-Jul-21												
WZ-3 Elevated (1492+45 to 1559+17)		10-Jun-21	24-Jun-21												
Aerial Structures		10-Jun-21	24-Jun-21												
WZ-4 145th Station & Garage		03-May-21	13-Feb-23												
Utilities		05-Oct-21	08-Oct-21												
Retaining Walls		30-Jul-21	25-Oct-21												
Stations		03-May-21	13-Feb-23												
L800 Systems Construction		12-Apr-23	30-Oct-23												
Sound Transit L800 90% Engineering / Con		12-Apr-23	30-Oct-23												
L800 Engineering		12-Apr-23	30-Oct-23												
L800 Construction		12-Apr-23	30-Oct-23												
LLE Rail Activation		30-Oct-23	17-Jul-24												
RA Tasks		30-Oct-23	24-Nov-23												
TASK 00 - Transition To Operations - Project Deliver		30-Oct-23	30-Oct-23												
TASK 07 - Safety and Security		31-Oct-23	24-Nov-23												
Pre-Revenue Service		04-Nov-23	27-Feb-24												
Pre-Revenue Preparation		04-Nov-23	01-Dec-23												
Operator Preparation		30-Nov-23	29-Dec-23												
Simulated Revenue Service/Drills/Upsets		30-Dec-23	27-Feb-24												
Revenue Service Preparation		07-Feb-24	08-Mar-24												
Revenue Service - FFGA		08-Mar-24	17-Jul-24												

Community Engagement

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

- Night work including: traffic shifts on NE 155th Street near the fire station between 1st Ave NE to 2nd Ave NE.
- Off-ramp closures, including: closures of the NE 107th, NE 130th, and NE 145th off-ramps from I-5.
- Closures of: 1st Ave Closure, NE 103rd Street, NE Northgate Way, NE 112th to NE 113th, and NE 159th Street in Seattle.
- Full closures of NE 145th Street and NE 189th Street in Shoreline.
- 59th Place Bus Loop and Park & Ride Lot opening.
- 236th St SW eastbound closure in Mountlake Terrace.
- Night closure of off-ramp to westbound SR 104 and off-ramp to eastbound SR 104 at the King-Snohomish County line.

Community Engagement staff also coordinated pre-construction home inspections, temporary construction easement closeouts, installed signage for the new bus loop at the Mountlake Terrace Transit Center and coordinated a response to an Aldercrest staging yard inquiry.

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	783	738	387	381
<i>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. Number of relocations exclude moves that are personal property only. *Total number of parcels available for construction = 322.</i>					

Sound Transit Board Actions

Board Action	Description	Date
M2021-17	Authorizes the CEO to execute a betterment agreement with the City of Shoreline to reimburse Sound Transit in the amount of \$703,640, including administrative costs and contingency, to construct a retaining wall.	03/25/2021
M2021-16	Authorizes the CEO to increase the contract contingency for the L200 construction contract with Stacy and Witbeck, Inc. / Kiewit Infrastructure West Co. / Hoffman Construction Company of Washington, a Joint Venture (SKH) to allow for the implementation of a betterment with the City of Shoreline, in the amount of \$649,000.	03/25/2021

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	36.0	(6.5)
Consultants	89.0	99.0	10.0
TOTAL	131.5	135.0	3.5

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

Construction Safety

Data/Measure	Mar. 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	2	6	20
Days Away From Work Cases	1	2	3
Total Days Away From Work	5	25	60
First Aid Cases	7	14	52
Reported Near Mishaps	9	15	36
Average Number of Employees on Worksite	643	-	-
Total # of Hours (GC & Subs)	121,115	351,523	1,463,318
OSHA Incident Rates	Mar. 2021	Year to Date	Project to Date
Recordable Injury Rate	3.3	3.4	2.7
LTI Rate	1.7	1.1	0.4
Recordable National Average	2.8		
LTI National Average	1.1		
Recordable WA State Average	5.7		
LTI WA State Average	2.0		

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 on site as follows:

- Continued MSE wall erection.
- Continued installation of curbs and end diaphragms.
- Concrete placement for abutment E footings and back wall.
- Continued 185th station plumbing/electrical rough-in and sound wall footings.

Schedule Summary

The March update continues to forecast an August 26, 2023 substantial completion date, 28 days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path is driven by construction of the elevated guideway and 148th St. Station.

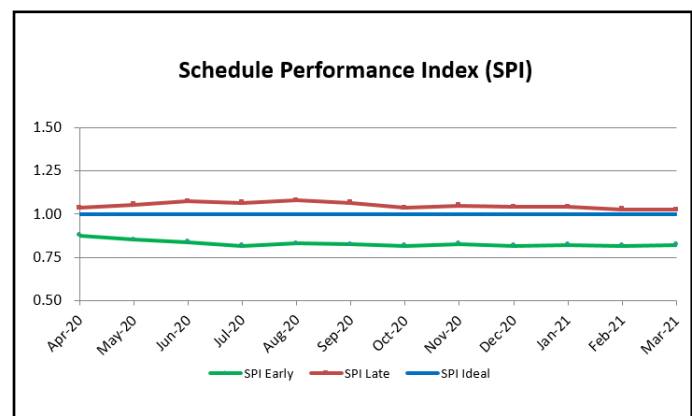
Activity Name	Start	Finish	2021			2022				2023			
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L200 Civil Construction	25-Dec-18A	11-Oct-23											
Project Wide	25-Dec-18A	11-Oct-23											
Stations & Garages	20-Mar-20A	30-Dec-20A											
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19A	31-Oct-22											
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19A	18-Nov-22											
WZ-3 Elevated Seattle (1492+45 to 1542+75)	23-Mar-19A	07-Jun-23											
WZ-3 Elevated Shoreline (1542+75 to 1559+17)	26-Mar-19A	11-Aug-23											
WZ-4 145th Station & Garage	08-Apr-19A	14-Jul-23											
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19A	11-Aug-23											
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19A	13-Jul-22											
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19A	11-Aug-23											
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19A	24-Jan-23											
WZ-9 At Grade - Cut (1631+25 to 1667+50)	15-Apr-19A	11-Aug-23											
WZ-10 185th Station & Garage	15-Apr-19A	17-Feb-23											
WZ-11 At Grade (1667+50 to 1694+01)	08-Apr-19A	11-Aug-23											

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).

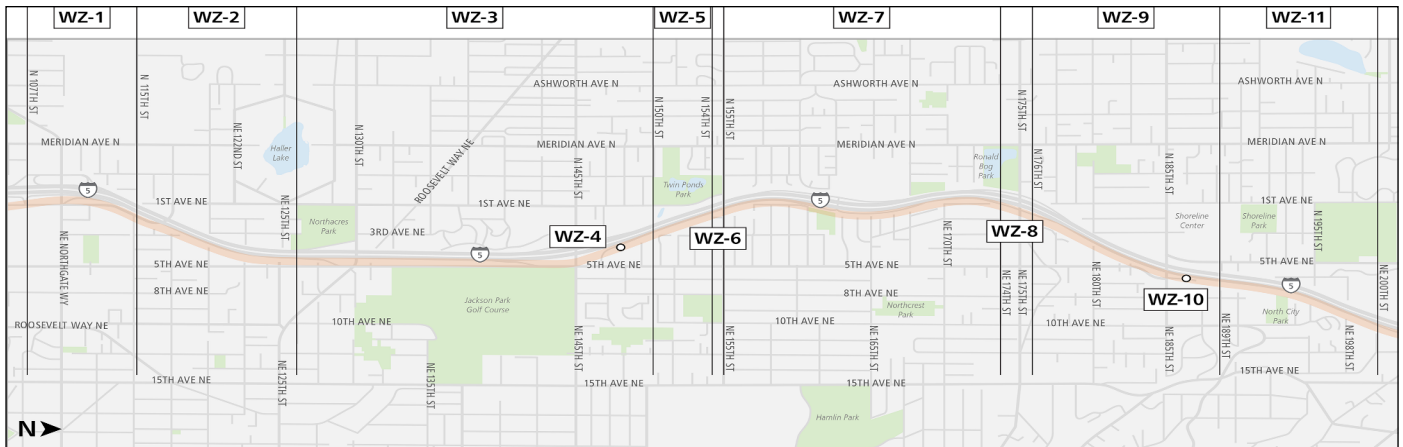
Late SPI represents progress against a more conservative schedule (late dates). This period, the late SPI is 1.02 (down from 1.03 last period).

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



Link Light Rail Lynnwood Link Extension

Work Zone Overview



Next Period Activities:

- Continue concrete placement of deck spans and curbs.
- Continue transition zones and column caps installation.
- Finish concrete placement of 148th garage deck, walls and columns for 4th and 5th levels.
- Complete abutment concrete placement.
- Begin 185th garage slab on grade as well as concrete placement of elevator footings and walls.

Closely Monitored Issues:

- Monitoring impacts of COVID-19.
- Monitoring timing of receipt of all permits necessary for construction.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$762,828,789
Current Contract Value	\$850,976,047
Total Actual Cost (Incurred to Date)	\$373,949,345
Percent Complete	43.0%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$10,977,783
Contingency Index	1.7



148th station girder span 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 59th Place temporary Mountlake Terrace Park & Ride.
- Continued formwork and reinforcing for the I-5 overcrossing.
- Continued platform decking and track slab concrete placement at the Mountlake Terrace and Lynnwood stations.
- Continued with concrete placement for garage footings and columns at the Lynnwood City Center garage.
- Continued mass excavation along I-5 near 212th Street.
- Ongoing soil nail and cast-in-place wall construction.

Schedule Summary

Skanska's March update forecasts an early completion of the project with substantial completion on August 6, 2023, nine 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.

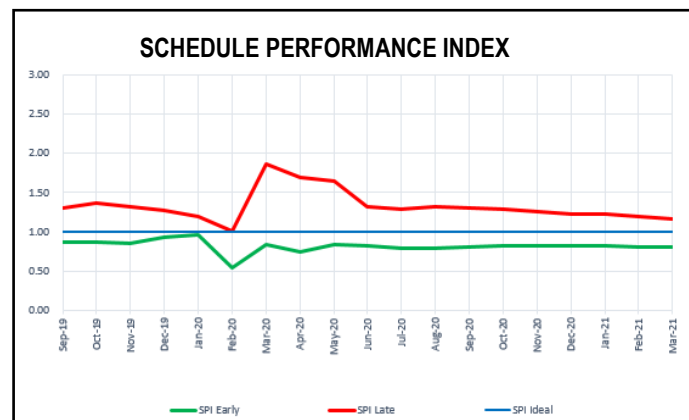
Activity Name	Start	Finish	2021				2022				2023		
			Q2	Q3	Q4		Q1	Q2	Q3	Q4	Q1	Q2	Q3
L300 Civil Construction	25-Sep-18A	07-Aug-23											
L300 Civil Construction	25-Sep-18A	07-Aug-23											
MILESTONES	25-Sep-18A	07-Aug-23											
ROW ACQUISITIONS (PARCELS & TCE'S)	04-Jun-19A	29-Oct-22											
PERMITTING	01-Feb-19A	01-Apr-21											
SUBMITTALS	12-Apr-19A	15-Apr-22											
MATERIAL PROCUREMENT	07-Aug-19A	15-Jun-22											
EARLY WORK	20-Feb-19A	27-Jun-23											
3RD PARTY UTILITIES	22-Jul-19A	14-Apr-21											
CONSTRUCTION	25-Oct-19A	28-Jul-23											
Mobilizations	25-Oct-19A	21-Nov-22											
L200 to 236th St. (Sta. 1634+00 to 1739+00)	17-Dec-19A	21-Nov-22											
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	21-Jan-20A	30-Jan-23											
220th St. to 52nd Ave. (Sta. 1791+00 to 1840+00)	23-Dec-19A	21-Mar-23											
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20A	07-Jul-23											

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.80 (a decrease from 0.81 last period).

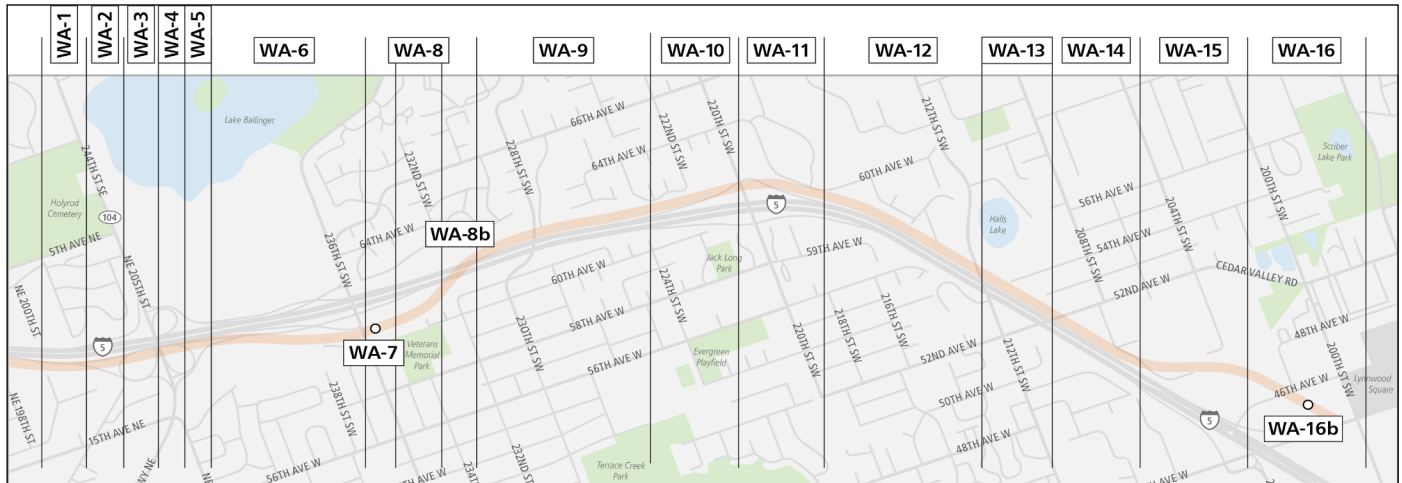
Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.17 (a decrease from 1.19 last period).

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

- Continue decking at all erected girder spans.
- Continue platform decking and track slab concrete placements at the Mountlake Terrace and Lynnwood stations.
- Continue Lynnwood City Center parking garage work.
- Ongoing mass excavation along I-5 near 212th Street SW.
- Ongoing soil nail and cast-in-place wall construction.
- Commence wall repair along I-5 near 228th Street SW.

Closely Monitored Issues

- Monitoring work-site safety and culture.
- Monitoring impacts of COVID-19.
- Quality control and assurance of work performed.
- Potential unsuitable soil conditions at wall foundations.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$790,500,152
Current Contract Value	\$847,386,783
Total Actual Cost (Incurred to Date)	\$308,913,292
Percent Complete	38.1%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$12,386,783
Contingency Index	1.3



Mountlake Terrace Transit Center.

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

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

- Continued working on engineering submittals and subcontract packages.

Schedule Summary

The L800 March schedule update, the first for this contract, forecasts an on-time contract completion of Sept. 8, 2023. The critical path lies in the signals engineering and construction, and proceeds into the Systems Integrated Tests (SIT). This update shows some delay in submittals, with exception of the TPSS submittals which remain on schedule. Within the project integrated master schedule, the completion of the systems work is pushed to Oct. 20, 2023, driven by handovers from the L200 contractor.

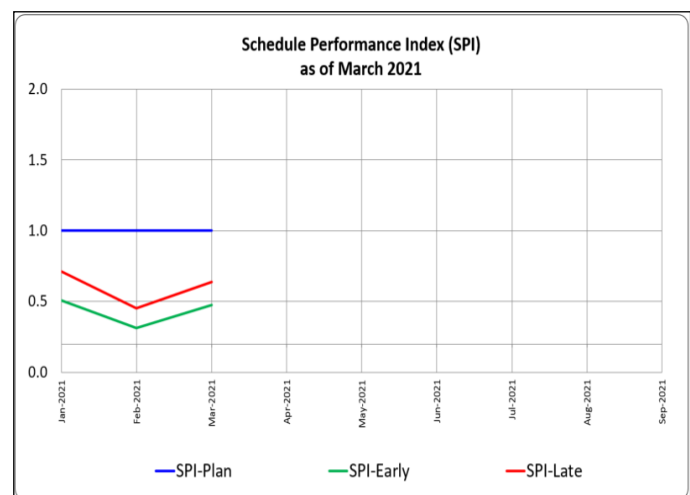
Activity Name	Start	Finish	2021				2022				2023			
			Q2	Q3	Q4		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L800 Systems Construction	04-Dec-20 A	09-Nov-23												
L800 Systems Construction	04-Dec-20 A	09-Nov-23												
Sound Transit L800 90% Engin	04-Dec-20 A	09-Nov-23												
L800 Engineering	04-Dec-20 A	30-Oct-23												
L800 Milestones	04-Dec-20 A	30-Oct-23												
L800 Submittals	04-Dec-20 A	11-Oct-23												
L800 OCS	01-Jun-21	11-Oct-23												
L800 Traction Power/Substations	04-Dec-20 A	31-Aug-23												
L800 Signals	07-Dec-20 A	10-Sep-23												
L800 Communications	01-Feb-21 A	12-Sep-23												
L800 SCADA	01-Jul-22	16-Jun-23												
L800 Construction	04-Dec-20 A	09-Nov-23												
L800 OCS	01-Feb-21 A	07-Jun-23												
L800 Traction Power / Substations	04-Dec-20 A	25-May-23												
L800 Signals	04-Dec-20 A	17-Jul-23												
L800 Communications	04-Dec-20 A	19-Jun-23												
L800 SCADA	01-Apr-21	28-Jun-23												
L800 Testing and Commissioning	13-Jun-22	09-Nov-23												

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.48

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.64.

The SPI trends indicate progress is trending behind the optimistic and conservative schedule dates.



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.

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as TPSS units and Signal Houses.
- Monitoring the completion of civil package work for any potential delays to hand over to system contractor.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$0
Current Contract Value	\$148,000,000
Total Actual Cost (Incurred to Date)	\$2,642,640
Percent Complete	4.6%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$0
Contingency Index	N/A



Representative Traction Power Substation (TPSS) Unit.

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Link Light Rail NE 130th St Infill Station



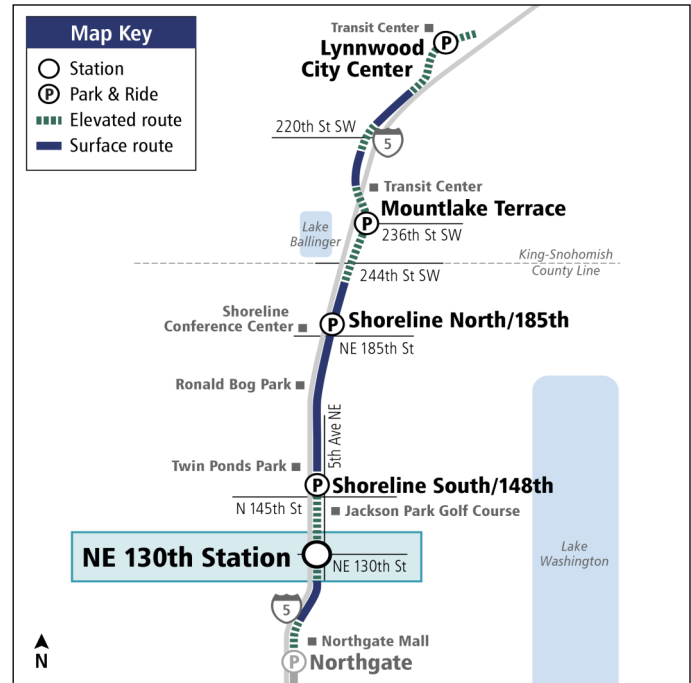
Project Summary

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. Advanced D3 package to 90% submittal.
- Reviewing 90% contractor estimate and independent cost estimate for D2 package.
- Continued falsework removal of completed elements of the C1 construction package (foundation and substructure).
- Began girder erection 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 March 2021, \$1.6M 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	\$1.4	\$1.4	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$7.1	\$5.2	\$10.8	\$0.0
Construction Services	\$2.1	\$1.6	\$0.7	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.7	\$0.1	\$0.9	\$0.0
Construction	\$8.5	\$5.4	\$2.5	\$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	\$12.5	\$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 developing risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks. It is Sound Transit's responsibility to continuously monitor project status and associated risks.

The following are the top project risks identified:

- May need to replace escalator with exit stairs per SDCI occupancy requirements.
- 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-19 A	06-Jan-22									
NE 130th Street Station	04-Feb-19 A	06-Jan-22									
Preliminary Design	04-Feb-19 A	14-Nov-19 A									
Project Milestones	04-Feb-19 A	27-Sep-19 A									
Project Mgmt	04-Feb-19 A	25-Oct-19 A									
Prelim. Design	04-Feb-19 A	14-Nov-19 A									
Final Design	30-Sep-19 A	15-Nov-21									
Civil FD	30-Sep-19 A	08-Sep-21									
Systems Final Design	30-Mar-20 A	15-Nov-21									
Permitting	16-Mar-20 A	06-Jan-22									
Seattle Design Commission	16-Mar-20 A	06-Apr-21									
Development Permits	28-Sep-20 A	06-Jan-22									
WSDOT Permits	20-Apr-20 A	30-Aug-21									
Estimating/Negotiations/An	23-Dec-19 A	06-Jan-22									
Estimating & Negotiations	23-Dec-19 A	06-Jan-22									
Estimate & Negotiations - Guideway	23-Dec-19 A	27-Mar-20 A									
Contract Amendment - Guideway	30-Mar-20 A	28-May-20 A									
Estimate & Negotiations - Station PI	29-Jun-21	03-Jan-22									
Estimate & Negotiations - Station Fi	09-Sep-21	06-Jan-22									

Community Engagement

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

- Sending an email update summary for Online Open house & survey.
- Adding subscribers to email list.
- Answering public email inquiries about the station.

Staffing Summary

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

The YTD Actual FTE Monthly Average through the end of March 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	31.0	11.5
TOTAL	24.0	35.0	11.0
* 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.	



Temporary walkway installation & girder placement

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)	\$4,764,910
Financial Percent Complete	80%
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)	\$380,119
Financial Percent Complete	34%
Authorized Contingency	\$110,310
Contingency Drawdown	\$0
Contingency Index	N/A

Construction Overview

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

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	\$5,000,000
Change Order Value	\$0
Current Contract Value	\$5,000,000
Total Actual Cost (Incurred to Date)	\$2,439,928
Percent Complete	49%
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 March were \$254.44K, for ST staff charges and two quarterly payments for the MI Transportation Mitigation Agreement. 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	\$2.5	\$2.5	\$2.8	\$0.0
Preliminary Engineering	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$0.0
Final Design	\$22.1	\$19.4	\$18.7	\$18.4	\$19.4	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$198.3	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.9	\$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	\$177.5	\$183.9	\$0.0
80 Professional Services	\$26.3	\$23.6	\$22.7	\$22.4	\$23.6	\$0.0
90 Unallocated Contingency	\$18.7	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.6	\$207.6	\$0.0

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

Cost Contingency Management

In the table below, the Allocated Contingency includes WSDOT-controlled construction contingency and total ST controlled allocated contingencies. Most of the remaining Unallocated Contingency (UAC) was de-committed from the Project as the majority of work has been completed; current UAC is just under \$180K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 17.1% 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	14.8%
Unallocated Contingency	\$18.7	8.3%	\$0.2	2.3%
Total	\$35.7	15.8%	\$1.3	17.1%

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):** Progressed east & west head house emergency walkway installation; continue wax tape removal and remediation; advance cathodic protection, electrical commissioning act.
- **Mercer Island (E130):** Ongoing fence & gate installations at TPSS 3; progressed jet fan testing in Mercer Island Tunnel; install pedestrian ramps at east approach; continue final commissioning activities at Mercer Island Station
- **IDS to Mt. Baker Tunnel (E130):** Progressed fire alarm wiring & welding / de-stressing track and continued jet fan testing in Mt. Baker Tunnel; ongoing Judkins Park Station work on plaza electrical and lighting, east head house floor tiling, west head house ticketing area finishes and utility details, and commissioning activities.
- **E320 South Bellevue:** Completed acoustic panel installation for guideway emergency walkways on I-90. Commenced planting trench areas, paved SE 15th St., pour sidewalks at 112th and SE 8th St., and working on Utility punch list along 112th Ave SE.
- **Downtown Bellevue to Spring District (E335):** Completed sidewalk slab and plaza concrete placement, public stair footing, side glazing and curtain wall framing at BDS. Continued installation of overhanging metal panel, plaza level curtain wall, hardware and doors and elevator shaft walls water and air barrier at Wilburton Station.
- **Bel-Red (E340):** Installed fencing around maintenance stair tower on aerial guideway area. Installed irrigation and landscaping, commission electrical installation at the station. Repaired embedded track at NE Spring Blvd.
- **SR520 to Redmond Technology Station (E360):** Installation of site furnishings at the Overlake Village Station (OVS), punchlist and repair work is ongoing. Continue preparation for garage demolition and repair. Completed OVS Pedestrian Bridge art installation. Aerial Guideway duct bank punchlist work is progressing.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication and signaling equipment installations at E130 and E360; setting OCS poles at E130. TPSS delivered and installed at E320.

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 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 \$16.3M, increasing the total expenditure to date from \$2.83B to \$2.85B. Project commitment is approximately \$3.2B with all major construction contracts in place. The pace of construction expenditures has begun to slow down. That said, the major cost predominantly driven from E130; E335 and Systems E750 constructions. Impacts from COVID-19 continue to be assessed as well as ongoing monitoring due to the fluid situation of the pandemic.

Cost Summary by Phase

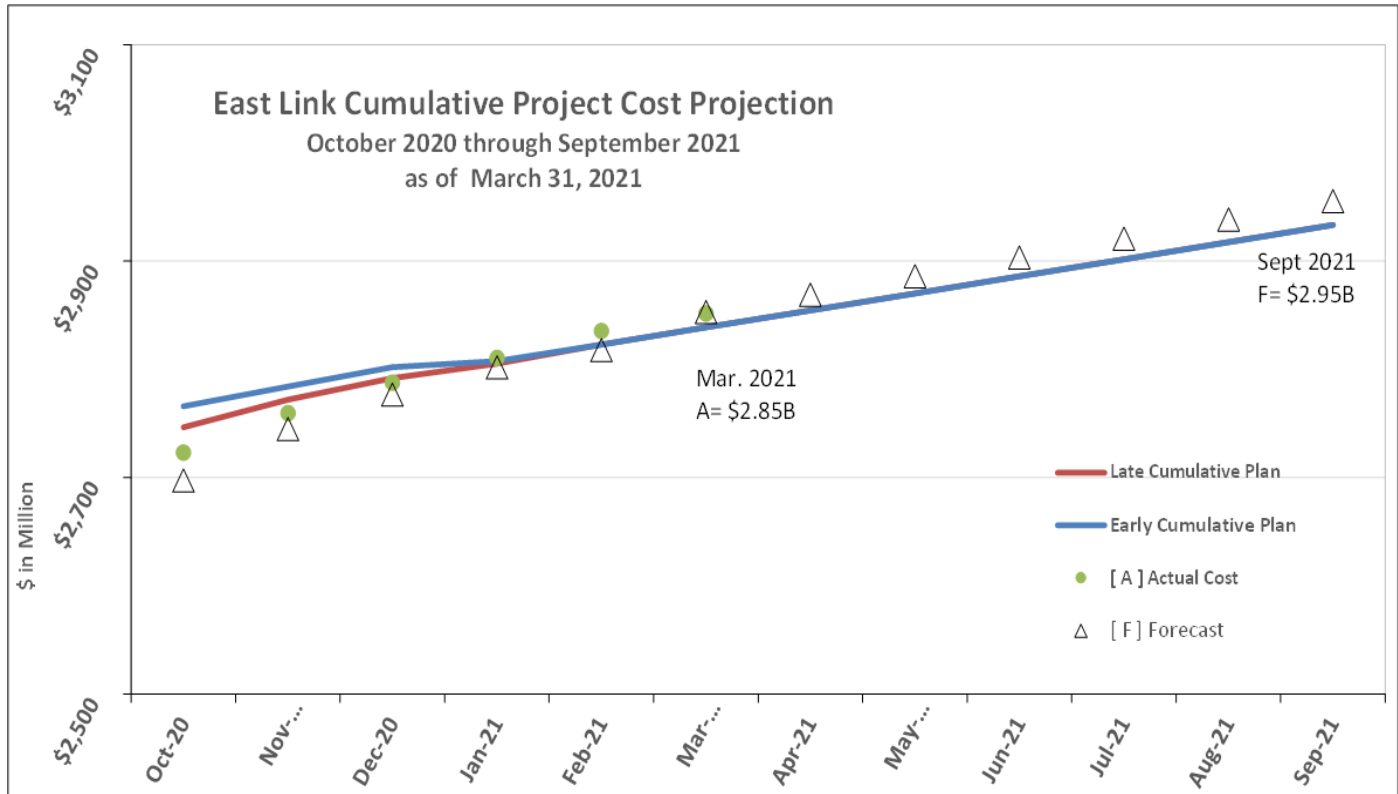
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$105.8	\$105.1	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$248.6	\$235.3	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$196.7	\$167.6	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.3	\$32.6	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,238.7	\$1,978.3	\$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	\$279.0	\$278.2	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,162.0	\$2,851.8	\$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	\$903.8	\$877.1	\$949.3	(\$204.7)
20 Stations	\$397.7	\$478.2	\$452.5	\$410.9	\$478.8	(\$81.1)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$497.7	\$451.3	\$567.9	\$240.6
50 Systems	\$353.8	\$367.9	\$352.0	\$210.2	\$369.9	(\$16.1)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,206.1	\$1,949.5	\$2,366.0	(\$61.4)
60 Row, Land	\$288.5	\$288.5	\$279.0	\$278.2	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.0	\$0.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$676.0	\$624.1	\$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	\$3,162.0	\$2,851.8	\$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 pick up. This period's project to date expenditure topped out at approximately \$16.3M where Construction Phase is responsible for about 68.7% or approximately \$11.2M of March's expenditure. Total project cost incurred to date topped \$2.85B, to which about Construction Phase's share approaches \$2B. The project expenditures continue to pick up and is predicted to rise to approximately \$2.95B by September 2021.



Risk Management

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

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

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

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

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 \$335.8M (previously \$338.5M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA drops in this period from \$1.5M to \$1.3M due to electric service re-contouring. DA is expected to be fully drawn down at the end of the project.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC balance shows a net decrease of approximately \$2.5M due to continued normal construction changes.

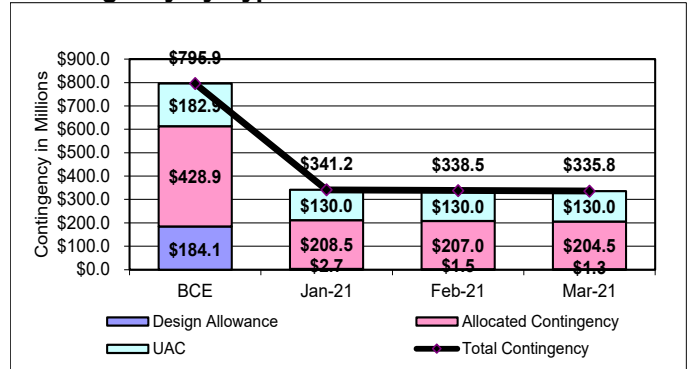
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$1.3	0.2%
Allocated Contingency	\$428.9	11.7%	\$204.5	24.8%
Unallocated Contingency	\$182.9	5.0%	\$130.0	15.8%
Total	\$795.9	21.6%	\$335.8	40.7%

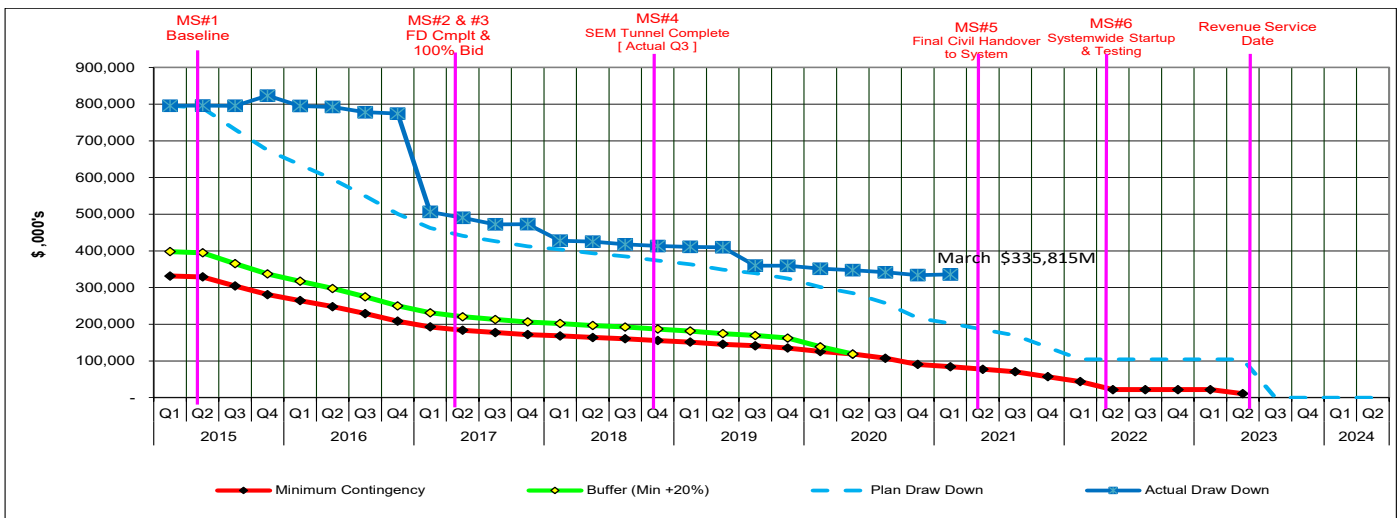
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately \$335.8M (previously \$338.5M) 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 March represented the monthly net decrease \$2.7M due to various construction change orders and a reduction of Design Allowance of \$136K due to a miscellaneous electrical work associated to service connections.



Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below.

E130 continued fire alarm wiring and jet fan testing in Mt. Baker tunnel; finishes and commissioning at Judkins Park Station; jet fan testing in Mercer Island Tunnel and commissioning at the station; wax tape removal.

E320 continued completed acoustic panel installation along aerial guideway; continued finish work and commissioning at the station and parking garage; thermite weld and survey work of track; landscaping.

E330 has achieved final acceptance.

E335 poured sidewalk at E. Main Station; rough-ins at the South Portal Electrical Building; finish work at Bellevue Downtown Station; metal panel installation and canopy electrical rough-in at Wilburton.

E340 landscaping along the aerial guideway, station, and 136th Pl; embedded track repair along Spring Blvd.

E360 continued slope protection for the Sweeper Site; punchlist and repair work on aerial guideway and at OVS; continued RTS garage crack repair; ramp handrails and art louver installation for the OVS pedestrian bridge.

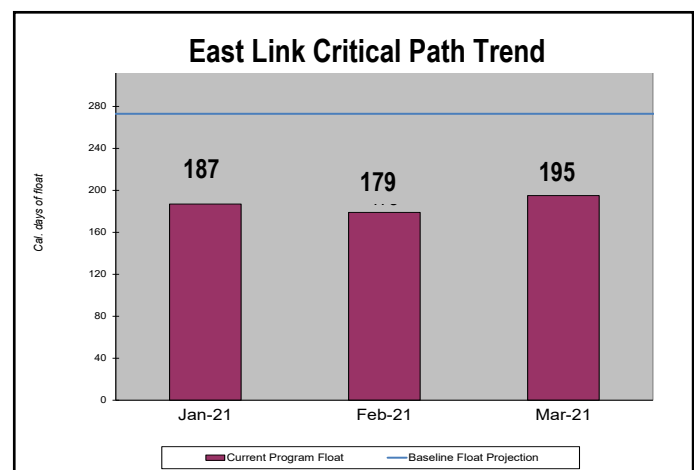
E750 continued installation of communications systems at MIS, S. Bellevue Station and Garage, Wilburton, 120th, 130th, OVS, and RTS; set OCS poles and installed signal equipment and conduit along civil segments; set TPSS-12.

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		
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sound Transit	18-Jan-15 A	30-Jun-23										
Sound Transit 2	18-Jan-15 A	30-Jun-23										
East Corridor	18-Jan-15 A	30-Jun-23										
LRT Extension - East	18-Jan-15 A	30-Jun-23										
East Link	18-Jan-15 A	30-Jun-23										
East Link Construction	18-Jan-15 A	30-Jun-23										
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	19-Feb-22										
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	29-Sep-21										
EL 330 - Downtown Bellevue Tunnel (DBB)	18-Jan-15 A	12-Oct-20										
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	15-Dec-21										
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	06-May-21										
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	15-Aug-21										
EL 750 - Systems	12-Jun-17 A	05-Oct-22										
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	17-Sep-22										
ELRACT - East Link Rail Activation/System Integration/Project Closeout	04-Feb-22	30-Jun-23										
East Link Rail Activation/System Integration/Project Closeout	04-Feb-22	30-Jun-23										
Pre-Revenue Testing & Start Up	04-Feb-22	17-Dec-22										
East Link System Integration Testing (LOE Summary)	04-Feb-22	16-Sep-22										
East Link Pre Revenue Operations (3 Mo)	17-Sep-22	17-Dec-22										
Revenue Service Window	18-Dec-22	30-Jun-23										
East Link Program Float (Baseline 273 Days)	18-Dec-22	30-Jun-23										
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*										

Project Float

East Link was baselined with 273 days of program float. The current projected use of 78 days of float is a result of cumulative impacts from all contracts throughout 2020, currently reflected through an unmitigated late completion for E750. No change has been issued to formally allocate float on the project; this is merely a forecast based on current performance trends. Negotiations are underway with the E750 contractor to revise their plan based on delayed access to work areas throughout the alignment, which may result in some time savings. Revised float projections will be provided when this plan is formalized in Q2 2021.



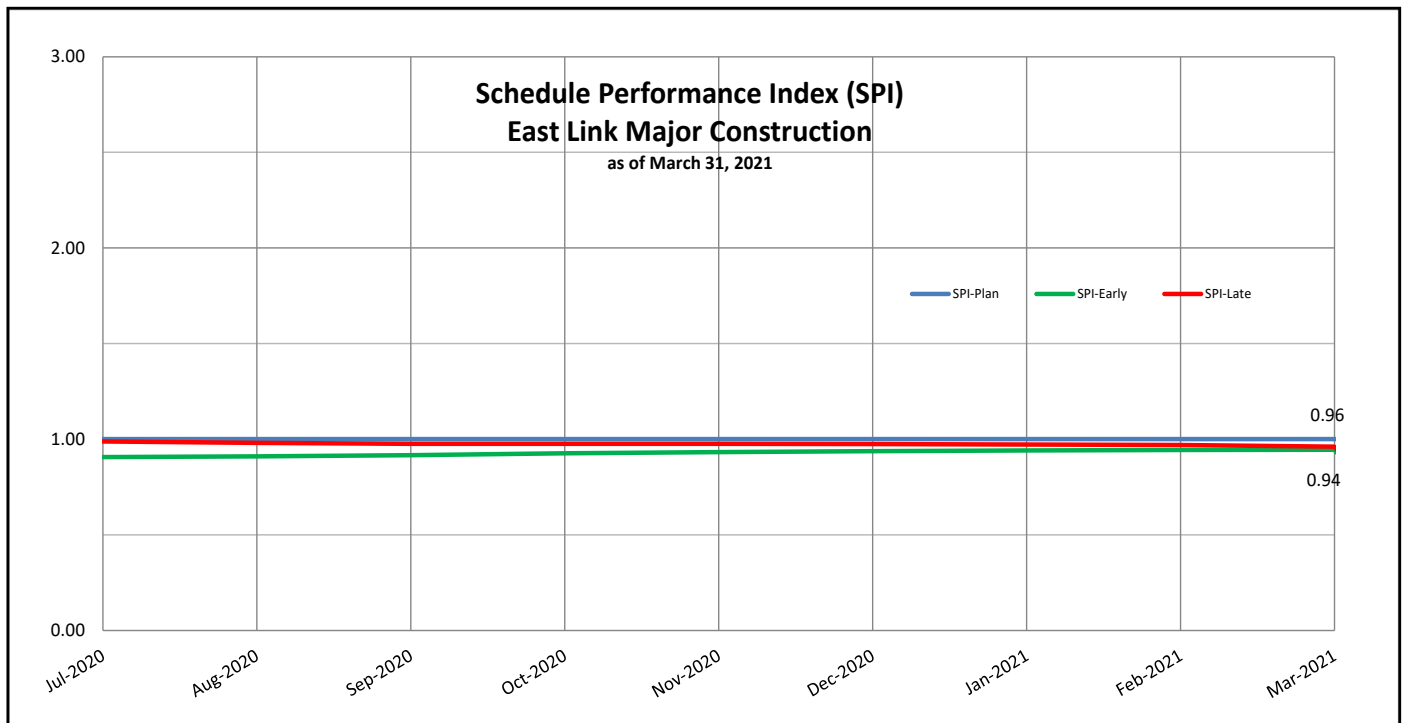
Critical Path Analysis

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

Activity Name	Start	Finish	2020		2021				2022				2023		
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
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)	01-Apr-21	19-May-21													
E335 Construction	01-Apr-21	19-May-21													
Construction	01-Apr-21	19-May-21													
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	01-Apr-21	19-May-21													
EL 340 - Spring District to SR 520 (DBB)															
EL 360 - SR 520 to Overlake Transit Center (DB)															
EL 750 - Systems	10-Mar-21 A	16-Sep-22													
E750 Construction	10-Mar-21 A	16-Sep-22													
E750 Project	10-Mar-21 A	16-Sep-22													
E750 Engineering	19-Jul-22	16-Sep-22													
E750 Construction	10-Mar-21 A	16-Sep-22													
E750 Milestones	16-Sep-22	16-Sep-22													
E750 Signals	10-Mar-21 A	25-Feb-22													
E750 Testing and Commissioning	13-Jan-22	18-Jul-22													
East Link Master Schedule - Construction Interfaces	20-May-21	17-Sep-22													
ELRACT - East Link Rail Activation/System Integration/Project Closeout	04-Feb-22	30-Jun-23													
East Link Rail Activation/System Integration/Project Closeout	04-Feb-22	30-Jun-23													
Pre-Revenue Testing & Start Up	04-Feb-22	17-Dec-22													
Revenue Service Window	18-Dec-22	30-Jun-23													
East Link Program Float (Baseline 273 Days)	18-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 is at 0.96 as contractors attempt to finalize work areas for handover to interfacing contracts.

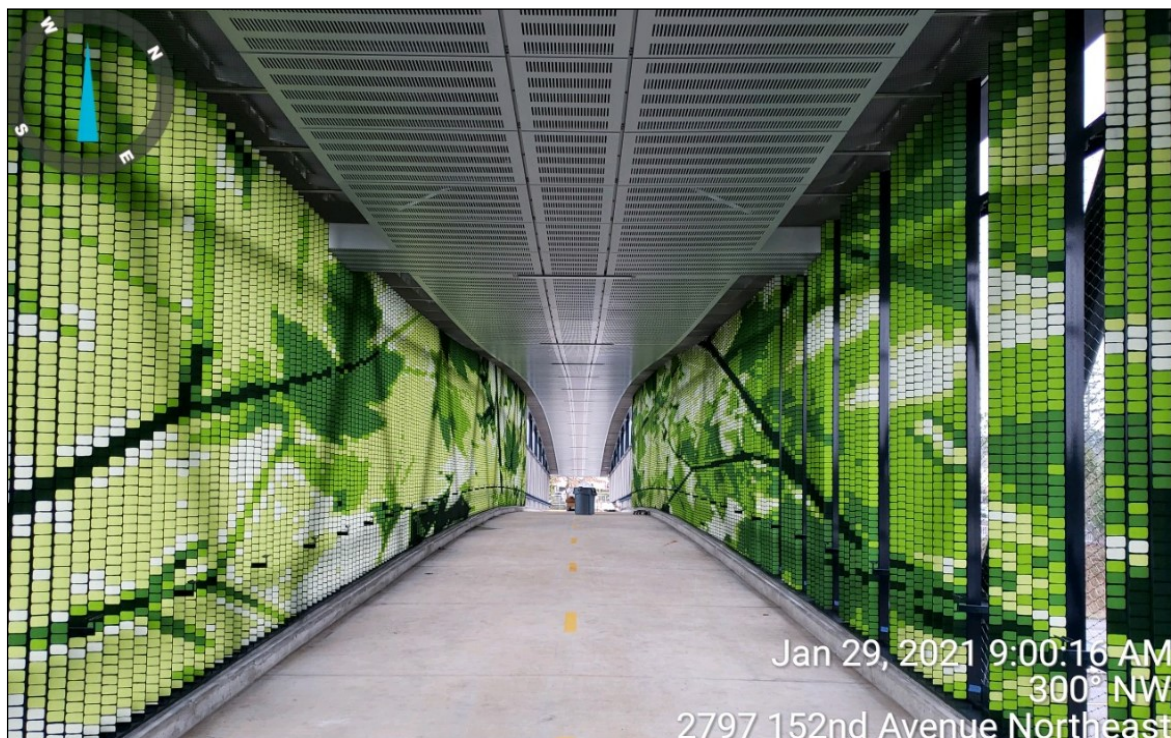
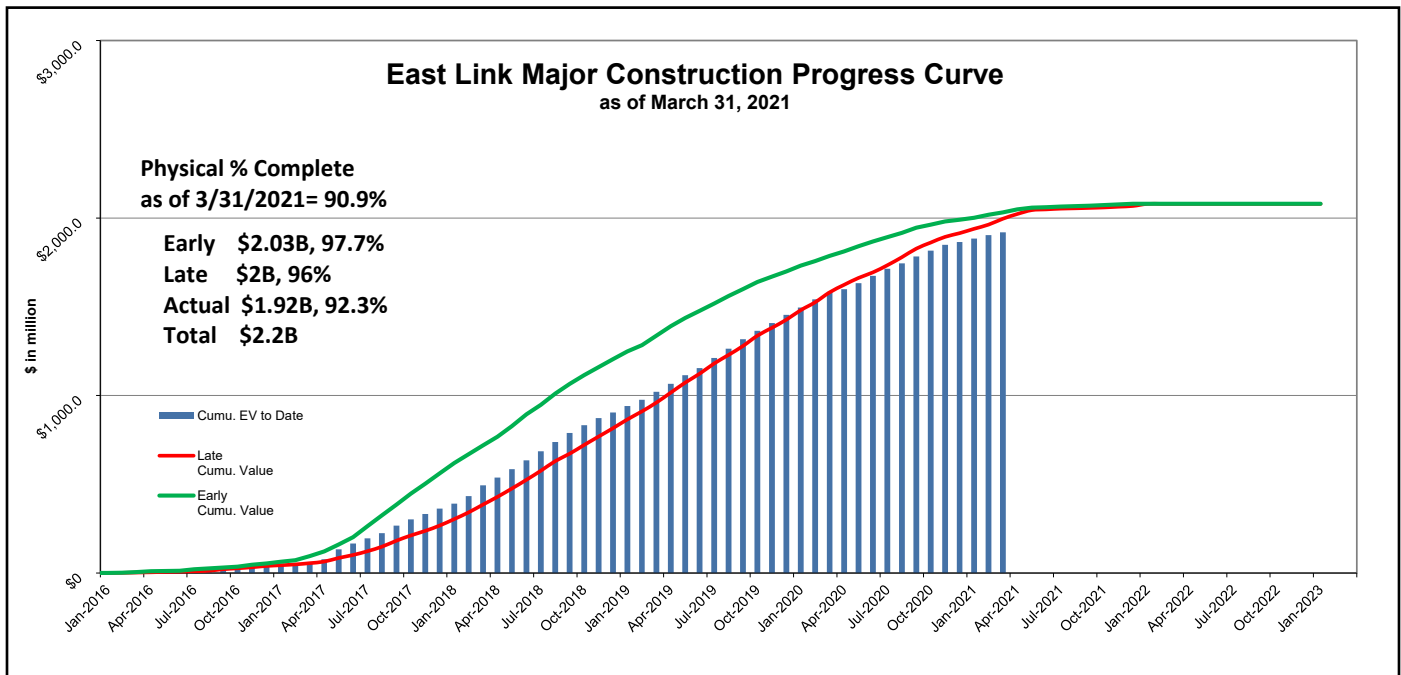


Link Light Rail East Link Extension

Project Cash Flow Projection

The overall physical percent complete for East Link construction is 90.9%.

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



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

Community Outreach

- 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. March's focus: closure of I-90 trail; communicating with residents and other stakeholders on ongoing work 112th paving, 112th Ave SE & Main St lane closures; continued coordination of future TPSS deliveries, Bentley/Open Road group on remaining work at the parcel; SR520 sweeper site.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, night time noise, traffic, access, maintenance of traffic.

Right-of-Way

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

East Link Extension Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
239	246	239	237	229	229
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.8	47.4	(5.3)
Consultants	91.5	156.8	65.3
TOTAL	144.3	204.2	60.0
* 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
M2021-15	Authorizes the chief executive officer to execute a contract with C.A. Caret for the construction of Mercer Island Transit Integration project within the East Link Extension in the amount of \$6,132,082, with a 15% contingency of \$920,000 for a total authorized amount not to exceed \$7,052,082	3/11/2021

Construction Safety

Data/ Measure	March 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	87
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	4	9	278
Reported Near Mishaps	2	6	284
Average Number of Employees on Worksite	626	-	-
Total # of Hours (GC & Subs)	89,618	296,932	6,863,854
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	1.35	2.54
LTI Rate	0.00	0.00	0.44
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

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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: Substantial Completion on July 13th, 2020. Accepted Issued on November 17th 2020.

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

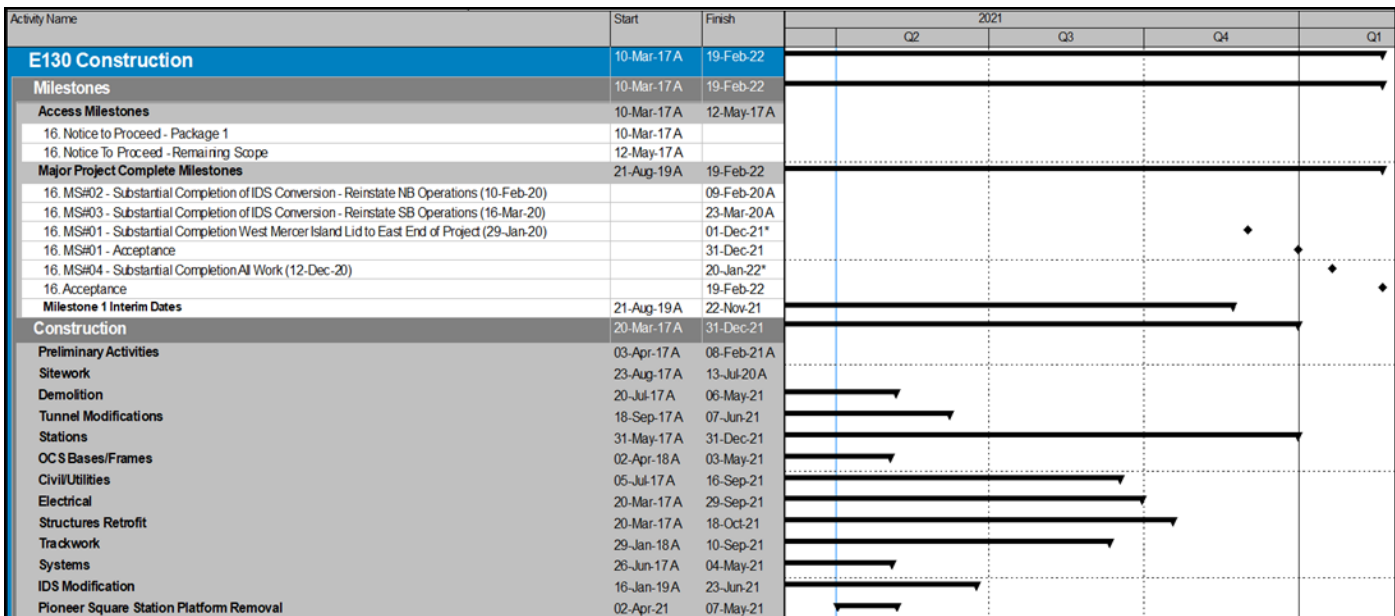
West Segment: Progress fire alarm wiring & weld / de-stress track in Mount Baker Tunnel; continue jet fan testing in Mt. Baker Tunnel; ongoing Judkins Park Station final phase construction activities, including: plaza electrical and lighting, east head house floor tiling, west head house ticketing area finishes and utility details, and commissioning activities

Center Segment: Progress East & West Head House emergency walkway installation; continue wax tape removal and remediation; advance cathodic protection, electrical commissioning activities

East Segment: Ongoing fence & gate installations at TPSS 3; progress jet fan testing in Mercer Island Tunnel; install pedestrian ramps at east approach; continue final commissioning activities at Mercer Island Station

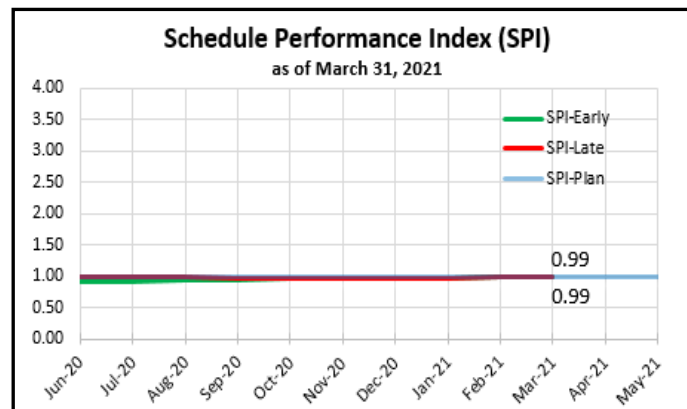
Schedule Summary

The critical path for this project currently runs through the coordinated installation of fiber by E750 prior to final station and tunnel commissioning. The contractor's March update is presented below. The E750 Systems contractor has been granted access to all areas included under Milestone 1, and coordinated access to remaining work areas is underway.



Schedule Performance Index

Through March, reported cumulative SPI-Early is 0.99, with SPI-Late also 0.99. This indicates the contractor remains nearly on target with early & late start/finish schedule performance; the current progress update continues to reflect progress impacts due to unresolved commercial issues. Contractor delay impacts continue to be evaluated; a plan to realign several lagging activities with the post-acceptance period to resolve issues with Milestones 1, 3, & 4, is in negotiation. Contract interface coordination with the E750 contractor is ongoing; the E750 contractor continues to perform work along the E130 alignment.



Link Light Rail East Link Extension

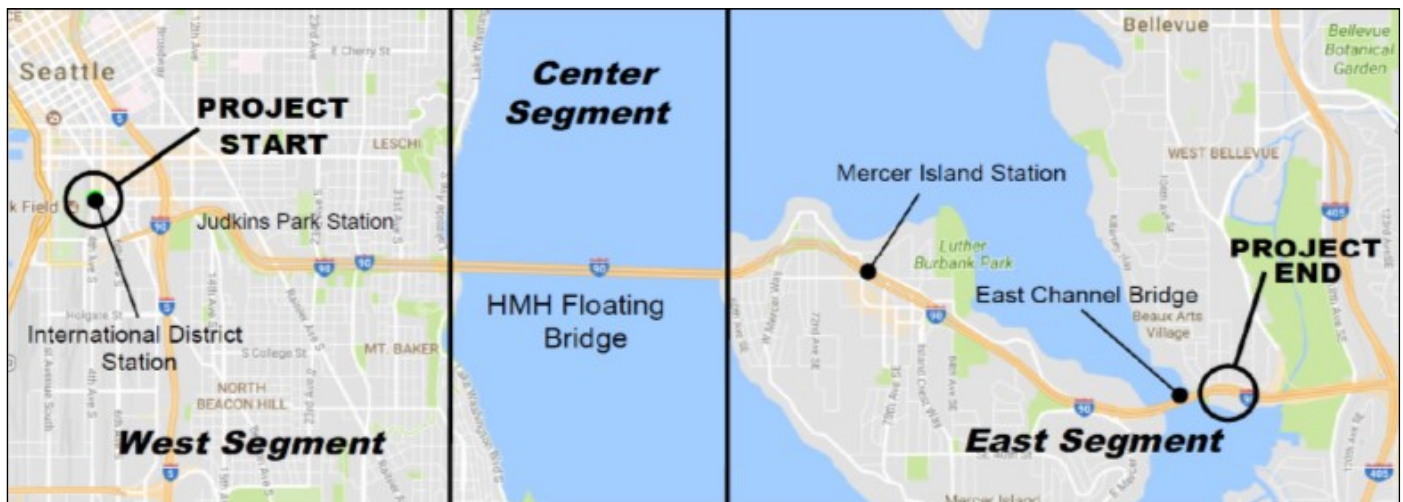
Next Period's Activities

- **West Segment:** Begin modifications for Rainier Ave Rapid Ride hydrant conflict; continue jet fan testing, grout pad remediation in Mt. Baker Tunnel; ongoing Judkins Park Station finishes, lighting, access, and commissioning activities
- **Center Segment:** Continued wax tape removal / grout pad remediation; advance TPSS 2 Irving St. power crossing; ongoing commissioning activities
- **East Segment:** Ongoing jet fan testing, grout pad repair in Mercer Island Tunnel; continued grout pad repair at East Channel Bridge & Mercer Island Station

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- COVID-19 impacts
- NCR mitigation timeline for plinths
- 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	\$35,068,996
Current Contract Value*	\$699,090,833
Total Actual Cost (Incurred to Date)	\$663,700,907
Percent Complete	95.70%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$35,068,996
Contingency Index	1.5

* Contract Value excludes Betterments



Crews installing glazing — Judkins Park Station, SE platform center canopy

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Continued installation fences, verification raceways and conduits. Completed acoustic panel installation for guideway emergency walkways.

Bellevue Way SE: Continued ADA ramp, grading and compacting of parking area at Winters House, install metal mesh fences and restore access road topsoil. Performed final grade slope to south access road.

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

Wye-to-East Main and Track Work: Continued thermite weld, de-stress, installed blasted walkway and hand dress ballasted track. Commenced planting trench areas, paved SE 15th St., pour sidewalks at 112th and SE 8th St. and working on Utility punch list.

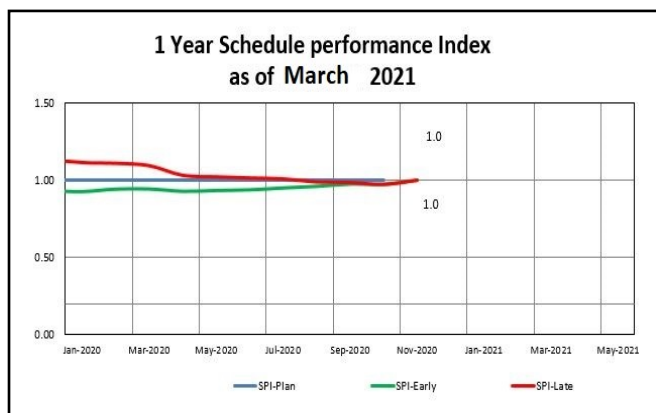
Schedule Summary

The critical path for this project currently runs through finish work and final landscaping. The contractor's March 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	2021	
			Q2	Q3
E320 Construction	05-Dec-16 A	28-Sep-21		
Milestones and Summary	05-Dec-16 A	28-Sep-21		
Contract Milestones	05-Dec-16 A	28-Sep-21		
Limited Notice to Proceed	05-Dec-16 A			
Notice to Proceed	13-Feb-17 A			
Milestone 3A - Clear & Grub Swayolocken (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 - SIDA & SCADA Complete (NTP+1160D)		27-Feb-20 A		
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		01-Apr-21*		
Milestone 5 - Acceptance of South Bellevue Station (NTP+ 1225D)		09-Sep-21*		
Milestone 6 - Required Substantial Completion (NTP+1364D)		28-Sep-21*		
Construction-1	21-Apr-17 A	09-Sep-21		
Mobilization	21-Apr-17 A	16-Jul-18 A		
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	07-May-21		
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye -Sta EB438+20 to EB476+75	30-May-17 A	09-Sep-21		
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th -Sta EB476+75 to EB508+00	13-Jun-17 A	05-May-21		
Area D - 112th Ave SE to SE 8th St to Main St -Sta 508+00 to EB528+25	22-May-17 A	24-May-21		
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A		
Area F - Swayolocken Mitigation	23-Apr-18 A	21-Dec-18 A		

Schedule Performance Index

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



Link Light Rail East Link Extension

Next Period's Activities

- **Bellevue Way SE:** Test signals with City Of Bellevue for conduit verification. Complete grading slope and fence work.
- **Wye-to-East Main:** Complete grade slope 112th and landscaping. Continue utility punch list, set poles and pull wire, install picket fence.
- **Track Work:** Ongoing distress/ thermite weld track, hand dress ballasted track and ballasted walkway, install emergency handrails and continue shimming work.

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount*
E320 Contractor - Shimmick/Parsons JV.**	
Original Contract Value	\$319,859,000
Change Order Value	\$9,622,170
Current Contract Value	\$329,481,170
Total Actual Cost (Incurred to Date)	\$321,585,767
Percent Complete	97.60%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$9,622,170
Contingency Index	3.9

• \$ Amount excludes betterments and START.



Winters House ADA Sidewalk installation

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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	(\$1,109,096)
Current Contract Value	\$120,337,455
Total Actual Cost	\$120,337,455
Percent Complete	100%
Authorized Contingency	\$13,256,330
Contingency Drawdown	(\$1,109,096)
Contingency Index	N/A



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

Current Progress

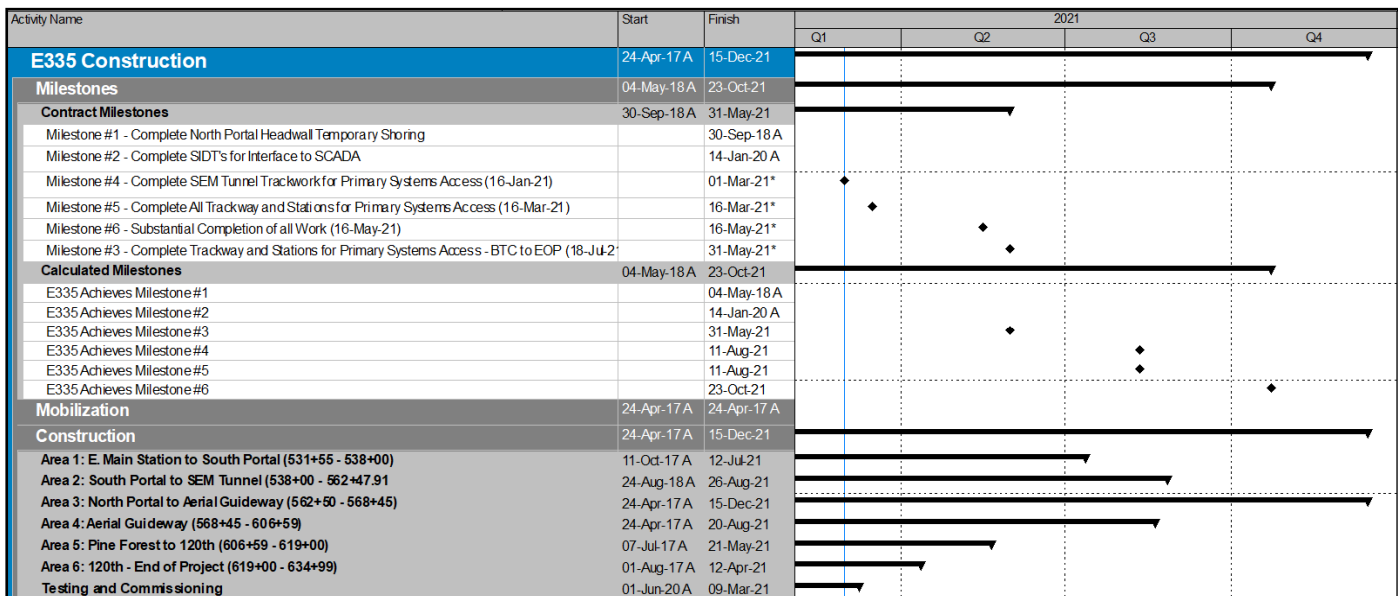
East Main Station: Continued Electrical rough-ins at station canopy, light fixture and glass installation, tile anti graffiti coating, drill canopy access holes, grade plaza and side walk and landscaping. Completed Electrical rough-in at South Portal Electrical Building.

Bellevue Downtown Station (BDS): Completed sidewalk slab and plaza concrete placement, public stair footing, side glazing and curtain wall framing. Continued tile installation for exterior elevators, place surface level reflection pool slab and backfill monument wall.

Wilburton Station: Continued installation of overhanging metal panel, plaza level curtain wall, hardware and doors and elevator shaft walls water and air barrier. Commenced driveway curb prep, landscaping, curtain wall glazing, fire alarm installation and conduit rough-in.

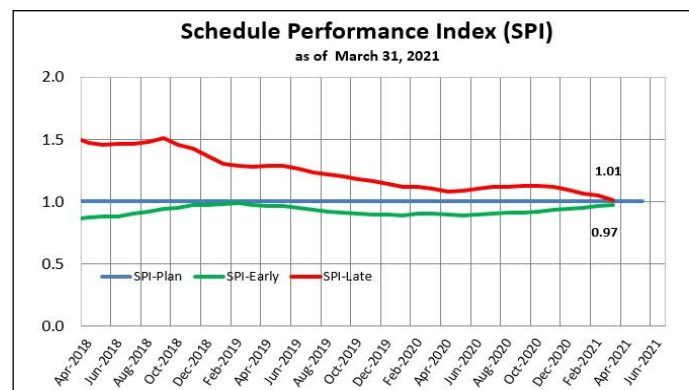
Schedule Summary

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



Schedule Performance Index

This period, the SPI-Early is at 0.97 and the SPI-Late is at 1.01. The lag on SPI Early is mostly due to delay at DBS and Wilburton Station which some Design changes caused rework and re-sequencing non-critical activities in these areas. Expectation is to see improvement in SPI trends as progress being made on design changes, Switchgear procurement is confirmed and Jet Fans being delivered to the site.



Link Light Rail East Link Extension

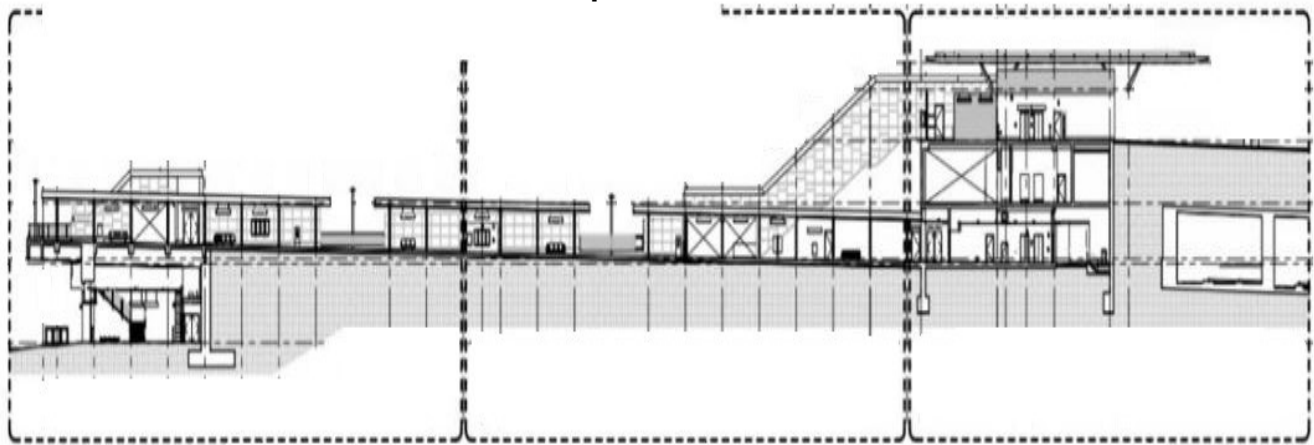
Next Period's Activities

- **East Main Station:** Continue canopy Electrical rough-in, plaza and sidewalk grade, set light poles and light fixture installation.
- **BDS:** Continue canopy glazing, ceiling grid metal panel installation and testing reflection pool electrostatic.
- **Wilburton Station:** Continue wire pulling and install fire alarm, curtain wall framing and glazing and landscaping. Commence station street parking and lake Bellevue parking lot asphalt paving.
- **120th Station:** Commence commissioning and testing elevators, head house conveyance, fire alarm device testing and install public stair bike tunnel.

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. 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	\$17,308,260
Current Contract Value	\$411,106,470
Total Actual Cost (Incurred to Date)	\$374,039,300
Percent Complete	94.72%
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$17,308,260
Contingency Index	1.7



120th station looking west

Contract E340 – Bel-Red

Current Progress

Aerial Guideway area: Installed fencing and landscaping around maintenance stair tower.

130th Ave Station: Installed irrigation, landscaping and permanent signage. Pulled conductors. Installed photocells. Installed extruded curb. Commission electrical installation.

NE Spring Blvd: Repaired embedded track. Installed rebar. Installed permanent signage and decorative fence. Place concrete apron around traffic signal cabinets.

136th PI NE: Installed landscaping and irrigation. Installed permanent signage and hydrant block wall.

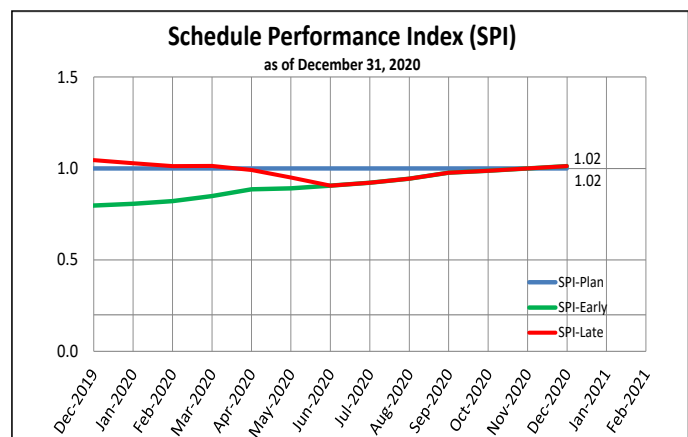
Schedule Summary

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		
E340 Construction	24-Feb-17 A	06-May-21		
CONSTRUCTION	24-Feb-17 A	06-May-21		
~MILESTONES/EASEMENTS~	24-Feb-17 A	06-May-21		
~~Milestones	24-Feb-17 A	06-May-21		
Contract Milestones	24-Feb-17 A	06-May-21		
Limited Notice to Proceed (LNTF - Feb 24 2017)	24-Feb-17 A			
Notice to Proceed (NTP - March 27, 2017)	27-Mar-17 A			
MS #1 West Tributary Mitigation Site - NTP + 537 DAYS (September 15, 2018)		14-Sep-18 A		
MS #2 Substantial West Tributary Mitigation Site - NTP + 826 DAYS (July 1, 2019) Ref. C		10-Jun-19 A		
MS #3 Acceptance of SDIT- NTP + 976 DAYS- (Nov 27, 2019)		26-Nov-19 A		
MS #4 Substantial Completion - NTP + 1156 DAY S - (May 26, 2020)		06-May-21*		
Float	24-Mar-20 A	04-May-20 A		
~SUBMITTALS/PRELIMINARY ACTIVITIES~	24-Feb-17 A	14-Feb-21		
~MOBILIZATION~	24-Feb-17 A	29-Jul-19 A		
~SITEWORK~	04-Apr-17 A	24-Mar-21		
~RETAINING WALLS~	12-Feb-18 A	15-Jan-21		
~AERIAL STRUCTURES~	15-May-17 A	01-Dec-20 A		
~STATIONS~	01-Aug-18 A	08-Feb-21		
~ELECTRICAL/ITS~	02-Jan-18 A	20-Jan-21		
~FINISHES~	31-Dec-19 A	08-Jan-21		
~TRACKWORK~	13-Jul-18 A	05-Apr-21		
~LANDSCAPING/FLATWORK~	22-May-18 A	25-Feb-21		
~TESTING AND COMMISSIONING~	27-Aug-19 A	03-Mar-21		
~DEMOBILIZATION~	01-Aug-18 A	08-Sep-20 A		

Schedule Performance Index

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



Link Light Rail East Link Extension



Next Period's Activities

Aerial Guideway area: Install fencing around maintenance stair tower. Install landscaping and fencing.

130th Ave Station: Commissioning of electrical installations. Install sidewalk and guideway crossing.

NE Spring Blvd: Repair embedded track. Install planter railing. Install permanent signage.

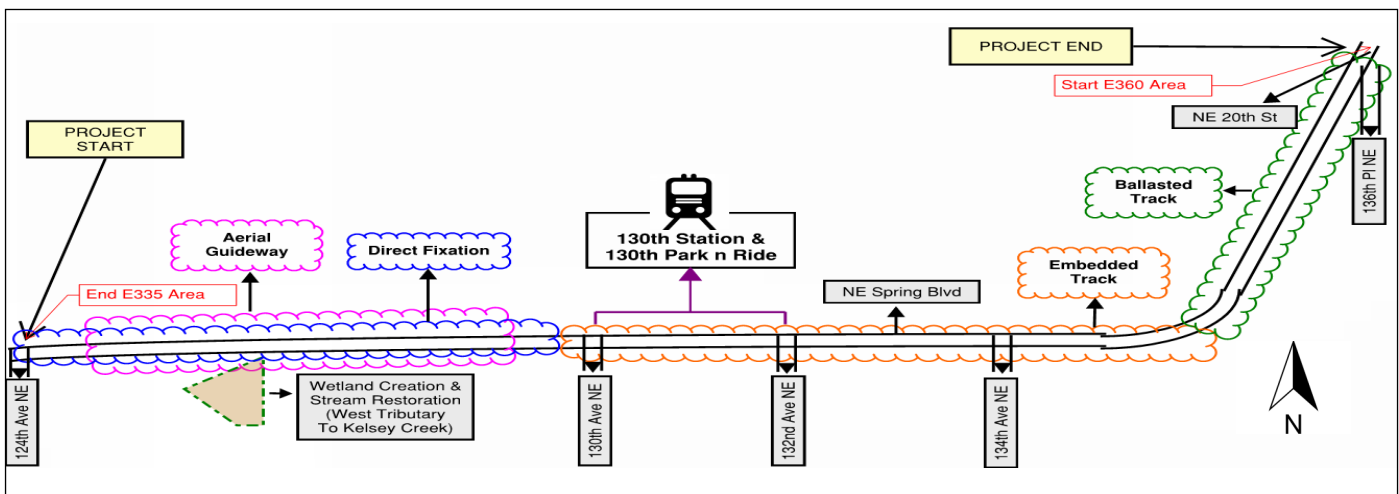
136th Place NE: Install permanent signage. Install hydrant block wall. Install metal safety railing.

Systems Scope: Install systems conduits.

Closely Monitored Issues

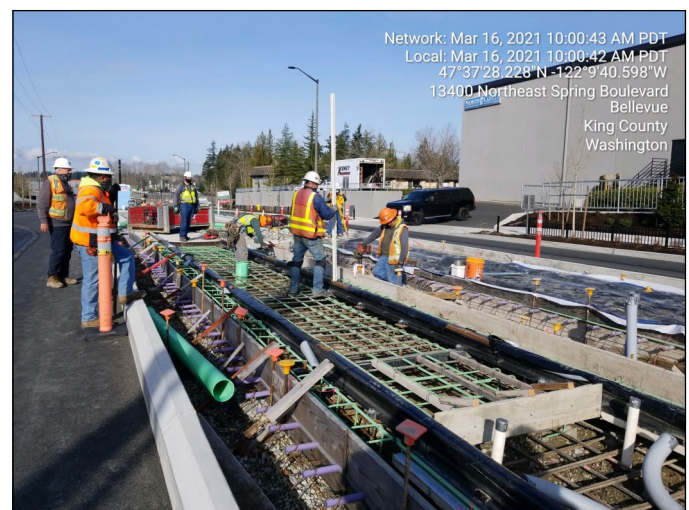
- There are non-compliant track in various stages of construction. Sound Transit is monitoring contractor's corrective method action plan to bring the rail alignment back within specified tolerances.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The Contractor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

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$6,106,716
Current Contract Value	\$99,276,728
Total Actual Cost (Incurred to Date)	\$96,309,272
Percent Complete	96.2%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$6,106,716
Contingency Index	2.26



Surveying rail before first pour 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:

- Work Area (WA)#1: Park place perimeter fencing continued; Park Place Vault punch list work ongoing.
- WA #2: Sweeper Site slope protection and ductbank punch list work for Aerial Guideway continue. Clear Zone compost placement between Overlake Village Station (OVS) and Redmond Technology Station (RTS).
- WA #3/4: OVS punch list work, repair work, and installation of site furnishing is ongoing.
- WA #5: All major construction activities complete in this area.
- WA #6: Removing Louvers from Garage in preparation for Demo; temporary shoring and utility potholing for garage Demo; GPR scanning of garage ongoing; Canopy work at RTS - trim, fascia, and lighting; flyer stop precast tread and handrail installation.
- WA #7: Art Louver installation finished and OVS Ped Bridge handrail installation continued.

Schedule Summary

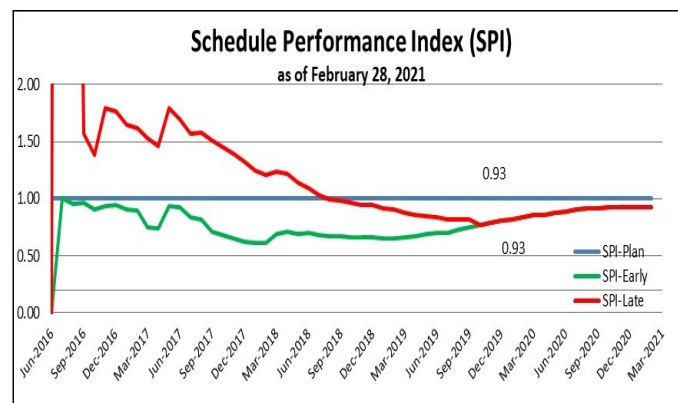
The critical path currently runs through the sweeper site landscaping in Work Area 2. The E750 contractor now has access to all work areas.

Activity Name	Start	Finish	2021
E360 Construction	13-Jul-16 A	16-Jul-21	
Base Contract	13-Jul-16 A	16-Jul-21	
Design	13-Jul-16 A	18-May-21	
Construction	13-Jul-16 A	16-Jul-21	
General	13-Jul-16 A	16-Jul-21	
Project Milestones	13-Jul-16 A	16-Jul-21	
Notice to Proceed	13-Jul-16 A		
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A	
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A	
Milestone 3B Substantial Completion (31-Jul-2020)		16-Jul-21*	
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A	
WA #2 - Aerial Guideway	01-Jun-17 A	01-Apr-21	
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A	
WA #4 - Overlake Village Station	14-Jul-16 A	28-Apr-21	
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	28-Apr-21	
WA #6 - Overlake Transit Center	01-May-17 A	07-Apr-21	
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	14-Apr-21	
WA #8 - OTC Pedestrian Bridge	16-Jul-21	16-Jul-21	

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.

March 2021 schedule and pay app have yet to be accepted.



Link Light Rail East Link Extension

Next Period's Activities

- **WA #1:** Park Place Punch list inspection for vaults.
- **WA #2:** Punch list work continues
- **WA #3/4:** Station Signage/ Site Furnishing/ Punch list work.
- **WA #5:** Plants and irrigation.
- **WA #6:** Punch list items. Garage Demo Prep. Temp shoring and utility potholing.
- **WA #7:** Ped Bridge handrail installation.

Closely Monitored Issues

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

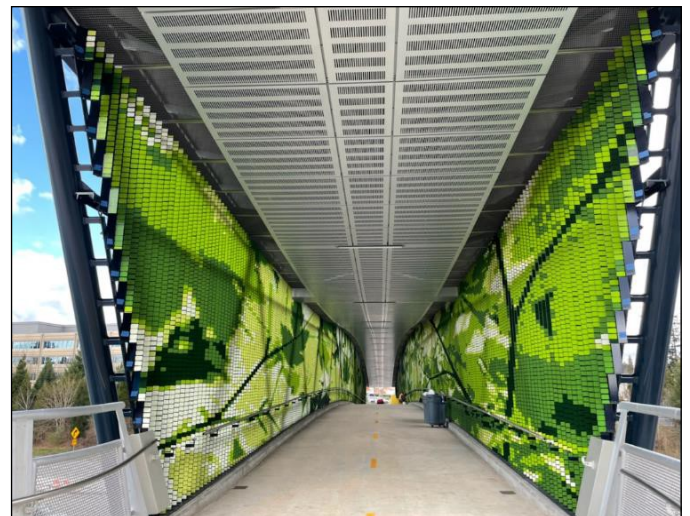
E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$9,199,662
Current Contract Value	\$234,535,413
Total Actual Cost (Incurred to Date)	\$213,890,479
Percent Complete	96.33%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$9,199,662
Contingency Index	2.4

Excludes Betterment



WA 7— OVS Ped Bridge Art Louvers installation complete.

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 communication devices, cable and conduit at E130 civil segment. Installation of radio conduit at E360 civil segment.
- Prepared foundation/ground work and installed signal equipment for signal houses at E130 and E360 civil segment.
- Install OCS poles, cantilevers and MPAs at E130 and E360 civil segments.
- Delivered and set TPSS unit at E320 civil segment and preformed basement buildout at E130 civil segment.

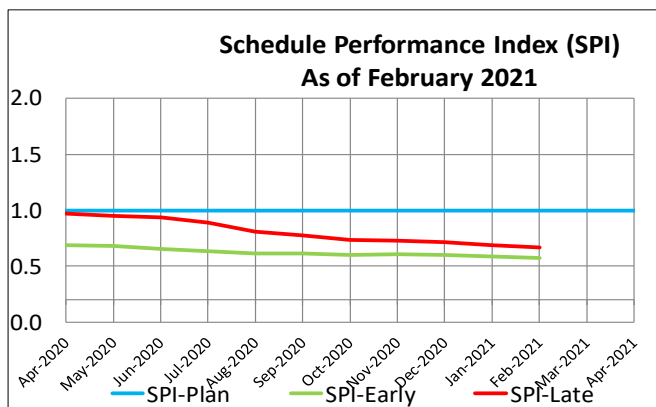
Schedule Summary

The contractor's March update is presented below. The critical path for this project is driven by access to Bellevue Downtown Station, followed by signals 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		
			Q2	Q3	Q4	Q1	Q2	Q3
E750 Construction	12-Jun-17 A	10-Aug-22						
General	12-Jun-17 A	12-Jun-17 A						
Key Dates	12-Jun-17 A	12-Jun-17 A						
E750 Project	11-Jul-17 A	10-Aug-22						
E750 Engineering	11-Jul-17 A	31-Jul-22						
E750 Construction	12-Sep-18 A	10-Aug-22						
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A						
E750 Milestones	12-Mar-19 A	31-Jul-22						
E750 Access Dates	12-Mar-19 A	04-Oct-21						
E750 Contract Milestones	09-Feb-20 A	31-Jul-22						
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A						
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRFP 27)		22-Mar-20 A						
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (3/13/21)		14-May-21*						
MS#08 East Link: Limited systems, Redmond Techtransit center parking garage (CCTV, Tele) (7/29/20)		02-Dec-21*						
MS#09 East link: Substantial completion of East Link Systems (12/31/21)		31-Jul-22*						
E750 SCCCRRM	25-Jan-19 A	09-Aug-21						
E750 OCS	14-Feb-19 A	14-Dec-21						
E750 Traction Power/ Substations	01-Oct-18 A	14-Dec-21						
E750 Signals	12-Sep-18 A	05-Jan-22						
E750 Communications	13-Nov-18 A	11-Jan-22						
E750 Radio	28-Jan-19 A	02-Aug-21						
E750 SCADA	07-Dec-21	10-Jan-22						
E750 Trunk Fiber	19-Dec-18 A	13-Dec-21						
E750 Testing and Commissioning	14-Aug-20 A	10-Aug-22						

Schedule Performance Index

Performance for February is shown as the March invoice has been submitted but not approved. The SPI-Early is 0.57 and SPI-Late is 0.67. 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 2020, suspension of activities in response to COVID-19. While the suspension was lifted on May 4, 2020, 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.



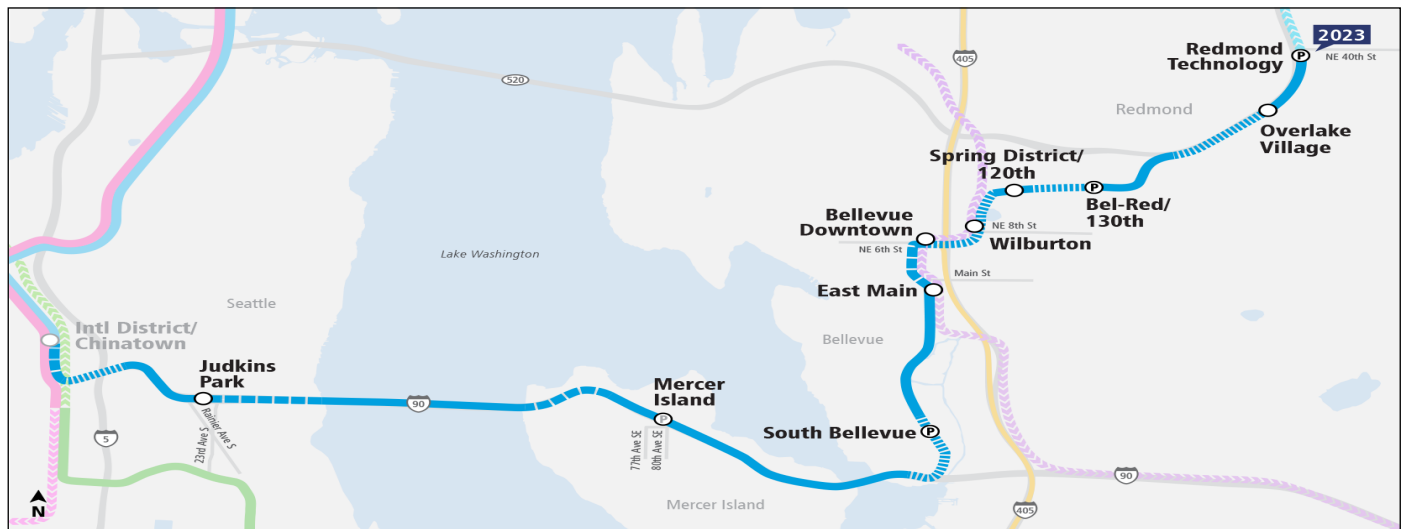
Link Light Rail East Link Extension

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 E320 civil segment.

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$2,342,806
Current Contract Value	\$257,715,833
Total Actual Cost (Incurred to Date)	\$123,975,465
Percent Complete	55.2%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$2,342,806
Contingency Index	2.92



TPSS unit delivered and set in-between East Main Station and Bellevue Transit Center Station.

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

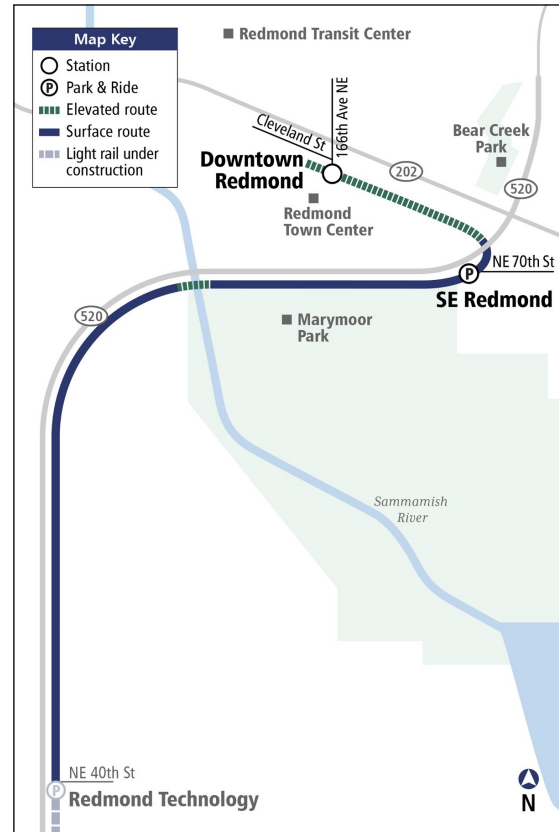
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Link Light Rail Downtown Redmond Link Extension

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

- Early Work Package B “Issue For Construction” received, allowing construction to commence on: 40th Cut and Cover, guideway walls and 60th St. temporary walls, guideway and SE Redmond station and garage drainage, SE Redmond garage foundations and first floor columns, clearing and grading at Bear Creek, drill shafts, traffic signals and ground improvements.
- Design for bridge span crossing over the Unnamed Tributary progressing, with 100% design plans expected in April.
- Reviewing Bear Creek final design and work plan for the 2021 fish window in coordination with Washington State Department of Fish and Wildlife, Muckleshoot Indian Tribe, Army Corps of Engineers, City of Redmond and King County.
- Joint trench conduit installation started with PSE along NE 70th street.
- Continued review of design and construction submittals – current focus 100% package for South East Station and Garage.
- Continued acquisition of property rights due to design refinements.

Closely Monitored Issues

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

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 \$14.1M of expenditure. This period expenditure incurred primarily in the Construction phase \$11.4M for mostly progression of design build scope and ROW acquisition of \$1M. Total cumulative expenditure to date rose from \$311.6M to \$325.7M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77.0	\$77.0	\$14.6	\$14.3	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.2	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$0.8	\$0.6	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.4	\$14.7	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$5.3	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$746.9	\$174.4	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$99.9	\$97.2	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$942.0	\$325.7	\$1,530.0	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$231.3	\$48.6	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$184.4	\$24.9	\$261.9	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.7	\$194.3	\$28.3	\$287.7	\$0.0
50 Systems	\$108.6	\$103.6	\$65.7	\$8.9	\$103.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$985.6	\$675.7	\$110.7	\$985.6	\$0.0
60 Row, Land	\$168.5	\$168.5	\$99.9	\$97.2	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.0	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$166.1	\$117.9	\$293.6	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$942.0	\$325.7	\$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. Conducted Quantitative Risk Assessment on March 31st, Analysis and report will be issue in April/May timeframe. 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.
- Change during finalization of design and during construction—late discovery of sensitive receptors; utilities; threat and Vulnerability and preliminary hazard designs.
- Agency staffing and labor capacity - developing and mobilizing resources and coordinating start up activities across multiple extensions within a short time frame.; market shortage of qualified construction labor.
- COVID-19 pandemic - impact due to COVID-19 is unknown and this fluid situation is being closely monitored.

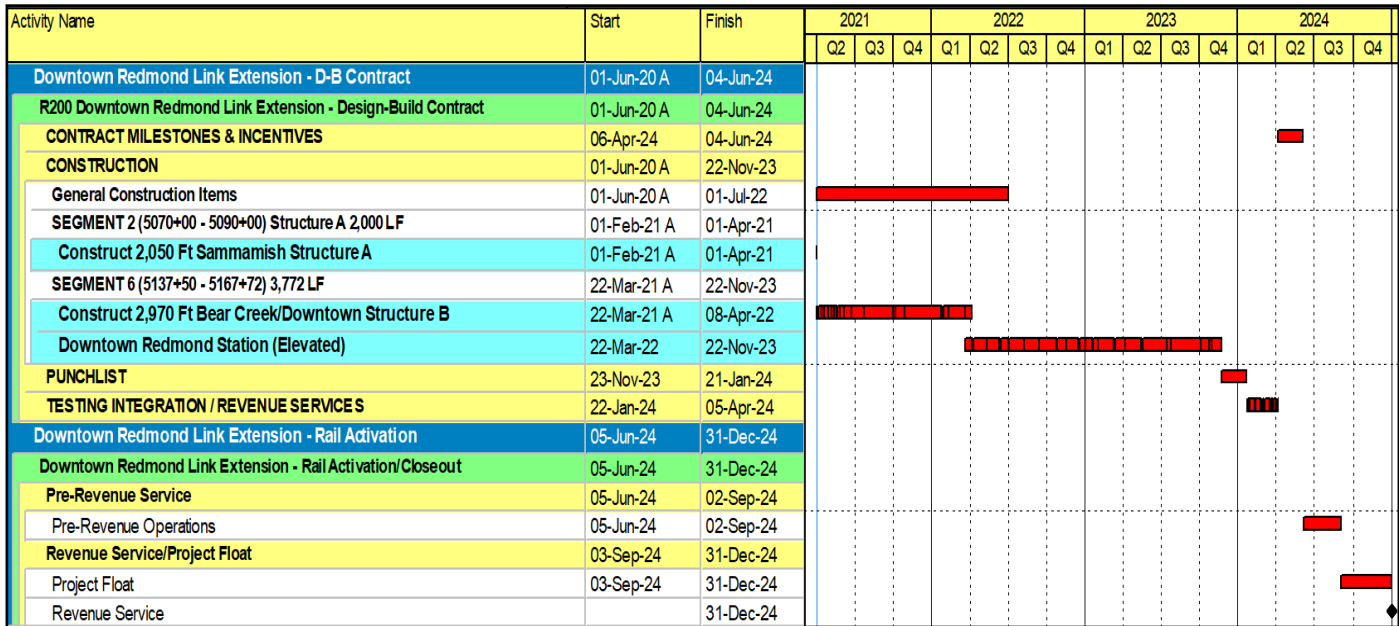
Project Schedule

The current project schedule is presented below. Both Early Work Design Packages have been Issued For Construction. Utility relocation, the 51st St. cut & cover tunnel, and drilled shafts for the Sammamish Guideway substructure are ongoing. The project is forecast for completion toward the end of 2024.

Activity Name	Start	Finish																	
			2021			2022				2023				2024					
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24																	
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	02-Sep-24																	
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	02-Sep-24																	
SWK Construction Complete		03-Nov-23																	
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		04-Jun-24*																	
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		02-Sep-24																	
OWNER FLOAT	09-Sep-19 A	02-Sep-24																	
PRE-CONSTRUCTION	09-Sep-19 A	16-Aug-21																	
CONSTRUCTION	09-Sep-19 A	04-Jun-24																	
OCC	11-Sep-23	03-Nov-23																	
PUNCHLIST	23-Nov-23	20-Feb-24																	
TESTING INTEGRATION / REVENUE SERVICES	27-Jun-22	03-Aug-24																	
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	02-Sep-24																	
Downtown Redmond Link Extension - Rail Activation/Closeout	01-Mar-21 A	31-Dec-24																	
Systems Integration & Testing	01-Mar-21 A	01-Mar-21 A																	
Safety and Security Certification	01-Mar-21 A	01-Mar-21 A																	
Pre-Revenue Service	05-Jun-24	02-Sep-24																	
Pre-Revenue Operations	05-Jun-24	02-Sep-24																	
Revenue Service/Project Float	03-Sep-24	31-Dec-24																	
Project Float	03-Sep-24	31-Dec-24																	
Revenue Service		31-Dec-24																	

Critical Path Analysis

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



Right-of-Way

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required **	Relocations Completed to date
84	88	91	66	1579	1571
* 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.
- Outreach effort on construction alerts and flyers regarding NE 40th; NE 50th and NE 60th Street undercrossing.
- Continued engaging businesses, property owners and management—conducted construction communication workshop with contractor
- Briefed upcoming work for businesses on NE 70th St. and Benjamin Rush Elementary School on changes to NE 60th St..

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 March of 2021. The consulting variance is due to the fact that the design build project management consultants are being prudently mobilized. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it hard to predict how the annual plan will unfold accordingly.

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	March 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	1	1
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	1	2	3
Reported Near Mishaps	0	0	4
Average Number of Employees on Worksite	230	-	-
Total # of Hours (GC & Subs)	9,316	42,608	74,735
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	21.47	4.69	2.68
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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



Artist rendering of Downtown Redmond Station platform

Link Light Rail Downtown Redmond Link Extension

Contract R200 - DRLE Design Build

Current Progress

Design:

- Reviewed the Design Under Development areas of the Heavy Civil Guideway System (HCGS) packet.
- Reviewed and responded to Notice of Design Change / Final Design Consultant.

Construction:

- Temporary shoring for transformers adjacent to Microsoft campus.
- Wall work and cut and cover prep work at NE 40th St. Site prep in SE Redmond and Downtown.
- PSE continued work to relocate transformers / vista switches at the Liberty Mutual building.
- Mass excavation and clearing from NE 60th towards Sammamish river. Foundation work for Sammamish River crossing.

Next Period's Activities

- Temporary sheet pile wall isolating the north and south sides of the 40th St. cut and cover began.
- Prep to begin guideway soldier pile installations on north side of 40th St. Utility relocations.
- Vertical elements (ground improvement) installation continued near 51st. Utility relocations at 51st continued.
- Waste water conveyance installation in downtown Redmond.

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$719,396,000
Change Order Value	\$6,507,736
Current Contract Value	\$725,903,736
Total Actual Cost (Incurred to Date)	\$165,358,283
Percent Complete	26.7%
Alternative Concept Allowance	\$46,471,698
Authorized Contingency	\$76,454,902
Contingency Drawdown	\$6,507,736
*Contingency Index	3.13

**Excludes Betterments*



51st Excavation for waterline tie in.

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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.

Ballard

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

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

Stations

See project map

Phase

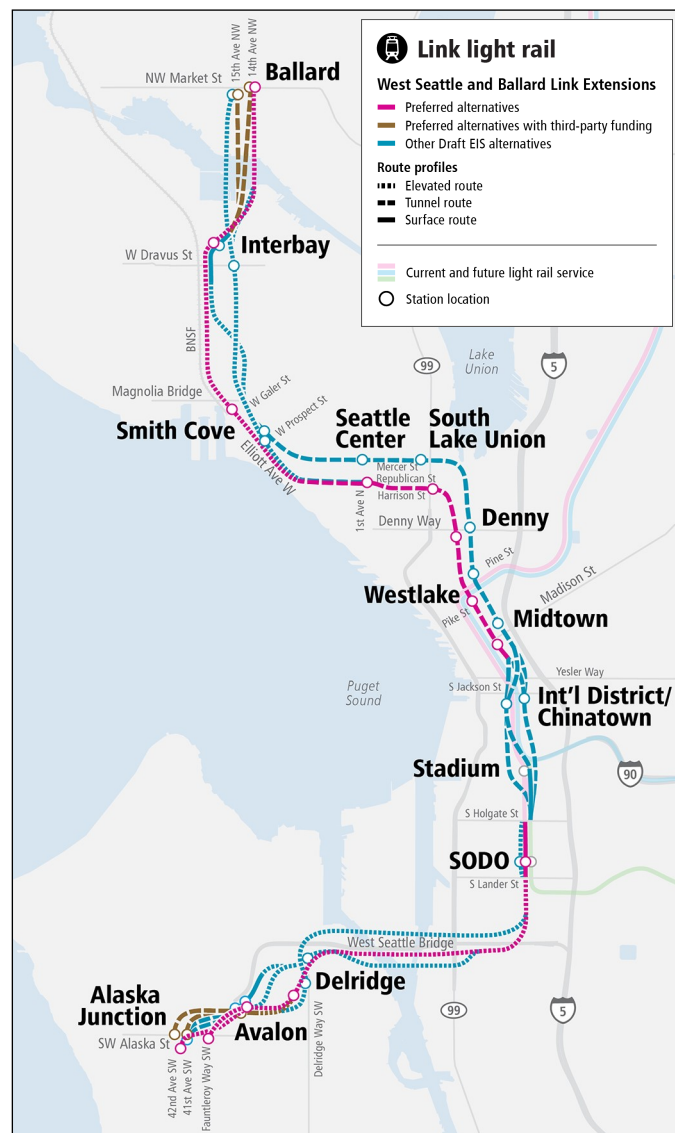
Planning

Budget

\$285.9 M through completion of Preliminary Engineering

Schedule

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



Map of Project Alignment

Key Project Activities

- Continued production of the Draft EIS.
- Continued collecting data and conducting fieldwork activities in support of environmental and engineering evaluation.
- 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.

Project Cost Summary

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

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$25M in 2021 for coordinating Draft EIS development, conceptual engineering; project administration and stakeholder engagement.

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

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$63.1	\$18.9	\$18.7	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$85.5	\$77.6	\$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	\$2.9	\$1.7	\$6.0	\$0.0
Total	\$285.9	\$108.8	\$99.0	\$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	\$2.9	\$1.7	\$5.0	\$0.0
80 Professional Services	\$263.4	\$105.9	\$97.3	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$108.8	\$99.0	\$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				2022	
			Q1	Q2	Q3	Q4	Q1	Q2
Sound Transit	17-Mar-17 A	24-Mar-22						
ST3 - Central Corridor	17-Mar-17 A	24-Mar-22						
West Seattle and Ballard Link Extension	17-Mar-17 A	24-Mar-22						
West Seattle and Ballard Link Extension	17-Mar-17 A	24-Mar-22						
West Seattle and Ballard Link Extensions	17-Mar-17 A	24-Mar-22						
Alternative Analysis - (Phase I)	17-Mar-17 A	23-May-19 A						
Alternative Analysis - Milestones	23-May-19 A	23-May-19 A						
WSBLE - Board Identifies DEIS Alts. & Prelim Prefer	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	24-Mar-22						
Conceptual Engineering - Milestones	24-Mar-22	24-Mar-22						
WSBLE - Board Reaffirms Preferred Alternative	24-Mar-22	24-Mar-22						
Conceptual Engineering	24-May-19 A	30-Oct-21						
Geotech Investigation - Phase II	24-May-19 A	05-Aug-21						

Community Engagement

- Prepared and staffed two briefings/activities in March 2021 to provide communities along the project corridor with opportunities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of each event were:
 - Ballard Alliance, March 9, 2021
 - Pioneer Square Monthly Information Session, March 19, 2021
- Prepared and staffed four property owner meetings.
- Continued effort to contact stakeholders throughout the project corridor to offer briefings regarding the project alternatives as well as information related to ongoing fieldwork activities.

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-March 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	35.5	1.2
Consultants	50.0	45.1	(4.9)
TOTAL	84.3	80.7	(3.6)
* 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

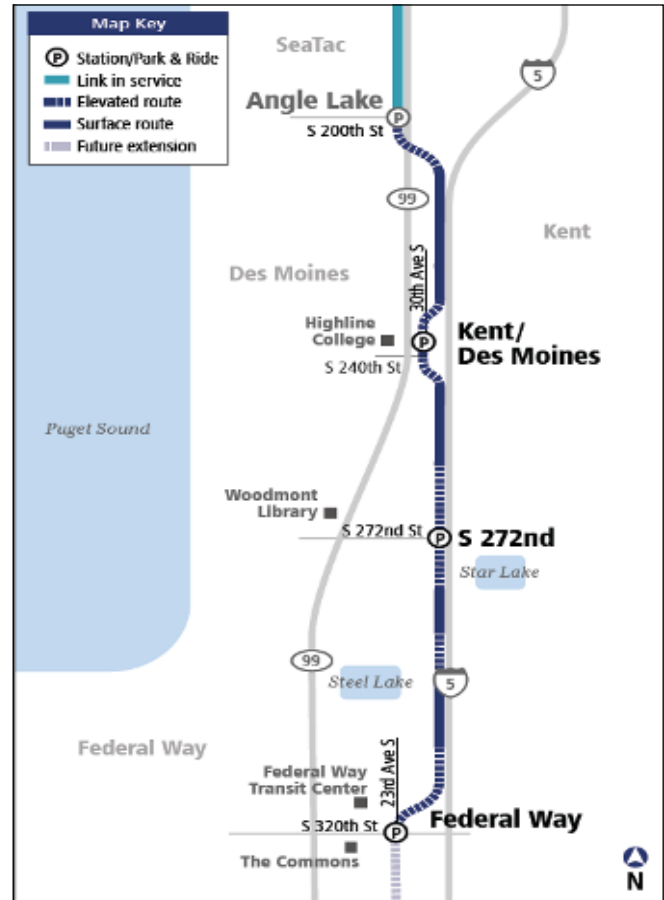
Board Action	Description	Date
	None to report this period.	

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	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 Station and at SeaTac. Drilled shafts occurring at multiple elevated guideway FWTC and WSDOT SR 99 bridge. Remainder of activities are referenced on F200 contract page.
- F200: ST & DB Contractor completed negotiations for FWTC change order and project team is scheduled for April 2021 System Expansion and Board.
- The covenant amendment for Lowe's property has been signed.
- Project team updated PMP and has submitted to FTA for their review/approval.
- WSDOT & Sound Transit have reached agreement on the Letter of Understanding (LOU) for the SR 509 Noise Wall betterment; the LOU is pending signature approval.
- Development Agreement alterations #2 has been approved by Federal Way City Council this month.
- 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.
- Held risk register meeting this period with Project Team.

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 \$20.1M was incurred for March of which \$1.3M incurred was for Right-of-Way; \$1.7M incurred for Construction Services; \$13.6M for Construction phase comprised mainly of \$11.9M (after \$11.6M credit reimbursement for SPU Midway Landfill) for Design Build construction contract, \$0.2M for Cities Construction Permits and \$1.1M 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	\$31.0	\$30.9	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$45.1	\$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	\$33.0	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$24.9	\$10.7	\$27.7	(\$0.0)
Construction	\$1,831.9	\$1,829.4	\$1,336.0	\$406.7	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$201.4	\$197.3	\$338.8	\$0.0
Total	\$2,451.5	\$2,451.5	\$1,737.2	\$724.8	\$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	\$388.5	\$92.3	\$513.4	(\$62.4)
20 Stations	\$318.9	\$297.7	\$249.9	\$57.3	\$333.7	(\$36.0)
30 Support Facilities	\$5.3	\$11.8	\$11.3	\$2.7	\$5.1	\$6.7
40 Sitework & Special Condi-	\$558.4	\$489.5	\$463.9	\$134.9	\$640.1	(\$48.6)
50 Systems	\$153.8	\$170.4	\$114.1	\$27.1	\$150.8	\$19.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,227.6	\$314.4	\$1,643.0	(\$120.6)
60 Row, Land	\$341.6	\$338.8	\$201.4	\$197.3	\$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	\$308.1	\$213.0	\$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	\$1,737.2	\$724.8	\$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:

- PSE service connections & utility relocations impacting the construction schedule
- 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
- Utility relocation work that extends outside the Area of Potential Effect (APE)
- Siding track construction delays impacting LRV storage capacity and timing
- PSE may request reimbursement to upgrade their electrical grid outside of known scope
- System adequacy for traction power design may trigger mitigation steps (Load Flow Analysis)
- Contaminated material or unforeseen conditions encountered during construction (Structure C liquefaction)
- DB delays due to securing PSE Easements for advanced utility relocations
- Not meeting the property acquisition schedule provided in RFP
- Sanding program and LRV storage requirements impacting permit issuance
- Requirements for facility and/or systems modifications by AHJs and ST
- Ensuring safe and effective interior equipment access for Operations
- Undisclosed utilities discovered during course of construction
- Design and construction submittal reviews from ST and WSDOT are not completed as scheduled
- Delays in obtaining PSE easements could delay follow-on utility work
- Third party utility relocation delays potentially impacting the construction schedule



Column reinforcement cage placement (NE at WA2.1)



Setting precast wall panels (Wall R1025 in WA1.2)

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 \$472.3M.

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 increased by \$2.1M due to an executed F200 CO draw and a credit reimbursement by SPU for Midway Landfill that was applied to future AC totals.

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

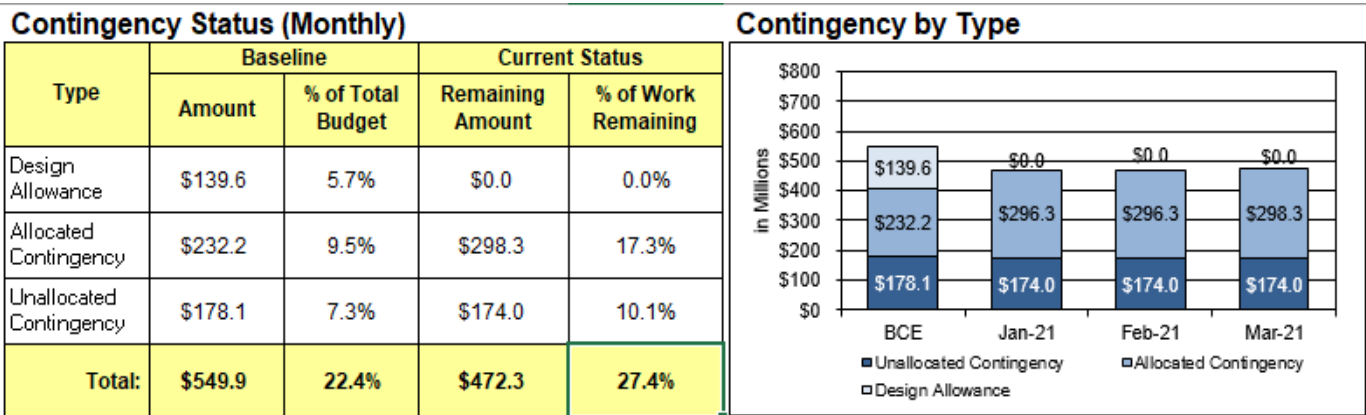
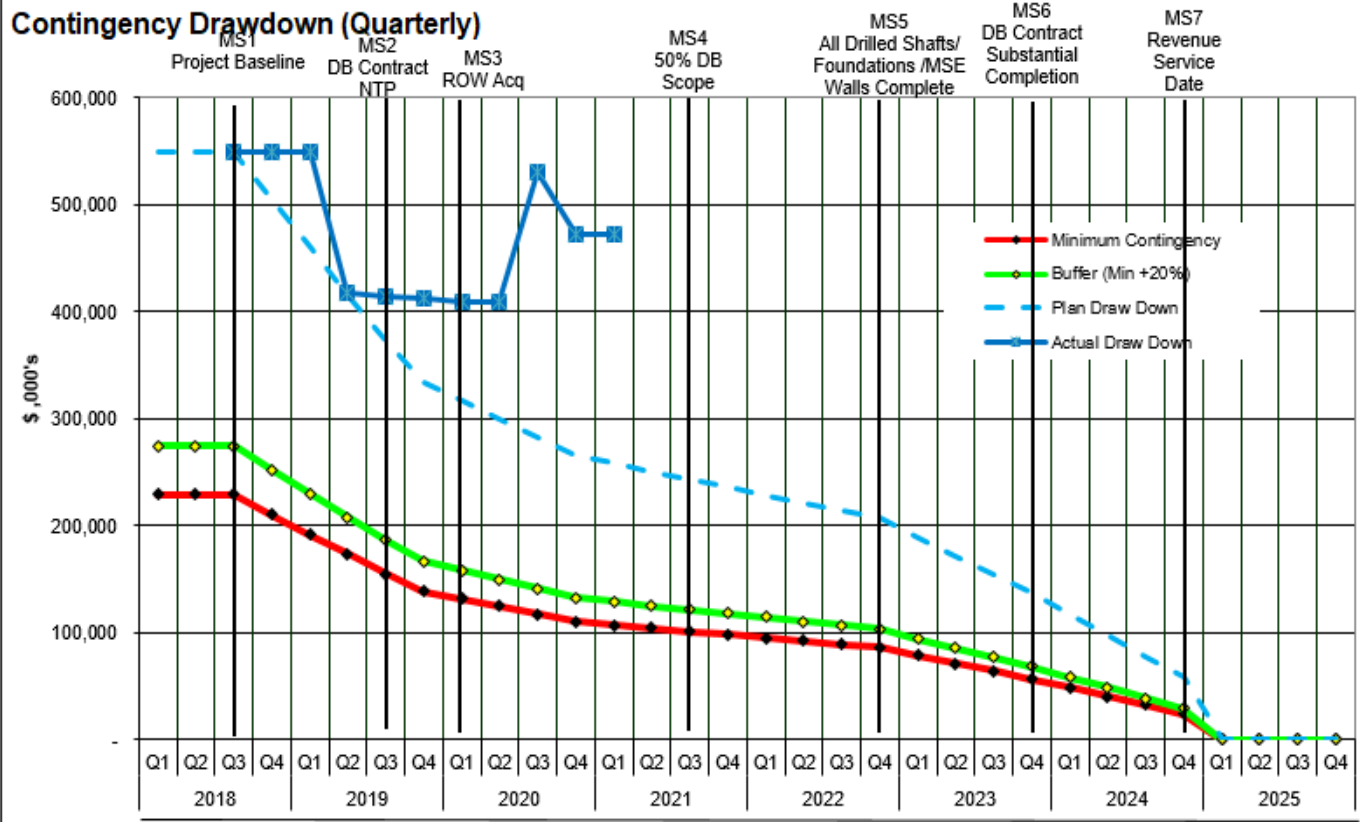


Table figures are shown in millions.



Link Light Rail Federal Way Link Extension



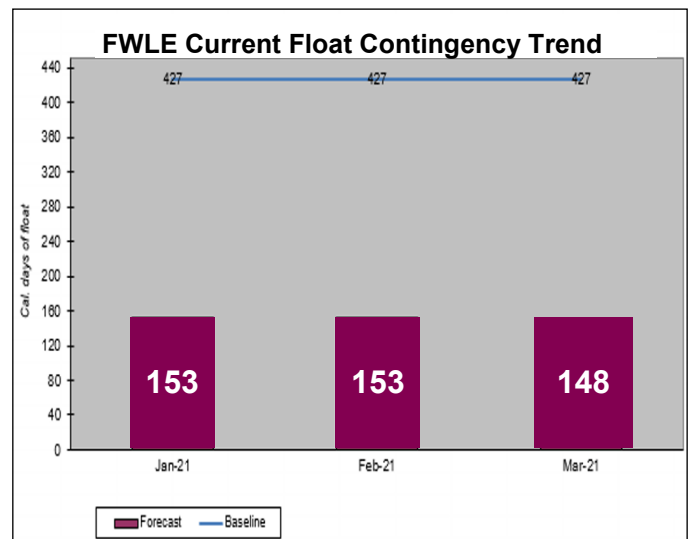
Project Schedule

The project schedule is presented below. Right-of-Way acquisitions are nearly complete. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. Construction NTP was issued in early May 2020. FWTC re-design change order has been negotiated and is expected to go to the ST Board for approval in April. ST project float contingency is expected to be reduced to 148 days with this change. Revenue Service remains on schedule for Q4 2024. The schedule submittal from the F200 contractor for March 2021 has been accepted under the assumption that all FWTC design and work activities, which are impacting critical milestones, will not be accepted until the change order is issued.

Activity Name	Remaining Duration	Start	Finish	2021	2022	2023	2024	25
Sound Transit	979	01-Jul-16 A	31-Dec-24					
Sound Transit 2	979	01-Jul-16 A	31-Dec-24					
South Corridor	1371	01-Jul-16 A	31-Dec-24					
LRT Extension - South	1371	01-Jul-16 A	31-Dec-24					
Federal Way - Master Schedule	979	01-Jul-16 A	31-Dec-24					
Federal Way Link Extension - Integrated Master Schedule	979	01-Jul-16 A	31-Dec-24					
Baseline/FFGA Milestones	1280	27-Sep-18 A	31-Dec-24					
MS 01 - Baseline Project (Q3 2018)	0		27-Sep-18 A					
MS 02 - NTP to Design/Build Contractor (Q3 2019)	0		07-Jun-19 A					
MS 03 - ROW Acquisitions Complete (Q1 2020)	0		30-Jun-21					
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)	0		11-Aug-21					
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)	0		09-Nov-22					
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)	0		11-Apr-24					
MS 07 - Revenue Service w/Float (Q4 2024)	0		31-Dec-24*					
Preliminary Engineering	0	01-Jul-16 A	22-Jan-20 A					
Third Party Agreements and Permitting	0	01-Jul-16 A	21-Sep-20 A					
Federal Way Link - Design-Build Construction Management Consultant - Contract	817	14-Nov-16 A	17-May-24					
Federal Way Design/Build Contract Procurement	0	11-Mar-17 A	07-Jun-19 A					
Federal Way - Right of Way	91	10-May-17 A	30-Jun-21					
Federal Way - Construction	942	01-Jun-19 A	31-Dec-24					
F210 - Traffic Mitigation	939	04-Jan-21 A	31-Dec-24					
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	847	01-Jun-19 A	05-Aug-24					
Federal Way - Rail Activation	942	03-Aug-20 A	31-Dec-24					
Federal Way Link Extension - Rail Activation	942	03-Aug-20 A	31-Dec-24					
Rail Activation	942	03-Aug-20 A	31-Dec-24					
Systems Integration & Testing	233	08-May-23	10-Apr-24					
LRV Conditional Acceptance - FWLE	98	17-Jul-23	05-Dec-23					
Network Readiness - Fiber Audit and Installation	684	03-Aug-20 A	20-Dec-23					
Pre-Revenue Service	60	11-Apr-24	09-Jun-24					
Project Float	148	06-Aug-24	31-Dec-24					
Revenue Service	0	31-Dec-24	31-Dec-24					

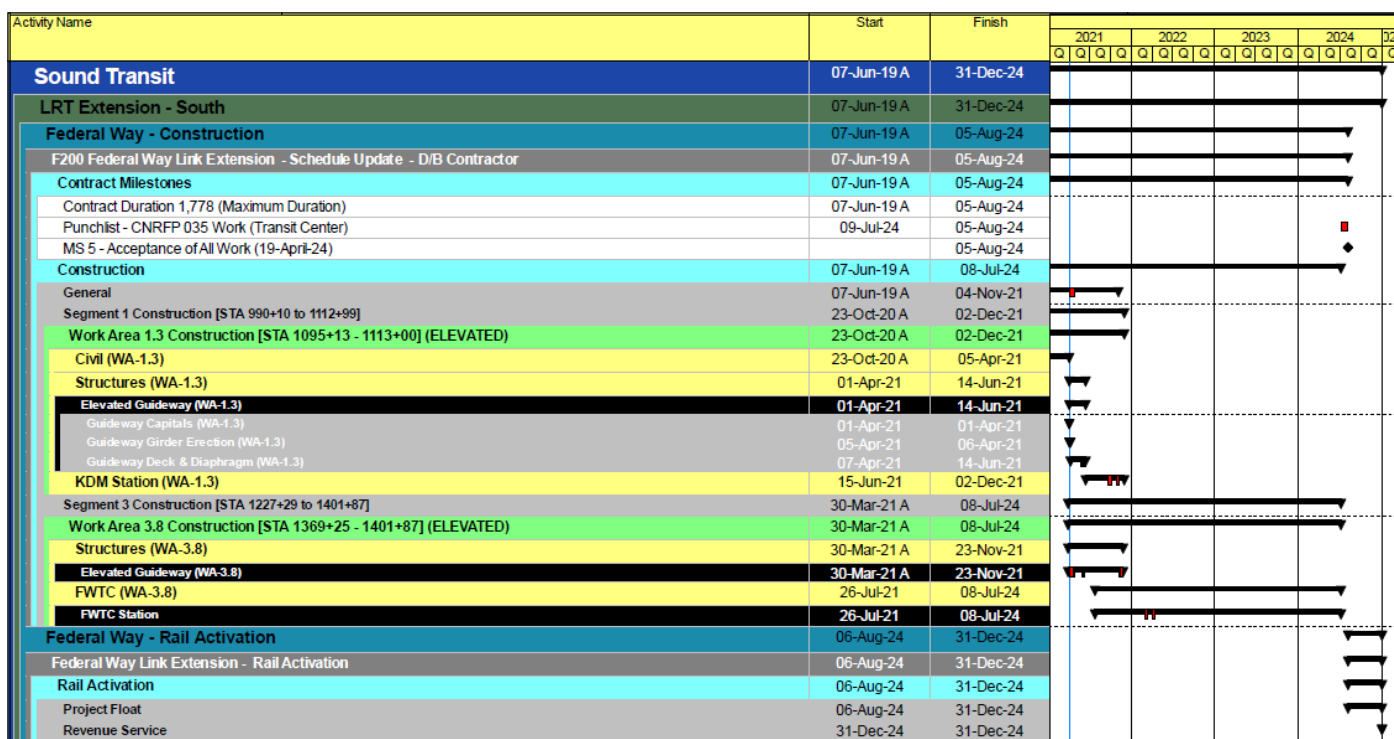
Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 148 days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024. Schedule pressure from ST design revisions for FWTC will require the reduction of float contingency No change orders have been issued to adjust contract milestones or utilize project float contingency at this time but is expected in April.



Critical Path Analysis

The critical path to Revenue Service currently runs through KDM Station to FWTC this period through Pre-Revenue Service and ST project float contingency. The change order for FWTC redesign been incorporated in the schedule update this period and is expected to be approved by ST Board in April. Negotiations are completed. Kiewit is showing F200 Milestone #5 Final Acceptance is now August 5, 2024 for completion of the project at the FWTC. The schedule update for Mar 2021 has been accepted as we continue to work with Kiewit regarding the schedule impacts of FWTC.



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	236	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.
- Neighborhood briefing to the Greenfield Area of Kent on 3/4.
- Presented to the Federal Way Black Collective on 3/11.
- Presented at the South King County Mobility Webinar on 3/30.
- Continued development of social media plan and calendar for FWLE Facebook page.
- Continued outreach to enroll businesses in the Loyal to the Local business mitigation plan.
- Alerted Federal Way residents about upcoming clearing and grubbing.



Columns and caps for structure A in SeaTac



First girders for the project 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 4.1 under the staffing plan. DBPM Services is slightly over plan, 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 14% under plan, however there are a few vacancies in the project that needs filling.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	43.9	37.9	6.1
Consultants	57.3	59.3	(2.0)
TOTAL	101.2	97.2	4.1
* 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.	

Construction Safety

Data/ Measure	March 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	1	1
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	529	-	-
Total # of Hours (GC & Subs)	39,121	105,774	326,706
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	5.11	1.89	0.61
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.8		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

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F200 Design Build Contract

Current Progress

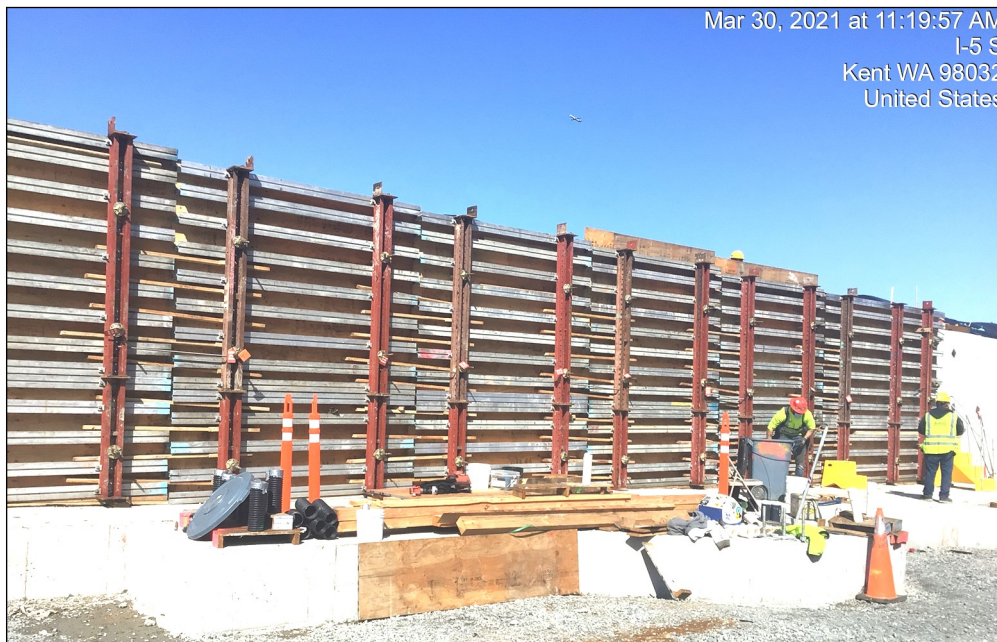
Upon the close of March 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings, delivered 34 of 46 IFC design package submittals, and 11 of 17 final specification packages. A review of the baseline schedule for design delivery identified 8 late items: 4 design packages and 4 specification packages. Civil clear & grub is nearing completion, aerial structures are in progress, and KDM Garage foundations are in progress.

Design:

- Seven design packages were dispositioned; 7 were acceptable, 2 required resubmission. Two specifications packages and dispositioned; 1 was acceptable, 1 required resubmission.
- Extensive collaboration with Kiewit regarding KDM Garage foundations shop drawings and construction methods.
- Load Flow Simulation Report for the traction power system was submitted, reviewed, and assigned a Code 3 (Revise and Resubmit). Task Force meetings were ongoing throughout March to achieve an acceptable system configuration.
- The Contractor is pursuing a long span bridge design at Structure C to span over the soil liquefiable area.
- The Contractor is progressing with the FWTC design.

Construction:

- Guideway structures % completeness (all Segments): Drilled shafts = 45%, Columns = 26%, and Caps and Straddles = 25%, Girder erection = 0%.
- KDM Garage Tower Crane erection completed. KDM Garage foundations are under construction.
- Drilled shaft effort started in segment 3 at the FWTC.
- SR99 WSDOT Bridge effort included: mass excavation, lagging, rebar construction, and general preparation for drilled shafts.



Progress of wall panel installation on Midway

Link Light Rail Federal Way Link Extension



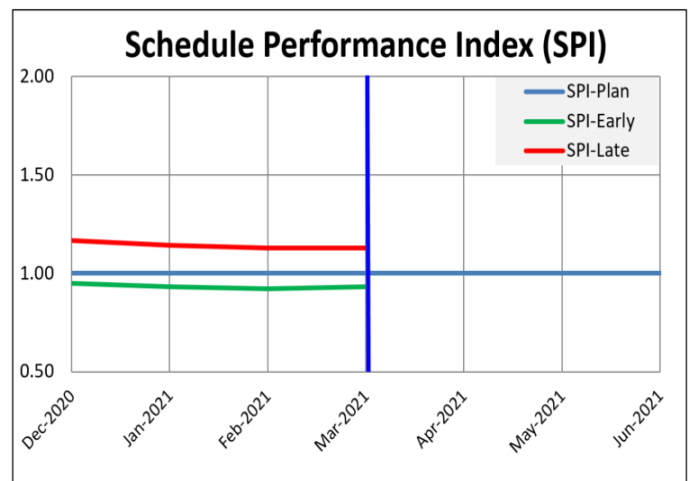
Schedule Summary

The progress schedule for March 2021 has been accepted and is shown below. Construction NTP was issued in May 2020. Revenue Service is expected in August 2024 based on Kiewit's schedule. Federal Way Transit Center Redesign change order is expected to receive ST Board Approval in April which will move Milestone #5 Final Acceptance to August 5, 2024. ST will continue to work with Kiewit regarding ongoing schedule impacts.

Activity Name	Start	Finish	2021 2022 2023 2024											
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	05-Aug-24												
Contract Milestones	07-Jun-19 A	05-Aug-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)		21-Feb-22*												
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		31-Aug-22*												
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		03-May-23*												
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		07-Sep-23*												
Substantial Completion		10-Apr-24												
60-Day Pre-Revenue Operations	11-Apr-24	09-Jun-24												
30-Day Sound Transit-Controlled Float	10-Jun-24	10-Jun-24												
MS 5 - Acceptance of All Work (19-April-24)		05-Aug-24												
Design	07-Jun-19 A	30-Jun-23												
Design Milestones	07-Jun-19 A	30-Jun-23												
Corridor Wide	07-Jun-19 A	30-Aug-21												
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	05-May-21												
Design Packages - Star Lake Segment 2	07-Jun-19 A	01-Jun-21												
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	29-Jul-21												
Construction	01-Jun-19 A	08-Jul-24												
General	01-Jun-19 A	10-Apr-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	26-Jan-24												
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	08-Jul-24												
Provisional Sums	01-Dec-19 A	11-Nov-23												
Change Orders	01-Jul-19 A	24-Apr-24												

Schedule Performance Index

For the March period, the Early SPI is 0.93 and Late SPI is 1.13 (previously: 0.92 and 1.13, respectively). The slight increase in Early SPI this period is due to March's progress being ahead of the planned values. Although the Early SPI is less than 1.0, compared against revised cash flow projections, (incorporating both base contract and change orders executed to date), Kiewit remains within acceptable performance tolerances for early and late curves.



Next Period's Activities

Design:

- Specification packages or standard drawings expected to be delivered: Stations & Garages Specification IFC (CW04C), Systems Specs IFC CW.04d, and Guideway Fire Protection 60% (CW08).
- Design packages expected to be delivered include KDM Station IFC S1.06, SL Station IFC S2.05, SL Garage IFC S2.06, FWTC Station 90% S3.16, Laurelwood Park Mitigation IFC S3.20.
- Continued effort on NDC responses to complete designs is anticipated.

Construction:

- KDM garage foundations.
- SR99 drilled shafts and abutment construction.
- FWTC drilled shafts construction at Structure G.
- Substructure: Drilled shafts, Columns, and cap construction at Structure B (WA 2.1) and Structure G (WA 3.8). Superstructure: Girder erection at Work Area 1.3.
- Soil nail and MSE Wall construction at Work Area 1.2. Midway Landfill CIP wall construction. .

Closely Monitored Issues

- **COVID-19:** Work continues with appropriate oversight.
- **Permitting:** Timeliness of permit issuance to enable progress of work.
- **SBE/DBE Participation:** As of the February 2021 work performed period, SBE is currently 9.30%, but remains below the contract goal of 15%. DBE participation is at 7.38% (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	\$64,015,964
Current Contract Value	\$1,349,215,964
Total Actual Cost (Incurred to Date)	\$397,259,675
Percent Complete	31.65%
Authorized Contingency	\$228,520,000
Contingency Drawdown	(64,105,964)
Contingency Index	1.13



Progress of foundation concrete placement at WAI.3

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.

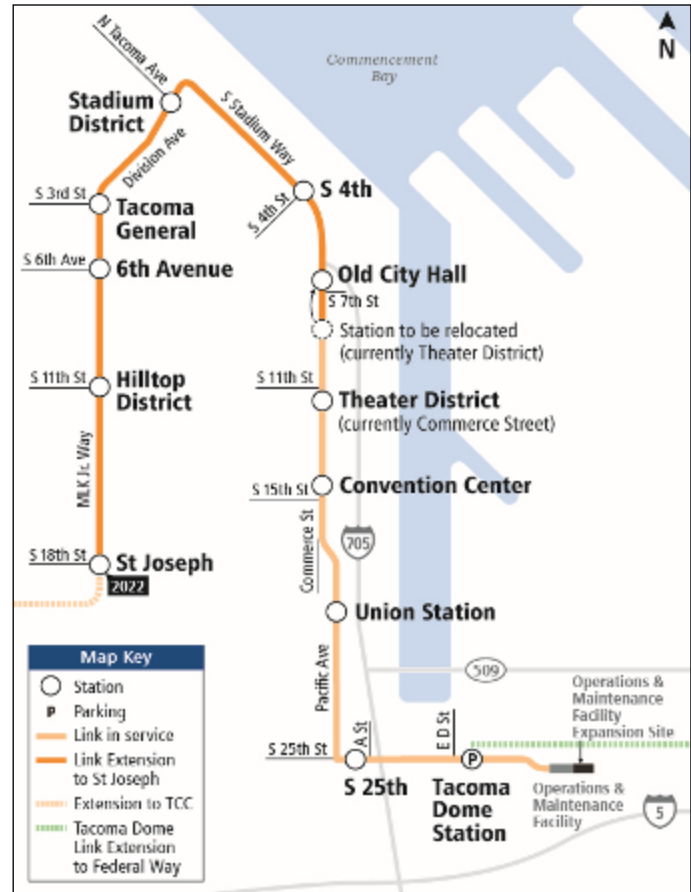
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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

Heading 1: Completed inbound and outbound corners for traffic signal foundations; systems ductbank; completed grading and pulled rail between I-705 and S. 7th. Began systems ductbank between S. 7th and Theater District Station. Began OCS foundations on west side of Commerce St. south of S. 7th.

Heading 2: Pulled and formed inbound rail from MLK Jr. Way and Division Ave. to west of S. J St. Poured stem wall, backfilled and graded for exterior steps and flatwork at TPSS No. 2. Formed and poured curb and gutter at southeast corner of Division and MLK Jr. Way.

Heading 3: Completed all track slab installation work on MLK Jr. Way with completion of the inbound track slab from S. 7th across intersection of MLK Jr. Way and S. 9th. Installed permanent pavement in between track slabs between 6th Ave. and S. 9th. Installed OCS foundations on MLK Jr. Way between S. 6th and S. 3rd and OCS foundations and pole at Tacoma General Station.

OMF: E. 25th St – Excavated and revised manhole elevation for storm revision. Began grading for ADA ramps, curb and gutter, sidewalks and driveways at E. J St. **Yard** – Poured cast-in-place wall at TPSS No. 5. **Interior** – Backfilled turntable walls. Completed installation of 2nd floor hardware trim and office furniture. Began sealing concrete floors at 1st fl. and mezzanine. Completed installation of building management systems. Continued building testing and commissioning.

Project Cost Summary

In September 2017, Sound Transit Board adopted the Hilltop Tacoma Link Extension (HTLE) baseline schedule and budget. In June 2020 the Sound Transit Board approved an increase to the authorized project allocation from \$217.3M to \$252.7M. The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

The T100 construction contract was executed in August 2018. Staff received ST Board approval in December 2019 to add contingency to this contract. Following the risk assessment in April 2020, staff recommended an additional \$35.4M budget for an Estimated Final Cost of \$252.7M of the project. The ST Board approved the recommendation for additional project budget in June 2020.

Approximately \$4.4M was incurred in the March 2021 period. A majority of the expenditures (\$3.6M) occurred in the Construction Phase that are related to the T100 contract, City of Tacoma Work Orders, Vehicle Procurement, and Startup & Testing. The remaining expenditures are from Administration, Construction Services, and Final Design phases.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$21.7	\$15.5	\$15.3	\$21.7	(\$0.0)
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$14.1	\$13.2	\$12.9	\$14.1	\$0.0
Construction Services	\$12.4	\$10.4	\$9.0	\$12.4	\$0.0
3rd Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$131.5	\$111.1	\$162.0	(\$0.0)
Vehicles	\$33.4	\$32.3	\$5.0	\$33.4	\$0.0
ROW	\$2.2	\$2.2	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$211.9	\$161.7	\$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	\$25.2	\$21.3	\$31.0	(\$0.0)
20 Stations	\$3.5	\$2.8	\$2.4	\$3.5	\$0.0
30 Support Facilities	\$41.2	\$33.4	\$28.2	\$41.2	\$0.0
40 Sitework & Special Condi-	\$51.7	\$42.1	\$35.5	\$51.8	\$0.1
50 Systems	\$34.6	\$28.1	\$23.7	\$34.6	\$0.0
Construction Subtotal (10 - 50)	\$161.9	\$131.5	\$111.1	\$162.0	(\$0.1)
60 Row, Land	\$2.0	\$2.2	\$1.9	\$2.2	\$0.2
70 Vehicles (non-revenue)	\$33.1	\$32.3	\$5.0	\$33.4	\$0.3
80 Professional Services	\$53.8	\$46.0	\$43.7	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	(\$2.0)
Total (10 - 90)	\$252.7	\$211.9	\$161.7	\$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. A Quantitative Risk Assessment is planned for late May 2021. The latest Risk Register was updated for progress through February 2021. The current top project risks include:

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

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 \$2.7M due to executed change order for T100 contract. Current balance is to \$28.8M.

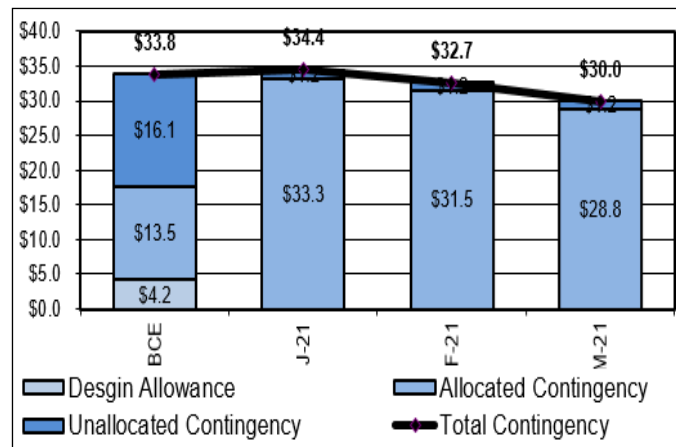
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains unchanged this period.

Contingency Status (Monthly)

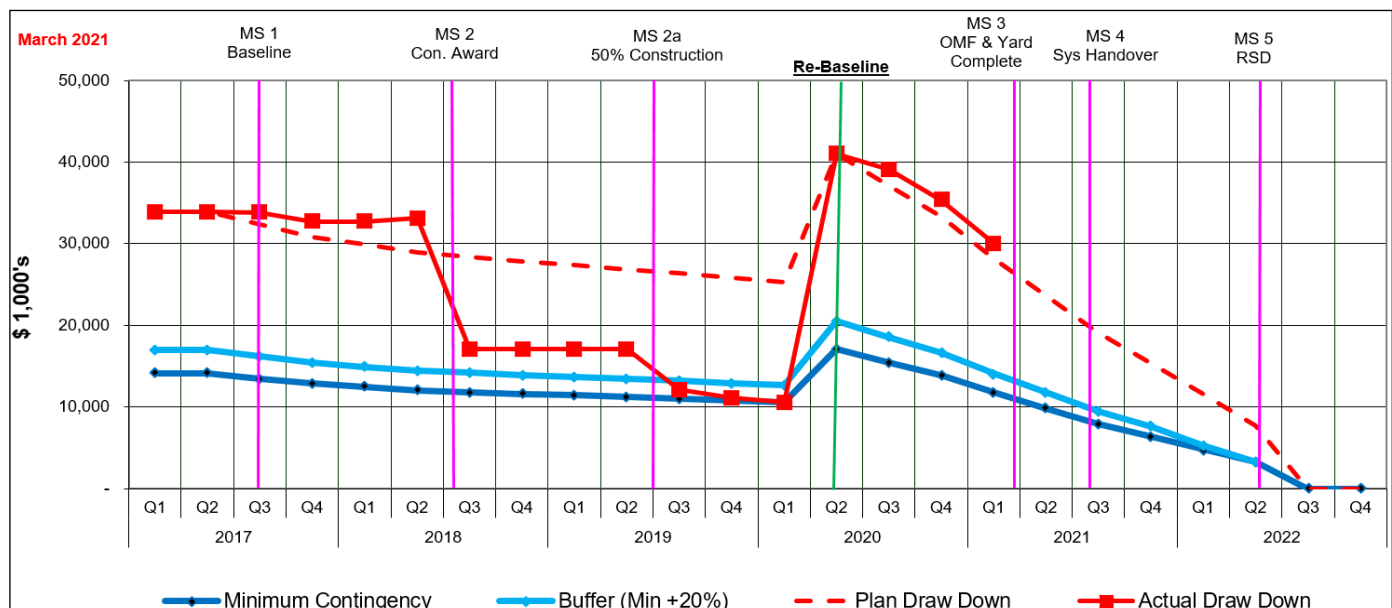
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$28.8	31.7%
Unallocated Contingency	\$16.1	8.2%	\$1.2	1.3%
Total	\$33.8	17.2%	\$30.0	32.9%

Table figures are shown in millions.

Contingency by Type Histogram (\$ Millions)



Contingency Drawdown (Quarterly)



Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

The Master Schedule has been updated through the end of March 2021. *Master Schedule does not include BEC Mar 2021 schedule*. Overall physical percent complete is 77%

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 mid May 2022.

Activity Name	Start	Finish	2021				2022			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
HTLE - Mar 2021 Update	02-Feb-15 A	23-May-22								
Project Milestones	28-Sep-17 A	23-May-22								
MS-01 - Project Baseline		28-Sep-17 A								
MS-02 - Construction Contract Award		27-Aug-18 A								
MS-03 - Submit Design & Delivery Schedule for the Automatic Vehicle Locator		21-Nov-18 A								
MS-01 AOMF Facility Interior Finishes - Certificate of Occupancy		17-May-21*								
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		07-Sep-21*								
MS-04 - Systems Handover OMF and Yard Testing		07-Sep-21								
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		20-Sep-21*								
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		22-Nov-21								
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		22-Nov-21								
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		03-Jan-22								
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		09-Feb-22								
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		18-May-22*								
T100 Cutover - 9th and Commerce		18-May-22								
MS-05 Revenue Service Date		23-May-22*								
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A								
ROW & Third Parties	01-Oct-15 A	14-Jun-17 A								
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	10-May-22								
Light Rail Vehicles (Qty 5)	11-Oct-16 A	30-Mar-22								
Construction	23-Jan-18 A	19-May-22								
Construction Contract Procurement	23-Jan-18 A	27-Jul-18 A								
T100 Hilltop Tacoma Link Extension Schedule March 2021 T100	31-May-18 A	19-May-22								
Pre-Revenue Testing	10-May-22	22-May-22								
Simulated Revenue Service	10-May-22	22-May-22								
Project Float - Owner Controlled	23-May-22	23-May-22								
Project Float - Baseline Project Float	23-May-22*	23-May-22								
Revenue Service	23-May-22	23-May-22								
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*								

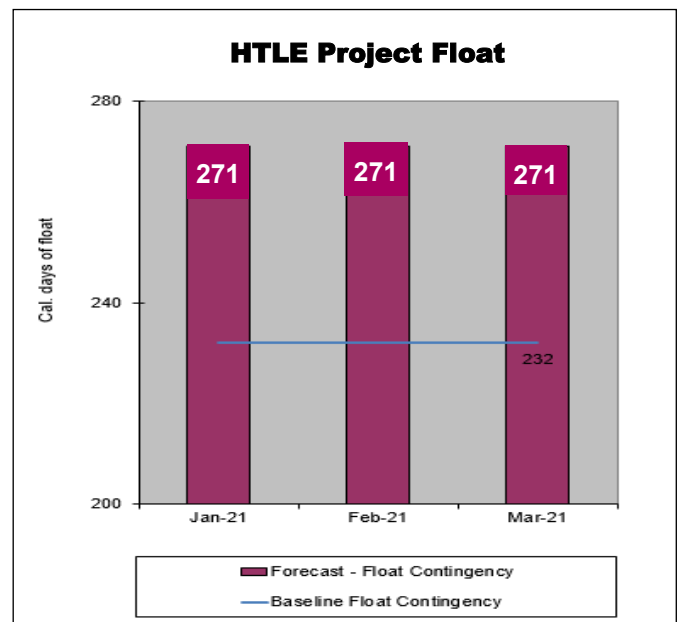
Project Float

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.

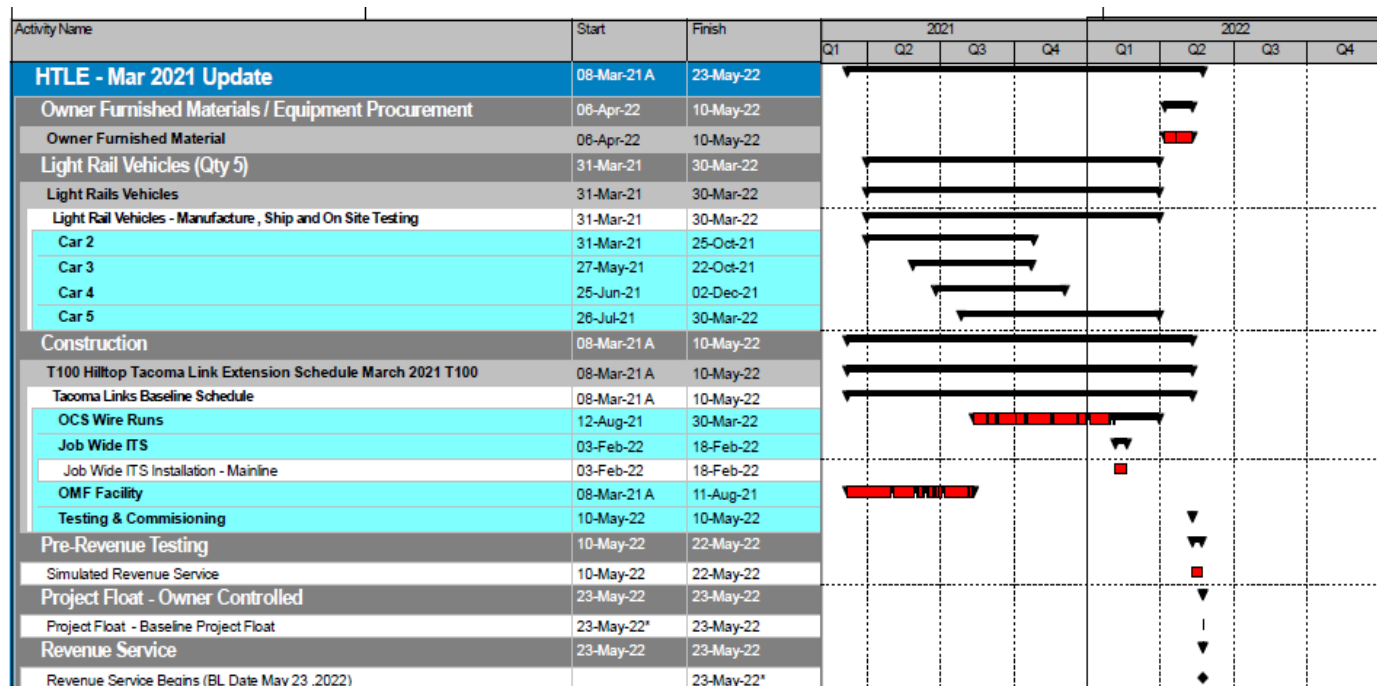
CO #35 , #46 and #14 were approved for seven day time extension due to weather delays and is reflected in the current project float drawdown.

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 March 2021 shows the main critical path in the T100 contract with the OCS Wire Runs Registration; Job Wide ITS testing and Testing and Commissioning , 9th Commerce Intersection Work before pre-revenue service begins. LRV deliveries and conditionally acceptance are on the longest path getting to the completion of pre-revenue service tests. LRVs are not presently on the critical path.



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 Outreach

- Continued coordinating with Kaiser Permanente and MultiCare on the schedule and progress of track installation near the medical facilities. Provided notification about the flatwork on S. 3rd St. Asked Kaiser Permanente about amending the TCE to include the curved curb in their driveway. Held two site walks with MultiCare (March 5 and March 18).
- Informed Hilltop stakeholders about the status of construction on MLK Jr. Way, including track installation, OCS pole tie-ins and electrical work, as well as a heads-up on curb and gutter work.
- Updated Stadium stakeholders on the schedule and traffic impacts for the track installation in the MLK Jr. Way and Division Ave. intersection and advancing along Division Ave to I St.
- Provided notification to businesses on E. 25th St. about construction near the OMF.
- Updated Commerce St. stakeholders on the status of track installation.
- Coordinated access and parking with businesses on Commerce St., E. 25th St., and MLK Jr. Way.
- Presented the HTLE Outreach and Loyal to the Local sections of Sound Transit's presentation to Tacoma City Council, March 30. Gave a presentation on the HTLE project at the Downtown on the Go Transit Committee meeting (March 17) and at the Hilltop Stakeholders Outreach meeting (March 25).
- Wrote an article about the Hilltop Tacoma Link project and took pictures for the Hilltop Action Journal. Coordinated with the local chapter of the Construction Specifications Institute on a Sound Transit presentation in May.
- Produced and distributed the weekly construction alert about traffic impacts.
- Coordinated with Sound Transit internal teams on fares, Tacoma Link service disruption for the E. 25th St. cutover, safety outreach and signage.
- 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 uneven track and a tripping hazard in the crosswalk at MLK Jr. Way and S. 17th St, parking near Commerce Street, access on MLK Jr. Way during paving, MultiCare's buried irrigation line at MLK Jr. Way and S. 3rd St., and streetscape/landscaping on S. 8th St.

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. Consultant FTE's (CMC and DSDC) are slightly over plan as they continue to support T100 and Vehicle procurement contracts approaching startup and pre-revenue activities.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	24.1	16.3	(7.8)
Consultants	15.5	19.2	3.7
TOTAL	39.6	35.5	(4.1)
* 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
	No Board actions for this period.	

Link Light Rail Hilltop Tacoma Link Extension



Construction Safety

Data/ Measure	March 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	9
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	2	20
Reported Near Mishaps	5	14	61
Average Number of Employees on Worksite	138	-	-
Total # of Hours (GC & Subs)	6,467	20,466	266,070
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	30.93	9.77	6.77
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.8		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

Contract T100 — Hilltop Tacoma Link Extension

Current Progress

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

- Heading 1: Installed raceway from S. 7th to Theater District station, Pulled in IB and OB rails between 1-705 ramps and S. 7th Street. Abandoned old sewer and began drilling and installing an OCS foundation on the west side of Commerce.
- Heading 2: Finished welding IB pre-curved rail from MLK to Division Ave. Installed TPSS#2 footing wall rebar and poured footing wall. Formed and poured curb and gutter on the southeast corner of Division Ave and MLK.
- Heading 3: Poured OCS foundations and installed OCS poles at future Tacoma General station. Poured red crosswalks at S. 9th and MLK intersection. Poured the outside of IB track slab from 6th Ave through S. 9th Street. Installed temporary HMA at MLK and S. 8th intersection.
- OMF Yard: Began grading for ADA ramps, curb and gutter, sidewalks and driveways at E 25th Street and E J. Street. Excavated and altered MH 26 for storm revision on E. 25th Street.
- OMF Building: Installed building management system. Continued installing ST provided IT equipment in communication room and office furniture wiring.

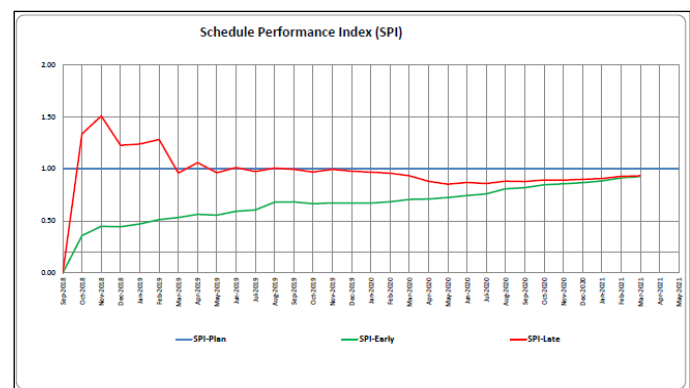
Schedule Summary

The T100 contractor schedule represents the Mar 2021 monthly update submittal which is currently under review. *MS#1 OMF & Yard Substantial Completion* is forecasting September 2021. *MS #2 Substantial Completion of All Work* has slipped a month from the last APR report and now is forecasting a May 2022 completion date.

Activity Name	Start	Finish	2021				2022			
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	
T100 Hilltop March 2021 T100	31-May-18 A	20-May-22								
Tacoma Links Baseline Schedule	31-May-18 A	20-May-22								
Milestones	29-Jun-18 A	20-May-22								
PreConstruction	31-May-18 A	03-Apr-22								
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	13-May-22								
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	11-Apr-22								
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	11-Apr-22								
OCS Wire Runs	01-Jul-21	11-May-22								
Train Signal System	19-Dec-20 A	05-Oct-21								
Job Wide ITS	20-Dec-21	21-Feb-22								
OMF Facility	29-Aug-18 A	30-Sep-21								
Testing & Commissioning	11-Mar-19 A	19-May-22								
Change Orders	07-Jan-19 A	30-Dec-21								
Provisional Sum Time Impacts	01-Feb-19 A	30-Sep-21								
Other Time Impacts	04-Mar-19 A	07-Mar-22								
RFCs	29-Jan-19 A	18-Aug-21								
Provisional Sums	03-Dec-18 A	25-Aug-21								
Weather Days	04-Feb-19 A	27-Jan-20 A								

Schedule Performance Index

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



Link Light Rail Hilltop Tacoma Link Extension

Next Period's Activities

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

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$ 108,295,000
Change Order Value	\$ 11,585,293
Current Contract Value	\$ 119,880,293
Total Actual Cost (Incurred to Date)	\$ 100,092,831
Percent Complete	84%
Authorized Contingency	\$ 37,114,750
Contingency Drawdown	\$ 11,585,293
Contingency Index	2.7



Epoxy gout installation at the OMF

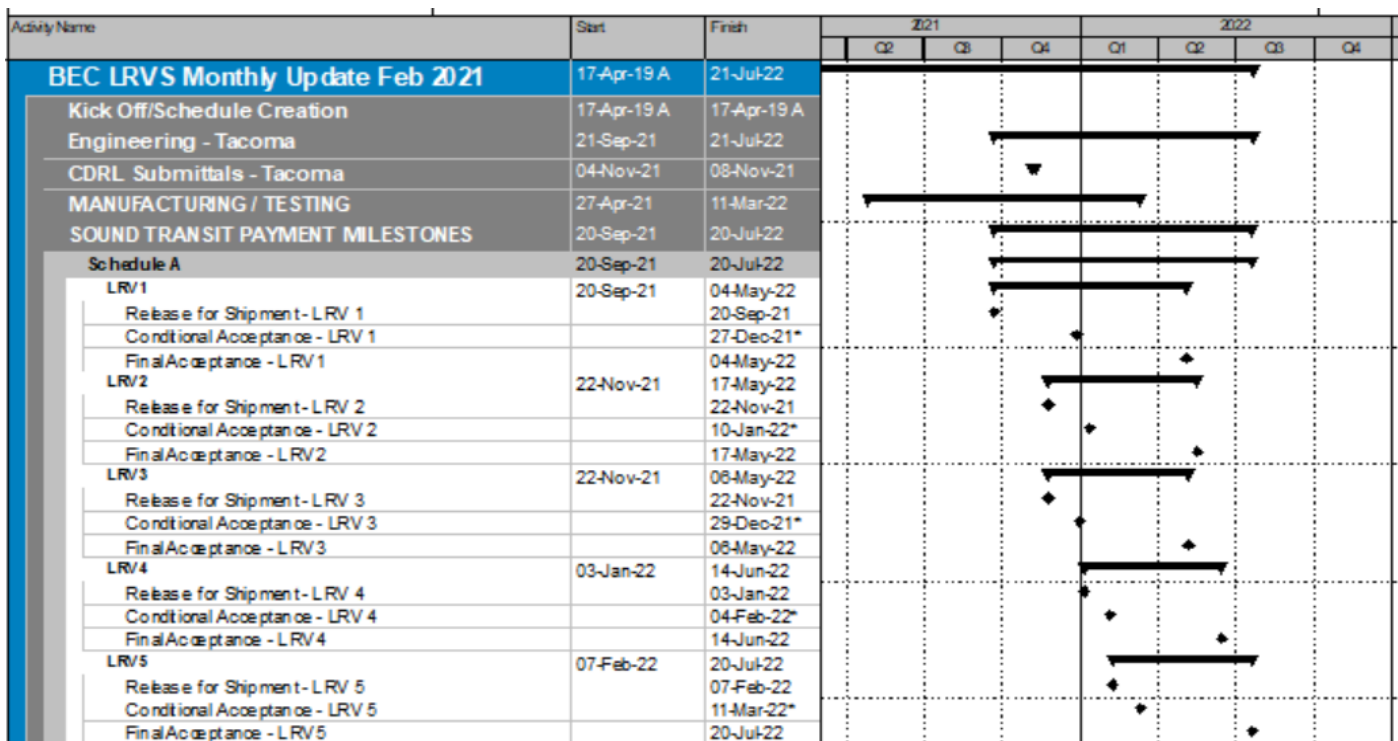
Contract RTA/RP 0014-16 — Tacoma Link Light Rail Vehicle (LRV) Procurement

Current Progress

- Brookville continues to work the vehicle weight as this is a “High priority Engineering Action “ that needs to be resolved in order in to maintain production schedule.
- Working on CDRL 18-11 required spare parts for ST approval and planning on placing long lead time items for special toll and spare parts.
- Working on the splitting of Safety Hazard Plan into 2 parts for review in the PHA.
- Brookville continues to work with Tacoma Link Operations to plan for onsite training, commissioning and the testing plan.
- Working on scheduling FAIs with subcontractors , some may need to be scheduled virtually due to restrictions in the suppliers facilities or travel restrictions.

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 March 2021 Monthly Progress Report indicates Brookville FDR2 for Cab, Doors, HVAC, Electrical and Communications. FDR 3 for Carbody, Coupler, Truck, Interior /Exterior still has open CDRLS with comments with a close date of Apr 30, 2021, FDR4 also completing in Apr 2021 and FDR 5 starting in mid May 2021 .
- BEC has not submitted the March 2021 submittal so the February 2021 submittal and the March 2021 Monthly Progress report will be used for forecasting for purposes shows the delivery of the 1st car arriving to OMF in Tacoma in Sept 2021. The 2nd LRV and 3rd LRV will arrive in Nov 2021 with the remaining LRVs shipping in Q1 2022. Conditional Acceptance testing for all 5 LRVs in Tacoma will be complete by March 2022.



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.



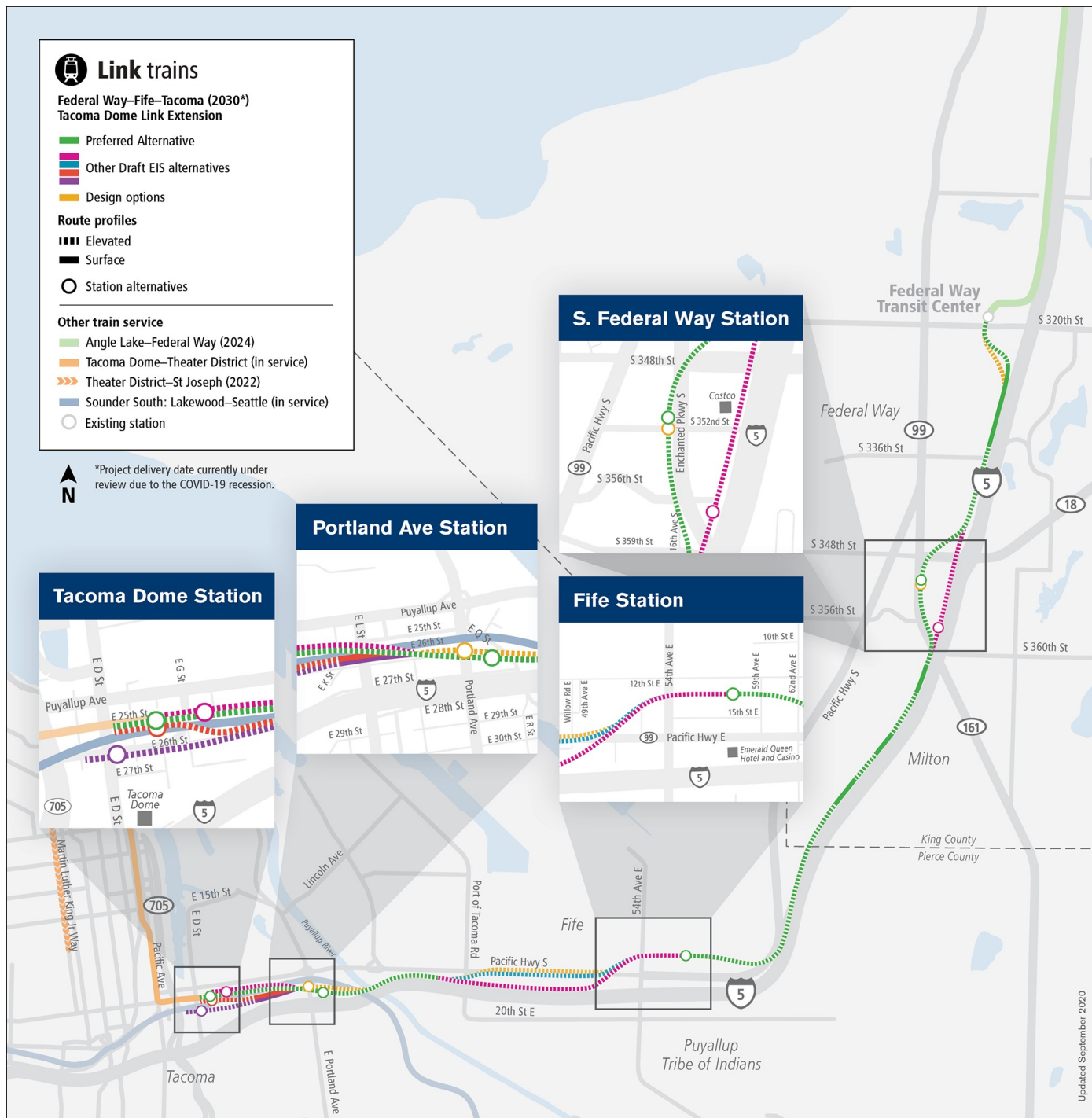
Map of Tacoma Dome Link Extension.

Key Project Activities

- Held two public hearings for OMFS via virtual webinar.
- Held meetings with Tacoma, Fife, Federal Way, Milton, and WSDOT virtually on TDLE.
- Published OMFS DEIS and held virtual briefings with stakeholders and jurisdictions.

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 25% less than the planned budget in March. The major variance is observed in Administration, PE and 3rd Party phases, however publication of OMF South DEIS in March is expected to raise Administration incurred cost in next months to respond to comment on published DEIS. The other factor contributing to the variance is that 3rd Parties have been late in issuing of their invoices to Sound Transit.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$26.8	\$11.9	\$11.7	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$48.8	\$31.6	\$87.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$6.4	\$1.5	\$0.7	\$6.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$5.4	\$1.0	\$0.1	\$5.4	\$0.0
Total	\$125.7	\$63.2	\$44.1	\$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	\$4.4	\$1.0	\$0.1	\$4.4	\$0.0
80 Professional Services	\$114.4	\$62.2	\$44.0	\$114.4	\$0.0
90 Unallocated Contingency	\$6.9	\$0.0	\$0.0	\$6.9	\$0.0
Total (10 - 90)	\$125.7	\$63.2	\$44.1	\$125.7	\$0.0

Risk Management

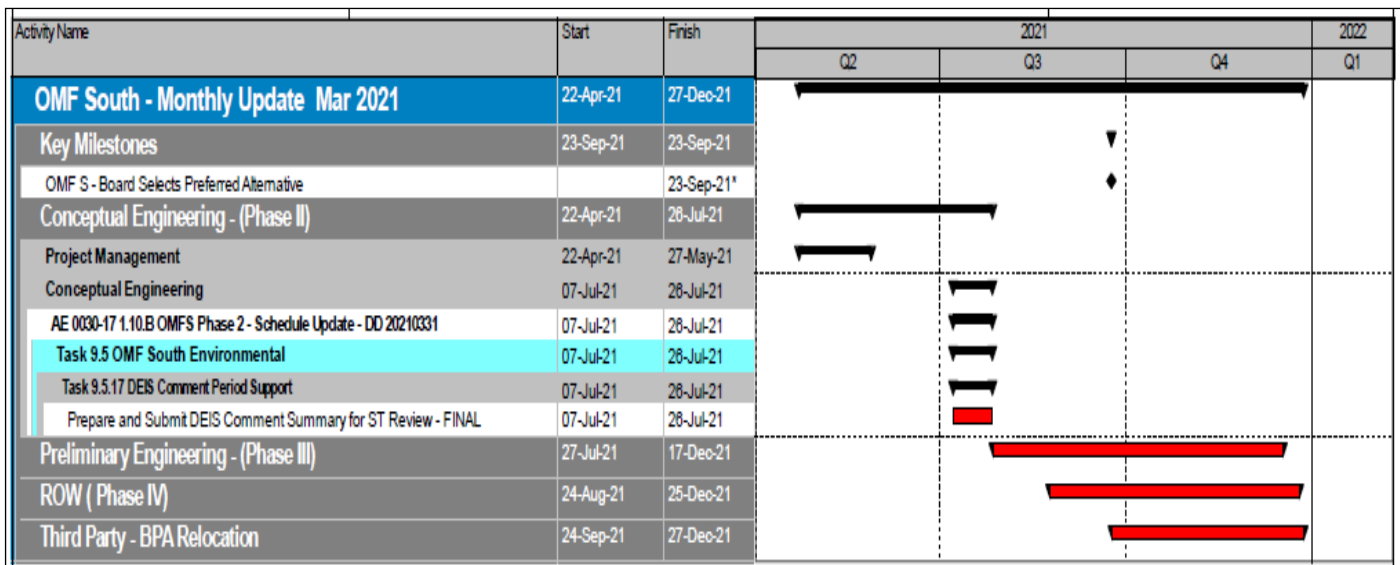
The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage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

The Q1 2021 risk review workshop was held in March 2021. The following are the top project wide risks:

- Reduced revenue as a result of COVID-19 may impact schedule and cost.
- Other ST projects are experiencing baseline cost escalation, especially WSBLE, resulting in insufficient funding available for TDLE and OMFS.
- Contaminated soil and/or groundwater are discovered during TDLE and OMF South construction, resulting in increased costs.
- OMFS can't be built in time for ST3 vehicle schedule. This schedule concern could happen during alternatives development, environmental, design, or construction phases.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Complications to cross the Puyallup River due to cultural, geo-technical, structural, or ROW.
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Lack of federal funding for public transit projects could delay the project.
- City of Fife and city of Federal Way may request increasing parking in excess to ST3 scope assumption and adds cost and schedule.
- OMFS 2 alternative sites in FW may require multiple road vacations in Federal Way. The city may require exceptional mitigation.

Critical Path Analysis

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



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 March 31, 2021. At this time the project is estimating approximately 12 months of delay to the DEIS being published due to stakeholder reviews which can be associated with COVID-19 related impacts. These delays have the potential to impact the overall project schedule and are being assessed by the ST Board.

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

Activity Name	Start	Finish	2021			2022			2023
			Q2	Q3	Q4	Q1	Q2	Q3	Q4
Tacoma Dome Link Extension - Mar 2021	22-May-17 A	20-Jul-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							
Conceptual Engineering - (Phase II)	05-Aug-19 A	20-Jul-22							
Tacoma Dome Link Extension - Phase 2 - UPDATE - DD: 20210331	05-Aug-19 A	20-Jul-22							
Task 1 - Project Management, Controls & Administration	05-Aug-19 A	20-Jul-22							
Task 2 Jurisdictional and Tribal Coordination and Agreements	05-Aug-19 A	20-Jul-22							
Task 3 Engineering	05-Aug-19 A	03-Dec-21							
Task 3.C Continued Engineering	09-Sep-21	09-Sep-21							
Task 4 Station Planning and Conceptual Design	05-Aug-19 A	30-Dec-21							
Task 5 Preparation of TDLE Draft Environmental Impact Statement	17-May-22	20-Jul-22							
Task 6 External Engagement	05-Aug-19 A	20-Jul-22							
Task 7 Cost Estimating, Construction Planning and Value Engineering Support	05-Aug-19 A	20-Jul-22							
Task 8 GIS and Graphics	05-Aug-19 A	20-Jul-22							
Task 10 Supplemental Services	19-Apr-21	30-Apr-21							
Task 12 - Optional Tasks	30-Jun-21	30-Jun-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 March 31, 2021. The Draft Environmental Impact Statement was submitted on March 5, 2021.

Activity Name	Start	Finish	2021			2022
			Q2	Q3	Q4	Q1
OMF South - Monthly Update Mar 2021	02-Apr-19 A	27-Dec-21				
Key Milestones	04-Mar-21 A	23-Sep-21				
DEIS Publication		04-Mar-21 A				
OMF S - Board Selects Preferred Alternative		23-Sep-21*				
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A				
Conceptual Engineering - (Phase II)	03-Jul-19 A	23-Sep-21				
Project Management	22-Apr-21	27-May-21				
Conceptual Engineering	03-Jul-19 A	23-Sep-21				
OMF S - Conceptual Engineering Plan NTP	03-Jul-19 A					
AE 0030-17 1.10.B OMF S Phase 2 - Schedule Update - DD 20210331	03-Jul-19 A	23-Sep-21				
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	23-Sep-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	23-Sep-21				
Task 9.4 Cost Estimating and Construction Support	02-Jul-20 A	12-Dec-20 A				
Task 9.5 OMF South Environmental	03-Jul-19 A	23-Sep-21				
Task 9.6 OMF South External Engagement	03-Jul-19 A	23-Sep-21				
Task 9.7 GIS and Graphics	03-Jul-19 A	11-Jun-21				
Task 9.8 Detailed Evaluation of Landfill Site Reuse	03-Jul-19 A	11-Jun-21				
CE Plan Submittal (10%)	18-Nov-19 A	15-May-20 A				
ACE Plan Submittal (20%)	30-Jun-20 A	25-Jun-21				
Preliminary Engineering - (Phase III)	27-Jul-21	17-Dec-21				
ROW (Phase IV)	24-Aug-21	25-Dec-21				
Third Party - BPA Relocation	24-Sep-21	27-Dec-21				

Community Engagement

- OMF South – Hosted the Elected Leadership Group meeting, virtual meeting on 3/5
- OMF South – Provided a briefing to Mayor Jim Farrell on 3/8, Mayor Dana Ralph on 3/9, the leadership of Belmor Park and the leadership of Belmor Park on 3/11
- OMF South – Provided a briefing to the Federal Way city staff, Ecology, EPA, and SPU on 3/10
- OMF South – Provided a briefing to Kent city staff and System Expansion Committee on 3/11
- OMF South – Participated in the Federal Way Black Collective Thursday Thoughts event, virtual meeting on 3/11
- OMF South – Participated in the Federal Way Chamber – Government Affairs Committee meeting, virtual meeting on 3/11
- OMF South – Hosted the Interagency Group meeting, virtual meeting on 3/11
- OMF South – Provided a briefing to the Kent City Council and Federal Way City Council on 3/16
- OMF South – Participated in the Federal Way Chamber – Zoom Roundtable, virtual meeting on 3/17
- OMF South – Provided a briefing to the Federal Way Planning Commission, virtual meeting on 3/17
- OMF South – Hosted an online public meeting and hearing, virtual meeting on 3/24 and 3/30
- OMF South – Provided a briefing to the Pacific Christian Academy and the Christian Faith Center virtual meeting on 3/31

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	20.8	(9.2)
Consultants	28.5	22.8	(5.7)
TOTAL	58.5	43.6	(14.9)
* 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.	

Link Light Rail

Link Operations & Maintenance Facility: East

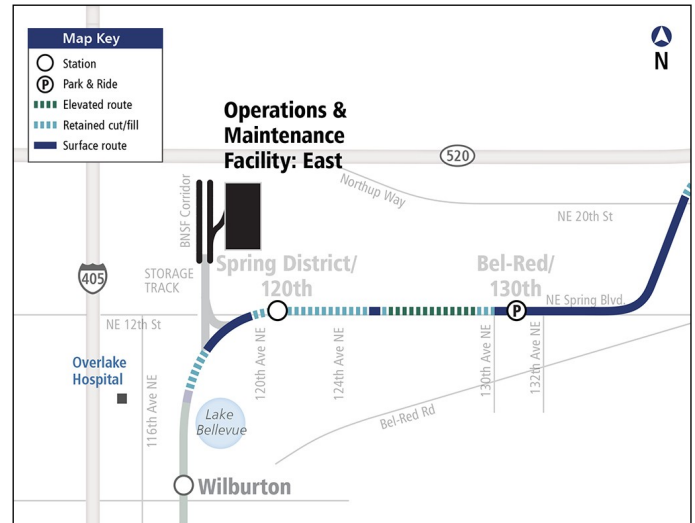
Project Summary

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

Phase Proceed to Construction

Budget \$449.2 Million (Baselined July 2016)

Schedule Substantial Completion: December 2020



Map of OMF East Site

Key Project Activities

- The memo transmitting concurrence of Milestone 2, Acceptance, was sent to HP on March 23, 2021.
- Preparation for the transition to Sound Transit Operations is scheduled for late May.

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 impacts.
- Submittal of complete and acceptable as-built drawings.



Operations and Maintenance Facility East in Bellevue

Project Cost Summary

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

The Estimated Final Costs (EFC) continues to be projected at approximately \$449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period's project's expenditure topped out at about \$962K. The total project cost incurred increased from approximately \$365.9M to \$366.8M. The majority of the cost are driven by the Administrative and Construction Service Phase.

Cost Summary by Phase

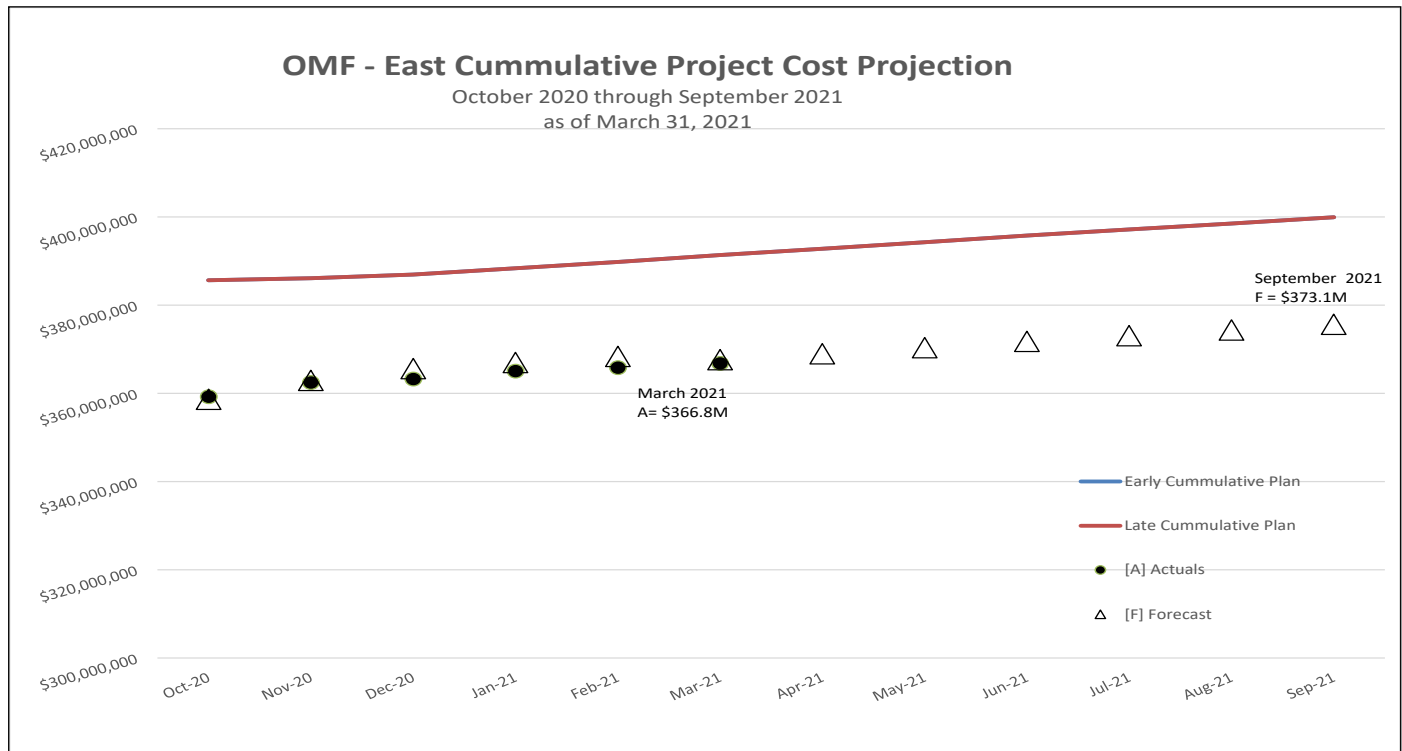
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$9.9	\$9.8	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$9.0	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.6	\$16.8	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$233.7	\$228.8	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$373.3	\$366.8	\$449.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$2.6	\$4.4	\$4.2	\$4.2	\$4.2	\$0.1
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$130.7	\$128.6	\$143.4	-\$7.3
40 Sitework & Special Conditions	\$43.6	\$48.5	\$41.9	\$39.9	\$44.5	\$4.0
50 Systems	\$43.0	\$41.6	\$40.3	\$39.6	\$40.3	\$1.3
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$217.2	\$212.4	\$232.4	-\$1.8
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$71.6	\$70.3	\$53.3	\$51.9	\$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	\$373.3	\$366.8	\$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 \$366.8M with Construction Phase at about 62% and Right-of-Way (ROW) phase at 28%. The project expenditure continues to trend a projection of \$373.1M by September of 2021 which is below the lower bounds of the late planned expenditures as shown in the graph below. At this late stage of the project, the early and the late plans has converged; hence, the graph is merely showing a single curve. This also suggest that the probability of the project to finish under the project budget of \$449.2M is excellent giving reason to the plateauing of the forecast curve shown below. That said, there continues to be considerable cost risk and uncertainties ahead of the project, particularly due to the COVID-19 pandemic, that may impacts the cost at completion.



Risk Management

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

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

- **Design:** Late scope request by Operations may impact follow-on work to the project at this stage.
- **Scope:** Scope Interfaces with E750 Systems when ELE has integrate OMF East with OMF Central through East Link.
- **Construction:** COVID-19 virus pandemic's impacts are cost difficult to assess at this stage.
- **Start Up:** At this juncture, it is a closure of open items and workarounds on 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 \$60.0M (previous period at \$60.4M).

Design Allowance (DA): N/A

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Allocated contingency balance at the end of this period continues to be stable at \$46.3M (the previous period at \$46.7M). The approximately contingency draw were attributed to normal construction changes.

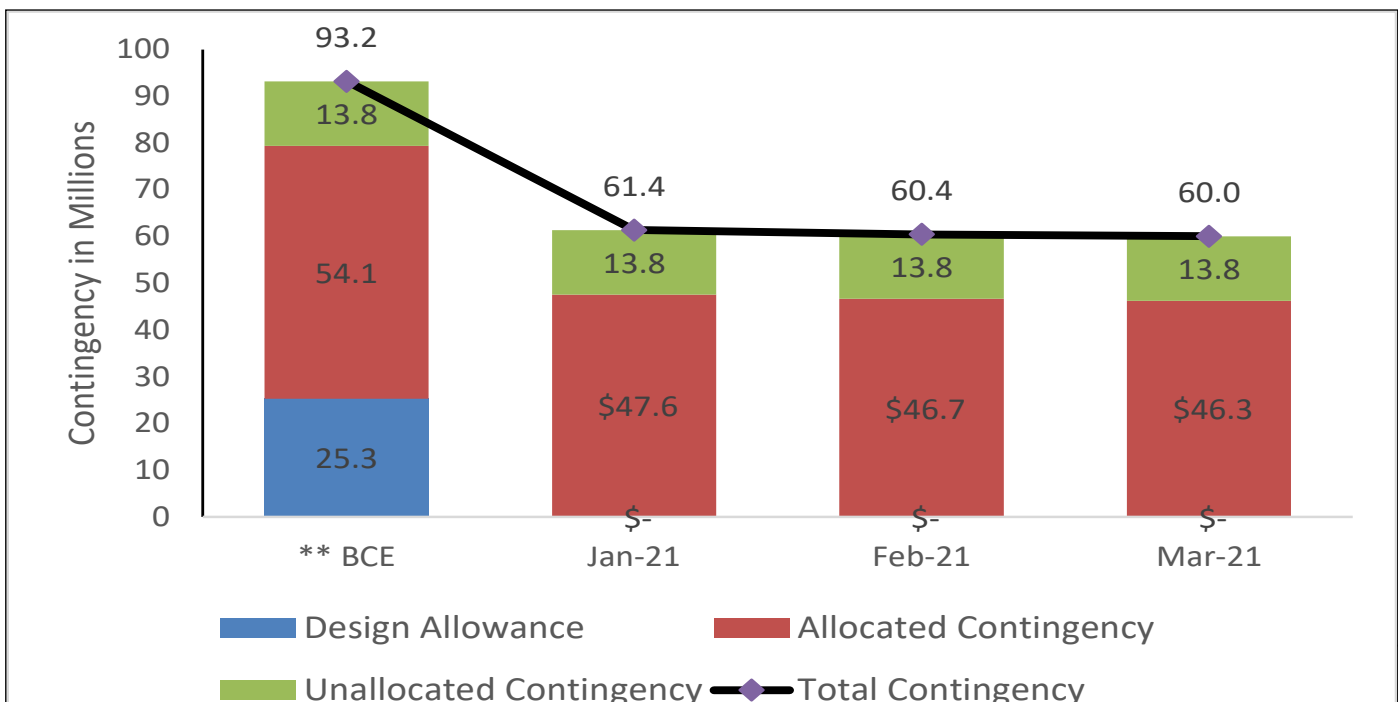
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The baseline UAC amount of \$13.8M reflects no changes this period.

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%	\$ 46.3	56.2%
Unallocated Contingency	\$ 13.8	3.1%	\$ 13.8	16.7%
Total	\$ 93.2	20.7%	\$ 60.0	72.9%

Table figures are shown in millions.

Contingency by Type

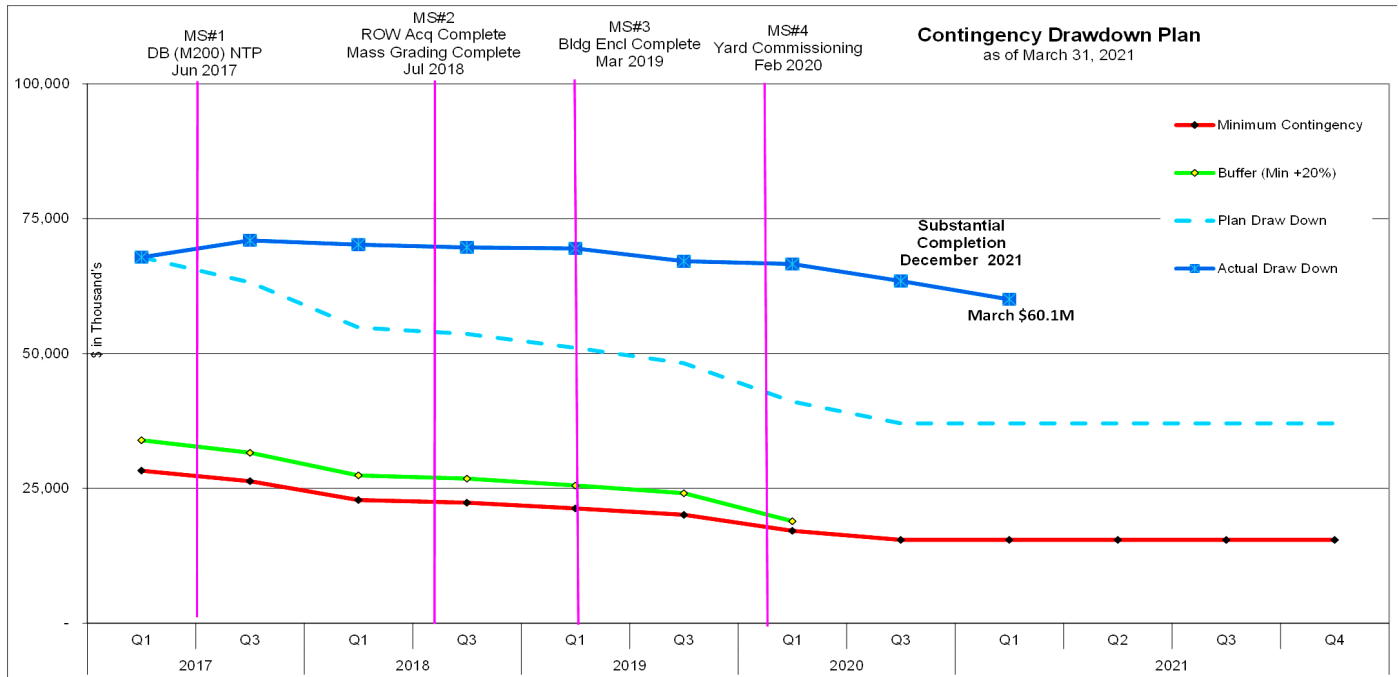


Link Light Rail

Link Operations & Maintenance Facility: East

Contingency Drawdown

At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positively. Project contingency continues to trend positive at juncture with total contingencies balance in March 2021 at approximate \$60.1M (previously quarter at \$60.4M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



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. Closeout work is ongoing. As the facility is now functionally occupied, schedule progress will no longer be reported.

Activity Name	Start	Finish	2021			
			Q1			
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. As the facility is now functionally occupied, schedule progress will no longer be reported.

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										

Link Light Rail

Link Operations & Maintenance Facility: East

Community Engagement

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	9.6	4.4
Consultants	2.8	14.6	11.8
TOTAL	8.0	24.3	16.2

* 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

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:** for the transition to Sound Transit Operations is scheduled for late May.

Next Period's Activities

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

- OMF East Building: Prep for Transition to Ops in May.
- MOW Building: Prep for Transition to Ops in May.

Closely Monitored Issues

- COVID-19 impacts.
- Submittal of complete and acceptable as-built drawings.

Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$11,333,507
Current Contract Value	\$230,245,507
Total Actual Cost (Incurred to Date)	\$225,957,939
Percent Complete	99.7%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$11,333,507
*Contingency Index	2.5

**Excludes Betterments*



OMFE Site

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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

- Design, Qualification and Operational Conformance CIL (Certifiable Items List) approval for the Conditional Acceptance (CA) of 1st LRV are completed.
- Cars # 214 & 217 were CA on 3/30/2021.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.
- Number of trained operators required to prepare for ST2 LRVs revenue service has been achieved.
- Held March 2021 monthly Safety & Security Certification Review Subcommittee (SSCRS) meeting.



LRV testing for CA



Car 277 ongoing inspection 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 2nd Quarter of 2021; LRVs delivery and transportation plan between OMF Central and OMF East has been established and closely monitor.
- 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 \$286.8M to which a majority of the cost is attributed to the vehicles phase of \$278.0M. The current period expenditure is \$7.8M mainly from light rail vehicles of \$7.4M comprised mainly of vehicles production milestone payments to Siemens. The other incurred cost was mostly attributed from engineering and inspection of \$192.5K and staff costs of \$102.7K.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$6.3	\$9.6	\$4.6	\$4.5	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$8.9	\$18.0	\$0.0
Vehicles	\$716.1	\$713.1	\$657.0	\$273.4	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$676.7	\$286.8	\$740.7	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$702.8	\$705.3	\$667.8	\$278.0	\$705.3	\$0.0
80 Professional Services	\$6.1	\$23.2	\$8.9	\$8.8	\$23.2	\$0.0
90 Contingency	\$31.7	\$12.2	\$0.0	\$0.0	\$12.2	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$676.7	\$286.8	\$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.

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.

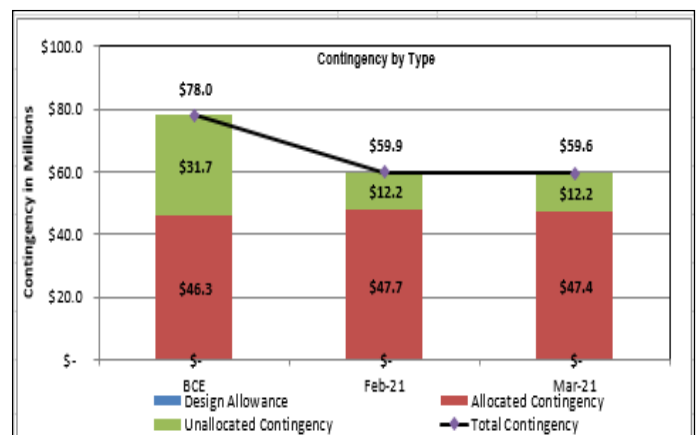
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The AC for March decreased by \$0.3M to \$47.4M due to various Siemens Change Orders.

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

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%	\$ 47.4	10.4%
Unallocated Contingency	\$ 31.7	4.3%	\$ 12.2	2.7%
Total	\$78.0	10.7%	\$ 59.6	13.1%

Contingency by Type



Project Schedule

The schedule below is a summary schedule identifying the factory testing, delivery and conditional acceptance testing of Light Rail Vehicles for each project as reported from the Siemens's monthly schedule update. As of November 2020, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below but Northgate Link is also seeing schedule pressure as conditional acceptance complete for the 40th car slips into October of 2021. Mitigation measures are currently in place and being monitored closely by the team. A summary bar for the ATP retrofit of the Kinkisharyo cars has been added for monitoring.

Activity Name	Start	Finish																
			2021				2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	30-May-24																
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	12-Oct-21																
LRV Factory Test - Northgate Summary	31-Aug-18 A	28-Jan-20 A																
LRV Delivery to OMF - Northgate Summary	29-Aug-20 A	02-Mar-21 A																
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	12-Oct-21																
East Link - LRV Summary (Car #41-#86)	31-Jan-20 A	22-Sep-22																
LRV Factory Test - East Link Summary	31-Jan-20 A	14-May-21																
LRV Delivery to OMF - East Link Summary	26-Apr-21	23-Jun-22																
LRV Conditional Acceptance - East Link Summary	21-Oct-21	22-Sep-22																
Lynnwood Link - LRV Summary (Car #87-#120)	16-Jun-21	01-Jun-23																
LRV Factory Test - Lynnwood Summary	16-Jun-21	15-Jul-22																
LRV Delivery to OMF - Lynnwood Summary	30-Jun-22	06-Mar-23																
LRV Conditional Acceptance - Lynnwood Summary	29-Sep-22	01-Jun-23																
Extra - LRV Summary (Car #121-#122)	08-Jul-22	16-Jun-23																
LRV Factory Test - Extra Summary	08-Jul-22	02-Aug-22																
LRV Delivery to OMF - Extra Summary	13-Mar-23	20-Mar-23																
LRV Conditional Acceptance - Extra Summary	09-Jun-23	16-Jun-23																
Federal Way Link- LRV Summary (Car #123-#142)	01-Aug-22	05-Dec-23																
LRV Factory Test - Federal Way Summary	01-Aug-22	14-Jun-23																
LRV Delivery to OMF - Federal Way Summary	05-Apr-23	29-Aug-23																
LRV Conditional Acceptance - Federal Way Summary	17-Jul-23	05-Dec-23																
Downtown Redmond Link- LRV Summary (Car #143-#152)	15-Jun-23	30-May-24																
LRV Factory Test - Downtown Redmond Summary	15-Jun-23	22-Dec-23																
LRV Delivery to OMF - Downtown Redmond Summary	19-Sep-23	30-Jan-24																
LRV Conditional Acceptance - Downtown Redmond Summary	11-Jan-24	30-May-24																
LRV ATP Retrofit Summary - Siemens	02-Jun-21	14-Dec-22																

LRV Delivery and Testing Progress as of March 30, 2021

LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service
Planned	69	69	49	49
Actual	40	40	2	0

Critical Path Analysis

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

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

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 March 2021. The variance between the planned ST Staff and the YTD Actual ST Staff is 1.2. 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	8.3	(1.2)
Consultants	7.8	11.0	3.2
TOTAL	17.3	19.3	2.0

* 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.	

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Progress Report

Sounder Program



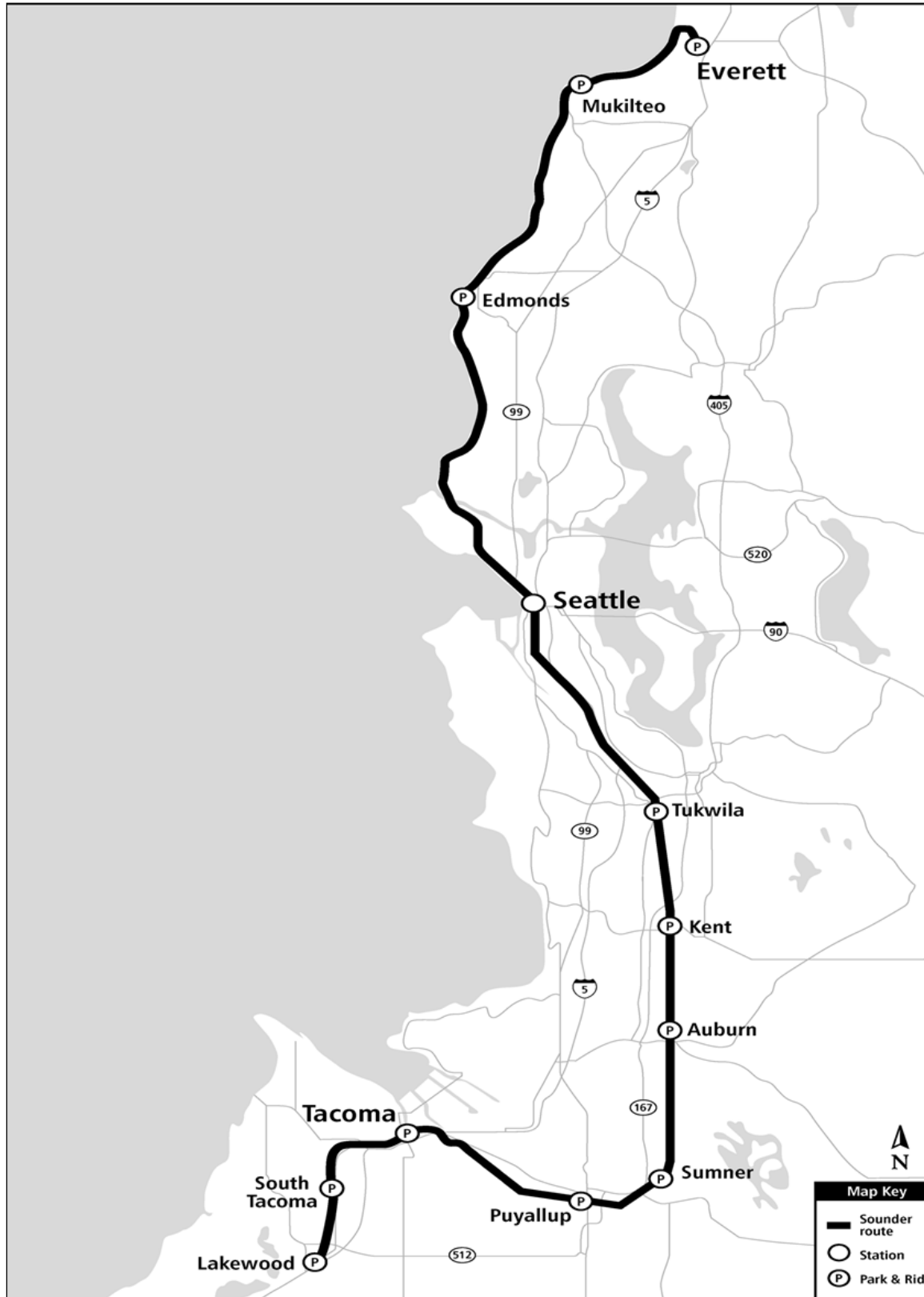
Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

March | 2021



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

Sounder Commuter Rail Program Overview



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	Estimated Final Cost	Authorized Allocation vs EFC
AUBURN STATION ACCESS IMPRVMT	\$12.6	\$6.6	\$4.2	\$12.6	\$0.0
EDMONDS & MUKILTEO STN P&A IMP	\$3.9	\$0.9	\$0.9	\$3.9	\$0.0
KENT STATION ACCESS IMPRVMTS	\$16.8	\$7.6	\$5.1	\$16.8	\$0.0
PUYALLUP STATION IMPROVEMENTS	\$79.1	\$69.9	\$32.9	\$79.1	\$0.0
SOUNDER MAINTENANCE BASE	\$12.9	\$10.7	\$9.9	\$12.9	\$0.0
SOUNDER SOUTH CAPACITY EXPN	\$17.3	\$4.6	\$3.0	\$17.3	\$0.0
SUMNER STATION IMPROVEMENTS	\$17.8	\$16.1	\$11.2	\$17.8	\$0.0
Total SOUNDER	\$160.4	\$116.4	\$67.2	\$160.4	\$0.0

Figures are shown in millions

Program Schedule

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

Project Name	Start	Finish	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:

- None to report.

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Sounder Commuter Rail Auburn Station Parking & Access Improvements



Project Summary

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

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

Phase Complete Environmental and enter Design & Construction

Budget \$12.6 Million

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



Improving access to Sounder Auburn Station

Key Project Activities

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

Project Cost Summary

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

This period expenditures increased by \$23K. The incurred cost increased from \$4.18M to \$4.21M. 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	\$6.6	\$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 March 2021. The team will review and revise the register on a quarterly basis, the next risk register update is scheduled for June 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 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 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
S300041-Auburn Station Access Improvements - DB		24-Feb-16 A	28-Jun-22									
S300041 - Auburn Station Access and Improvements - CE/PE		24-Feb-16 A	28-Apr-22									
S300041 - Auburn Station Access and Improvements - Construction Management		02-Jan-20 A	28-Jun-22									
Design-Build Project Management (DBPM)/Construction Services		02-Jan-20 A	28-Jun-22									
DBPM Contract Procurement		02-Jan-20 A	03-Dec-20 A									
DBPM Design/Construction Services/Support (Pre-Const and Const)		03-Dec-20 A	28-Jun-22									
DBPM Construction Services/Support - Phase 1 (Pre-Construction)		03-Dec-20 A	28-Jun-22									

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.6	1.1	(2.5)
Consultants	3.0	0.2	(2.8)
TOTAL	6.6	1.3	(5.3)
<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.	

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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

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.

Project Cost Summary

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

Project is on hold. There are no changes to the expenditures this period.

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.

Community Outreach

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

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								

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	0.01	(3.8)
Consultants	0.0	0.0	(0.0)
TOTAL	3.8	0.01	(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 Complete Environmental/Enter Design & Construction

Budget \$16.8 Million

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



Improving access to Sounder Kent Station

Key Project Activities

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

Project Cost Summary

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

This period expenditure increased by \$76K. The incurred cost increased from \$5.05M to \$5.13M. 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	\$1.7	\$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	\$7.6	\$5.1	\$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 next risk register update is scheduled for April 2021. The following are the top project wide risks:

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

Project Schedule

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

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

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

During the September 2020 ST Board meeting, approval was received to un-pause a portion of the project to move forward with a change order (approved by the Board in February 2020) to current Design-Build Project Management (DBPM) team HNTB to prepare an analysis of potential multi-Sounder South Commuter Rail Station Parking and Access Improvement projects contract packaging options. Board September Re-Alignment Motion allows advancing DBPM option focusing on near term actions that can help inform the board in making better realignment choices next year. NTP granted to HNTB in December 2020. This will help project continue to pursue “shovel ready.” Development of the Design-Build Project Requirements, approval to issue Design-Build Procurement RFQ and 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	2021					2022		
				Q	Q	Q	Q	Q	Q	Q	Q
S300036-Kent Station Access Improvements - DB		24-Feb-16 A	28-Jun-22								
S300035 - Kent Satation Access and Improvements - CE/PE		24-Feb-16 A	23-Sep-21								
S300036 - Kent Station Access and Improvements - Construction Management		02-Jan-20 A	28-Jun-22								
Design/Build Project Management (DBPM)/Construction Services		02-Jan-20 A	28-Jun-22								
DBPM Contract Procurement		02-Jan-20 A	03-Dec-20 A								
DBPM Design/Construction Services/Support (Pre-Const and Const)		03-Dec-20 A	28-Jun-22								
DBPM Construction Services/Support - Phase 1 (Pre-Construction)		03-Dec-20 A	28-Jun-22								

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.0	(4.0)
Consultants	3.0	0.2	(2.8)
TOTAL	8.0	1.2	(6.8)

** 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

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.
- Crew completes ground improvement; foundation and column concrete pours continue.
- Utility relocation work (electrical, telecommunication, and storm) continues.

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.

Sounder Commuter Rail

Puyallup Station Access Improvements

Project Cost Summary

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

This period expenditures increased by \$1.2M. The incurred cost increased from \$31.7M to \$32.9M. This period's costs are attributed to property acquisition and relocation, staff costs, construction management services and the Design Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$4.6	\$3.2	\$3.2	\$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	\$2.3	\$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	\$18.5	\$60.0	\$0.0
ROW	\$5.6	\$6.6	\$6.3	\$6.3	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$69.9	\$32.9	\$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	\$7.0	\$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	\$1.7	\$10.0	\$0.0
50 Systems	\$0.0	\$4.3	\$2.3	\$0.4	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.5	\$39.5	\$9.1	\$45.5	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.3	\$6.3	\$6.6	\$0.0
80 Professional Services	\$22.0	\$25.8	\$24.0	\$17.5	\$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	\$69.9	\$32.9	\$79.1	\$0.0

Sounder Commuter Rail

Puyallup Station Access Improvements



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 May 2021. The following are the top project wide risks:

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

Contingency Management

The Puyallup project budget was baselined in February 2019 with a total contingency of \$14.6 M.

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

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

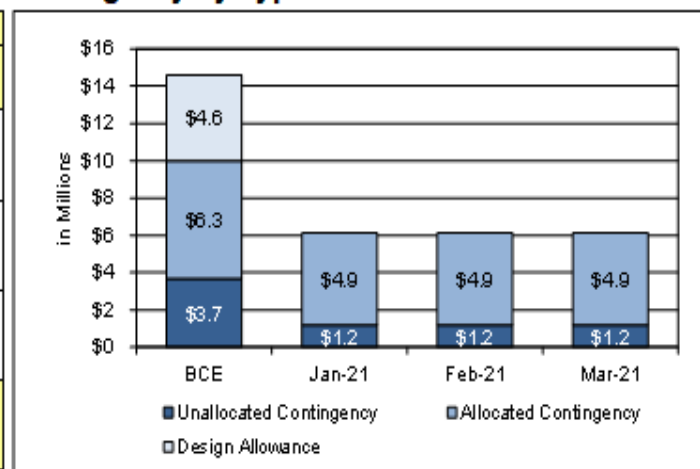
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC reflects no change.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$4.6	5.8%	\$0.0	0.0%
Allocated Contingency	\$6.3	8.0%	\$4.9	10.6%
Unallocated Contingency	\$3.7	4.7%	\$1.2	2.6%
Total:	\$14.6	18.4%	\$6.1	13.2%

Table figures are shown in millions.

Contingency by Type



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.

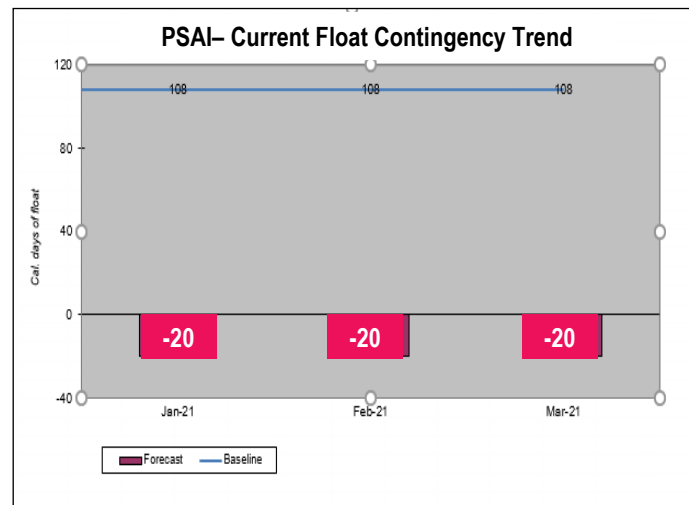
HP submitted closeout documentation for the monitoring well decommissioning for review. ST approved the Safety and Security Management Plan and Preliminary Hazards Analysis Report.

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 Name	Start	Finish	2020			2021				2022			
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit	26-Mar-20 A	05-Jun-22											
Sound Transit 2	26-Mar-20 A	05-Jun-22											
South Corridor	26-Mar-20 A	05-Jun-22											
Sounder Commuter Rail - South	26-Mar-20 A	05-Jun-22											
Station Access - South	26-Mar-20 A	05-Jun-22											
S300017-Puyallup Station Access Improvements - DB	26-Mar-20 A	05-Jun-22											
S300017-Puyallup Station Access Improvements - Constructi	26-Mar-20 A	05-Jun-22											
S300017-Puyallup Station Access Improvements - DB Construction	26-Mar-20 A	05-Jun-22											
S300017 - Puyallup Station Access and Improvements - Design/Build	26-Mar-20 A	05-Jun-22											
Preconstruction & Administration	26-Mar-20 A	05-Jun-22											
Milestones	26-Mar-20 A	05-Jun-22											
Design	27-Mar-20 A	24-Aug-21											
BIM Coordination	20-Aug-20 A	15-Apr-21											
Administration	26-Mar-20 A	01-Jan-22											
Summary	29-Apr-20 A	16-Feb-22											
Construction	30-Jun-20 A	01-Apr-22											
Requests For Change / Work Directives	13-Apr-20 A	19-Jul-21											
Change Orders	03-Apr-20 A	30-Sep-21											
S300017-Puyallup Station Access Improvements - Project Cc	02-Mar-22	02-Mar-22											
S300017 - Puyallup Station Access and Improvements - Project Compl	02-Mar-22	02-Mar-22											
Post Construction	02-Mar-22	02-Mar-22											
Project Float	02-Mar-22	02-Mar-22											
Open For Service	02-Mar-22	02-Mar-22											
Transition to Operations	02-Mar-22	02-Mar-22											

Project Float

The Puyallup Station Access Improvements was baselined with 108 days of project float. Currently, the project is calculated to have -20 days remaining between completion of work and the February 10, 2022 open for service date. While the float is negative, ST and the Contractor are reviewing a recovery schedule that may mitigate the delays caused by permitting.



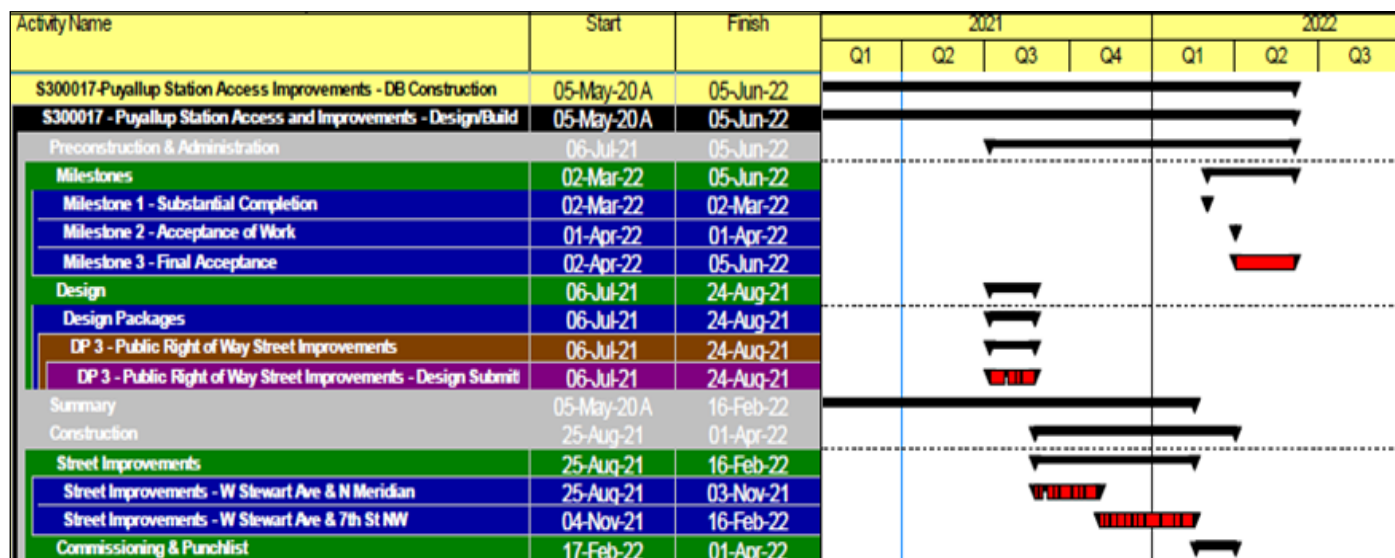
Sounder Commuter Rail

Puyallup Station Access Improvements



Critical Path Analysis

The critical path for the Puyallup is currently driven by Street improvement design, street improvements and punch list. Please note that the parking garage foundations is near critical path and runs through parking garage construction through punchlist and will need to be monitored closely.



Community Engagement

- Monitored construction activities for impacts to community and issued two construction alerts.
- Shared construction pictures in Sound Transit's "The Platform" blog and on social media.

Staffing Summary

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

Project staffing is on track with planned projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.4	(0.9)
Consultants	7.5	6.0	(1.5)
TOTAL	14.8	12.4	(2.4)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sounder Commuter Rail

Puyallup Station Access Improvements

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/Measure	March 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	0
Reported Near Mishaps	2	2	2
Average Number of Employees on Worksite	21	-	-
Total # of Hours (GC & Subs)	5,009	8,487	10,795
OSHA Incident Rates	March 2021	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	0.00
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		
Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.			

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.
- Puget Sound Energy will be on the Sounder Maintenance Base site removing utility poles the second week of April 2021.
- Board baseline action is on hold pending realignment discussions. Procurement will proceed after Board baseline.

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 \$16K. The incurred cost increased from \$9.84M to \$9.86M. 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	\$9.9	\$12.9	\$0.0

Risk Management

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

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

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

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.

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.7	0.4	(6.3)
Consultants	2.6	0.0	(2.6)
TOTAL	9.3	0.4	(8.9)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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

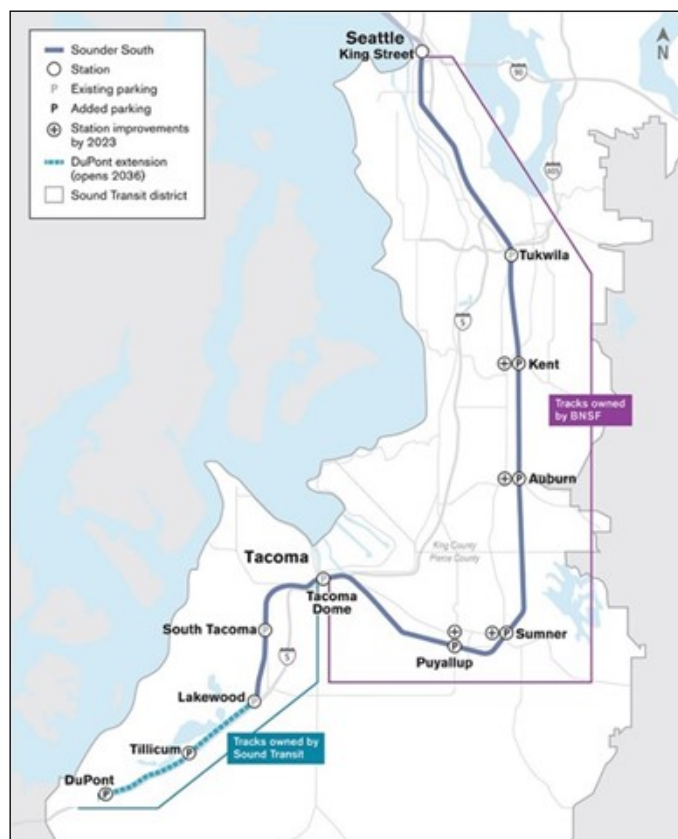
Planning

Budget

\$17.37 Million

Schedule

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



Sounder South Capacity map alignment

Program Key Activities

Program level activities are highlighted below. Project specific elements are detailed in their own sections on the following pages.

Sounder South Project Development (SDIP) Key Activities

- Sound Transit and BNSF Railway are reviewing the results of the Path Finding Study and the draft report recommendations.
- The Sounder South program is coordinating with the Tacoma Dome Link Extension team to identify potential conflict points with the representative alignments on both corridors.
- The following projects from the SDIP are approved by the Sound Transit Board to move forward into Planning Phase 1 Alternative Analysis phase.
 - King Street Station Platform Improvements
 - BNSF Platform extensions

These priority projects are summarized next followed by the common program reporting elements.

King Street Station Platform Improvements

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

Key Activities

- Held the King Street Station (KSS) Platform Improvement Project kick-off meeting on March 9.
- Began development of a memo to document baseline conditions at the station and identify current issues at the station.
- Working closely with the West Seattle Ballard Link Extension (WSBLE) team on the conceptual design phase of the Chinatown/International District Station which is in close vicinity of the King Street Station. Key members of the WSBLE team are invited to participate in the bi-weekly KSS project team meetings.

Community Engagement

- No community engagement activities to report this month.

BNSF Platform Extension

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

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

Key Activities

- Held the Auburn Station Platform Extension Project kick-off meeting on March 10th
- Began alternatives analysis to evaluate feasibility of extending platforms at Auburn Station.
- Discussed evaluation criteria to rank different alternative options for Auburn Station platform extensions.

Community Engagement

- No community engagement activities to report this month.

Sounder Commuter Rail

Sounder South Capacity Expansion



Program Reporting Elements

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

Project Cost Summary

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

This period expenditures increased by \$51K with the majority of the amount coming from staff costs, alternative analysis and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.9	\$1.2	\$1.2	\$3.9	\$0.0
Preliminary Engineering	\$12.1	\$3.0	\$1.5	\$12.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$1.1	\$0.4	\$0.3	\$1.1	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$17.3	\$4.6	\$3.0	\$17.3	\$0.0

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. Finish Date for Ph-I reflects the inclusion of King Street Station Platform Improvement Project.

Activity ID	Activity Name	Start	Finish	2021				2022		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sounder South Platform Extensions		13-Jun-18A	04-Apr-31							
Alternative Analysis - (Ph - I)		13-Jun-18A	24-Mar-22							
Conceptual Engineering/Environmental - (Ph - II)		25-Mar-22	27-Mar-24							

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.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	2.1	(5.6)
Consultants	28.6	0.8	(27.8)
TOTAL	36.3	2.9	(33.4)
* 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.	

Sounder Commuter Rail Sumner Station Access Improvements

Project Summary

Scope	The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop. Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.
Phase	Complete environmental/enter design & construction
Budget	\$17.8 Million
Schedule	Open for Service date will depend on ST Board direction from realignment process.



Improving access to Sounder Sumner Station

Key Project Activities

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

Project Cost Summary

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

This period's expenditures increased by \$3K. This period's costs are attributed to staff costs and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.5	\$1.8	\$1.8	\$2.5	\$0.0
Preliminary Engineering	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$7.6	\$7.6	\$2.9	\$7.6	\$0.0
Construction	\$0.4	\$0.1	\$0.1	\$0.4	\$0.0
ROW	\$4.6	\$4.1	\$3.9	\$4.6	\$0.0
Total	\$17.8	\$16.1	\$11.2	\$17.8	\$0.0

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 next risk register update is scheduled for May 2021. The following are the top project wide risks:

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

Project Schedule

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

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

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

Activity ID	Activity Name	Start	Finish	2021					2022		
				Q	Q	Q	Q	Q	Q	Q	Q
Sumner Station Access Improvements - DB		01-May-15 A	28-Jul-22								
- Sumner Station Parking and Access Improvements - CE/PE		01-May-15 A	28-Jul-22								
- Sumner Station Access and Improvements - ROW		14-Jun-17 A	13-Jan-22								
- Sumner Station Access and Improvements - Permits & Third Party		01-Mar-16 A	31-Jan-21								

Sounder Commuter Rail

Sumner Station Access Improvements



Community Engagement

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	0.4	(5.8)
Consultants	0.0	0.0	0.0
TOTAL	6.2	0.4	(5.8)

** 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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Progress Report

Regional Express & STRIDE Programs



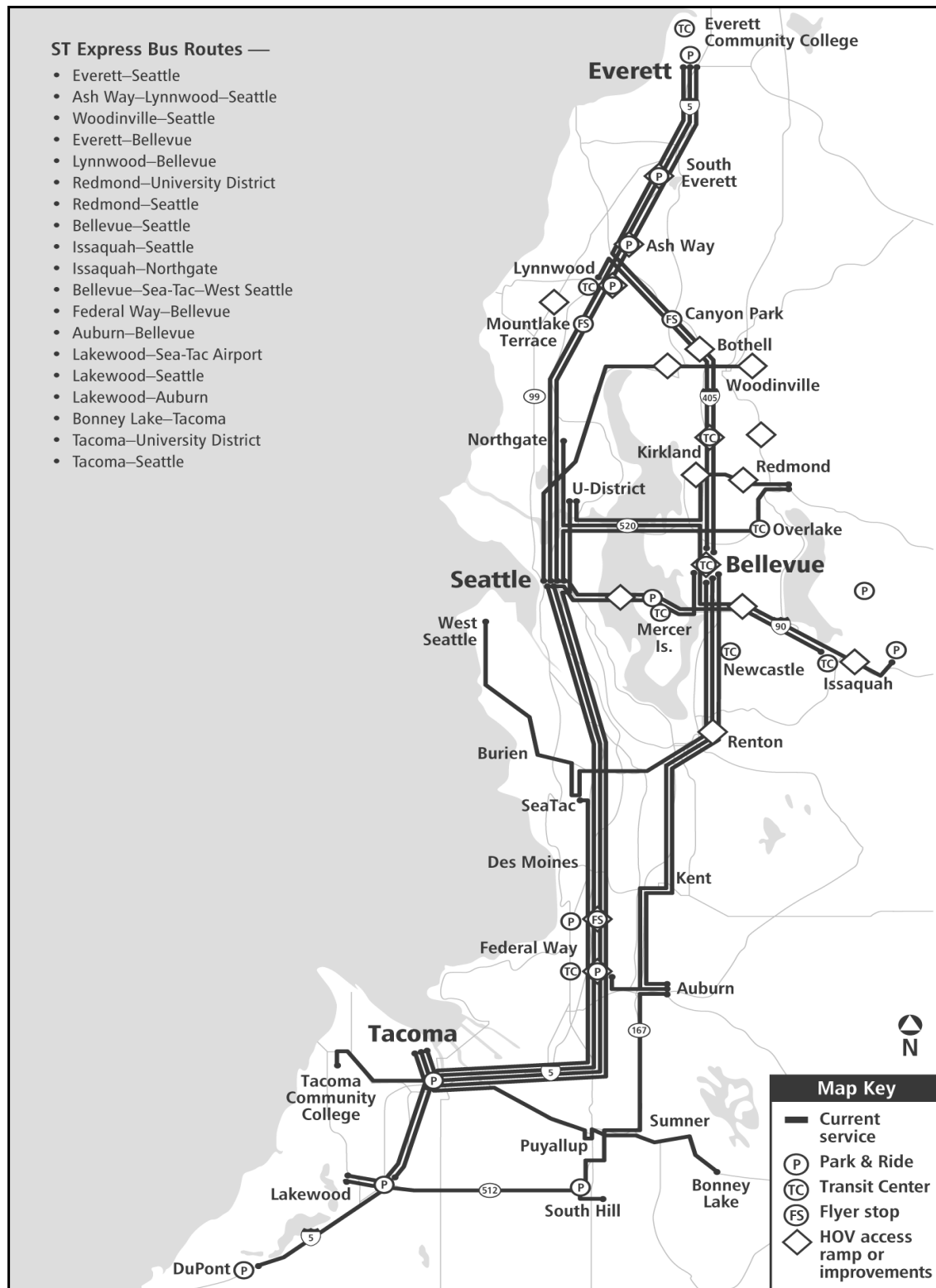
**ST Express Bus routes connects major regional hubs throughout the three counties
(King, Pierce, and Snohomish)**

March | 2021



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

Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

Regional Express & STRIDE Program Overview



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

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

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

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

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

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

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	Estimated Final Cost	Authorized Allocation vs EFC
ST EXPRESS BUS BASE	\$5.8	\$3.1	\$1.2	\$5.8	\$0.0
I-405 BRT	\$268.3	\$199.3	\$83.4	\$268.3	\$0.0
BUS BASE NORTH	\$48.7	\$38.3	\$37.8	\$48.7	\$0.0
SR 522-NE 145th ST BRT	\$148.6	\$46.8	\$37.9	\$148.6	\$0.0
BUS ON SHOULDER PROJECT	\$3.9	\$0.8	\$0.8	\$3.9	\$0.0
NORTH SAMMAMISH PARK & RIDE	\$2.1	\$0.3	\$0.3	\$2.1	\$0.0
TOTAL REX & STRIDE	\$477.3	\$288.6	\$161.4	\$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

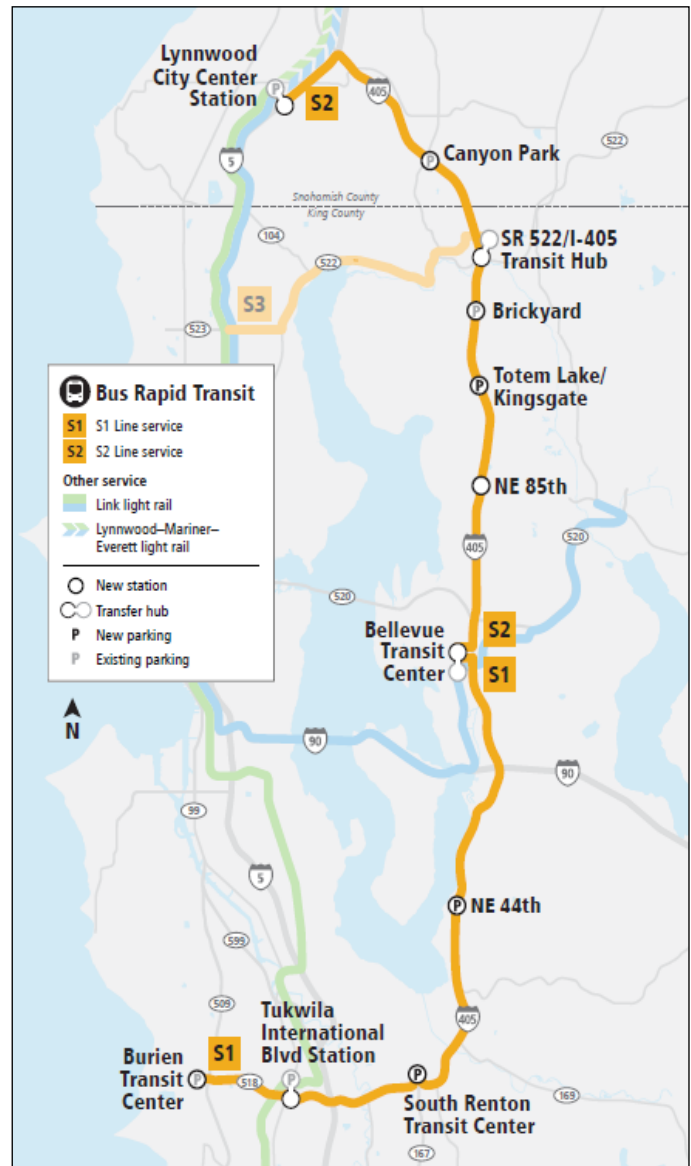
Alignment I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.

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: \$268.3 Million
Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.

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



Map of Project Alignment

Key Project Activities

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

Project Cost Summary

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

This period expenditures are \$1.4M, of which \$0.2M for staff time, \$0.9M for project refinement activities, preliminary engineering and environmental activities in the PE phase, and \$0.3M 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	\$7.8	\$7.8	\$11.0	\$0.0
Preliminary Engineering	\$50.2	\$45.1	\$24.1	\$50.2	\$0.0
Final Design	\$16.3	\$0.4	\$0.0	\$16.3	\$0.0
Construction Services	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
3rd Party Agreements	\$1.5	\$0.6	\$0.5	\$1.5	\$0.0
Construction	\$152.2	\$118.4	\$24.4	\$152.2	\$0.0
Right-of-Way (ROW)	\$36.2	\$27.0	\$26.6	\$36.2	\$0.0
Total	\$268.3	\$199.3	\$83.4	\$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 WSDOT's 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)		01-Jan-18 A	31-Dec-23												
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 Exp/Board		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.

- Conducted Access Allowance roadshow with stakeholders from Port of Seattle and WSDOT
- Provided Kirkland City Council project update

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	12.3	(4.7)
Consultants	90.8	15.6	(75.2)
TOTAL	107.8	27.9	(79.9)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

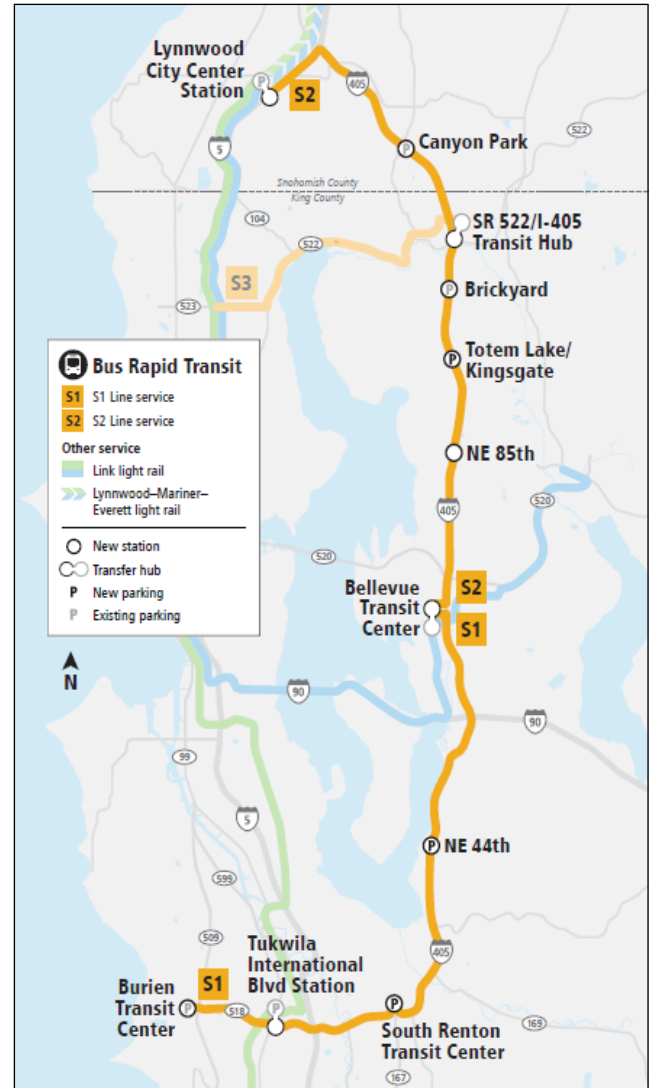
Sound Transit Board Actions

Board Action	Description	Date
M2021-20	Ancillary Agreement and Task Order Authorization to CEO	03/11/2021

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.

Since February 2021, the project cost incurred increased by around \$165K. This is primarily due to Sound Transit staff time for \$65K, progress on preliminary engineering and environmental with the consultant for \$85K, and some ROW activities for \$15K.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.4	\$1.6	\$1.6	\$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
Right-of-Way (ROW)	\$41.8	\$35.0	\$34.9	\$41.8	\$0.0
Total	\$48.7	\$38.3	\$37.8	\$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				C
				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													
STRIDE - BRT - Bus Base North (CUD01)		21-Nov-17 A	03-Jan-22													
BRT - Bus Base North - Preliminary Engineering		08-Apr-19 A	03-Jan-22													
BRT - Bus Base North - Conceptual Engineering - Phase II		08-Apr-19 A	10-Sep-21													
BRT - Bus Base North - Preliminary Engineering - Phase III		24-Feb-21	03-Jan-22													
BRT - Bus Base North Right of Way (ROW) / Property Acquisition		21-Nov-17 A	26-Aug-21													
BRT BBN ROW Acquisitions		21-Nov-17 A	26-Aug-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 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. Consultant YTD actual FTE is in line with projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.6	2.5	(4.1)
Consultants	1.0	1.0	0.0
TOTAL	7.6	3.5	(4.1)
* 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 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.

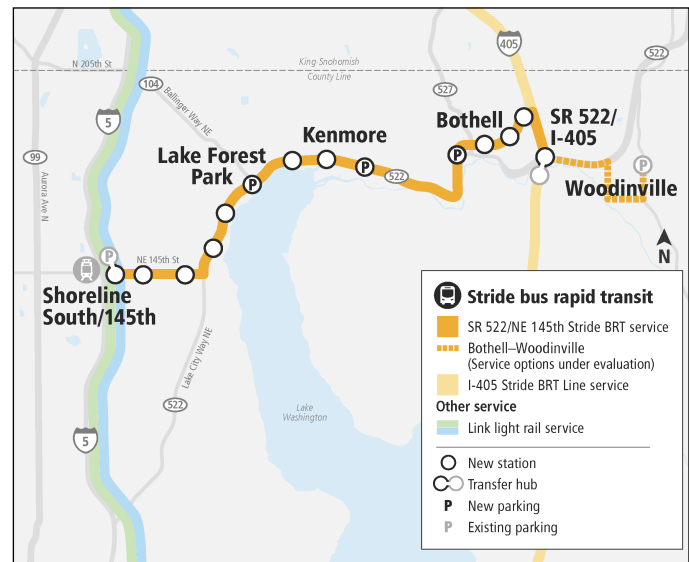
Stations Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Planning Phase 2 Conceptual Engineering and Environmental Review and Phase 3 Preliminary Engineering

Budget \$148.6 Million - Preliminary Engineering Phase (1-3), Bothell Stage 3, Shoreline agreement, Acquisition.

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



Map of Project Alignment



Key Project Activities

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

Project Cost Summary

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

This period expenditures decreased by \$160 K due to overestimated progress for Bothell Construction. This overestimation have been compensated by progress on consultants on preliminary engineering and environmental for \$0.3M, Sound Transit staff time for \$0.1M , and progress by \$20K on 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	\$9.1	\$5.7	\$5.6	\$9.1	\$0.0
Preliminary Engineering	\$16.9	\$15.1	\$13.6	\$16.9	\$0.0
Final Design	\$19.8	\$0.2	\$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	\$17.9	\$38.7	\$0.0
Right-of-Way (ROW)	\$52.1	\$0.3	\$0.3	\$52.1	\$0.0
Total	\$148.6	\$46.8	\$37.9	\$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)		26-Feb-18 A	31-Aug-21									
SR 522/NE 145th BRT - Preliminary Engineering		26-Feb-18 A	25-Jun-21									
SR 522/NE 145th BRT - Final Design		31-Jul-19 A	17-Dec-20 A									
SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract)		31-Jul-19 A	17-Dec-20 A									
SR522/NE 145th BRT - Final Design - Procurement (GEC)		31-Jul-19 A	17-Dec-20 A									
SR522/NE 145th BRT - Final Design - Procurement (GEC)		31-Jul-19 A	17-Dec-20 A									
STRIDE - General Engineering Contract (GEC) - ST CCB/Sys Exp/Board		31-Jul-19 A	07-Jan-20 A									
STRIDE - General Engineering Contract (GEC) - Procurement		31-Dec-19 A	17-Dec-20 A									
SR 522/NE 145th BRT - Construction		07-Jan-19 A	31-Aug-21									
SR 522/NE 145th BRT - Construction - Roadway		07-Jan-19 A	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									
City of Bothell SR-522 BAT Lanes Project (Bothell Stage 3)		07-Jan-19 A	31-Aug-21									
Construction		07-Jan-19 A	31-Aug-21									
Construction Procurement		07-Jan-19 A	01-Apr-19 A									
Civil Construction		01-Apr-19 A	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.

- Eight property owner meetings
- Virtual town hall for Lake Forest Park
- Virtual town hall for Bothell and Woodinville
- SEPA publication

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.0	(5.2)
Consultants	75.1	15.9	(59.2)
TOTAL	90.3	25.9	(64.4)
* 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
M2021-20	Ancillary Agreement and Task Order Authorization to CEO	03/11/2021

Regional Express & STRIDE Bus on Shoulder

Project Summary

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

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

Since February 2021, the project cost incurred to date increased by \$131 not enough to be seen in the rounded figures on the next page.

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

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												
Sound Transit 3	05-Jun-18 A	31-Aug-21												
ST3 - East Corridor	05-Jun-18 A	31-Aug-21												
Bus on Shoulders	05-Jun-18 A	31-Aug-21												
Preliminary Engineering	05-Jun-18 A	31-Aug-21												
Alternative Analysis - Phase I	05-Jun-18 A	31-Dec-19 A												
Conceptual Engineering - Phase II	01-Jan-20 A	31-Aug-21												

Community Engagement

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

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	0.01	(0.6)
Consultants	n/a	n/a	n/a
TOTAL	0.62	0.01	(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.

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			
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit		03-Aug-18 A	14-Oct-21													
Sound Transit 3		03-Aug-18 A	14-Oct-21													
ST3 - East Corridor		03-Aug-18 A	14-Oct-21													
North Sammamish Park-and-Ride Master Schedule		03-Aug-18 A	14-Oct-21													
Preliminary Engineering		03-Aug-18 A	14-Oct-21													
Alternative Analysis - Phase I		03-Aug-18 A	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)*

Status: Active					
As Of: March 2021					
Generated on: 4/15/2021 at: 1:29:40PM					
Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	615,564,045
LINK LIGHT RAIL	WA-2016-012	TACOMA LINK EXT LRV	6,000,000	03/05/2018	4,620,985
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	49,044,057
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	-
LINK LIGHT RAIL	WA-2018-024	Northgate Link Extension	74,574,536	08/14/2020	74,574,537
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	07/16/2019	6,612,557
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extension	2,318,683	04/29/2020	600,000
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	497,710,967	03/19/2021	439,065,703
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	297,710,967	02/25/2021	149,450,168
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	75,125
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-
REGIONAL FUND	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 LIGHT RAIL	WA-2020-086	HIFG Rail Prev Maint	19,501,080	08/27/2020	19,501,080
LINK LIGHT RAIL	WA-2021-002	Downtown Redmond Link Ext	6,538,040	12/09/2020	6,538,040
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	-
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-
LINK LIGHT RAIL	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	2,065,622
TOTAL FEDERAL TRANSIT AUTHORITY			1,877,675,049		1,546,876,303
OTHER FEDERAL					
SOUNDER COMMUTER RAIL	8275-2020-10	Puyallup Stn Grade Xing Enhancements	-		-
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,138	11/02/2017	-
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	128,101
REGIONAL FUND	EMW-2020-RA-00022	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			1,880,992,738		1,547,184,404

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 2021, 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 Q1 2021 Accomplishments and Activities

- Finalized and published list of 2021 Environmental and Sustainability targets.
- Began data collection for annual Sustainability Inventory and Progress Report while streamlining the data analyzation process into a database.
- Presented to the Board of Directors on 2019 Sustainability Plan progress.
- Received approval from the Board of Directors on delegated authority to the CEO for Long-Term Carbon-Free Energy Service Agreements with ST’s utility service providers.

Key Upcoming Activities for Q2 2021

- Celebrate Earth Month by hosting a series of internal events.
- Finalize the Sustainability Inventory and Progress Report.
- Complete ESMS Internal Audit.
- Launch inter-agency group to discuss regional battery electric bus adoption among transit agencies.

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	LNTP	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

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.		