

# Agency Progress Report Capital Programs



Soffit Panels Installation at the Bel-Red/130th Station (East Link)

October | 2020



**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





## SOUND TRANSIT FUTURE SERVICE



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### **New Chief Safety Officer**

On Oct. 26, Sound Transit welcomed our new Chief Safety Officer, David H. Wright II.

David joined Sound Transit with more than 20 years of experience in transit and rail safety.

In addition to focusing on current transit operations, David will oversee the safety certification plans for our light rail expansions and the future resumption of Amtrak Cascades service on Point Defiance Bypass tracks that Sound Transit owns.

Most recently, David served as the corporate safety director at GOGO, where he was in charge of a global safety management system that complied with aviation safety requirements in more than 15 countries. While serving as the safety director at Holland LP, a rail services and construction company, David revamped their safety programs and significantly reduced their rates of injuries and incidents.

He spent the early part of his career at the Chicago Transit Authority, where he received promotions to successively more pivotal safety roles.

David's introduction to his new role at Sound Transit was facilitated by acting CSO Moises Gutierrez, who implemented a new organizational structure and strengthened its safety certification processes during his temporary tenure.

### **Federal Update**

Although efforts in Washington, D.C., on a new COVID relief package remained uncertain in October, we continued to engage with our congressional delegation about the pandemic's effect on our revenues and the need for additional federal support, while also underscoring our support for the House-approved \$2.2 trillion COVID relief package.

A provision in the House version allocated additional funds in inverse proportion to a project's federal funding share. Since Sound Transit sought relatively low federal contributions for Lynnwood Link (36%) and Federal Way Link (25%), we would receive an estimated \$375 million in additional funding on top of our previously issued grants for the two projects – the most of any of the 14 agencies eligible to participate in this set-aside.

The bill would also use formulas to award an estimated \$594 million to our region's 10 transit agencies.

In late October, ST Board member and Lynnwood Mayor Nicola Smith and I talked directly with Congressman Rick Larsen about the House bill while giving him a tour of the Mountlake Terrace Transit Center construction site. Congressman Larsen is a senior member of the U.S. House of Representatives Committee on Transportation and Infrastructure. Additionally, Lynnwood Link Extension Executive Project Director Randy Harlow gave the congressman a tour of the site following strict safety protocols.

## Construction Update

### Federal Way Link Extension

On Oct. 7, Sound Transit crews started their heavy civil construction on the Federal Way Link Extension, as they began building the light rail guideway by constructing drill shafts at the site of the future Kent/Des Moines Station.

Crews had spent months demolishing buildings, removing trees, relocating underground utilities and clearing and grading.

Kiewit Infrastructure West is the design-build contractor for the Federal Way Link Extension. The \$3.1 billion project budget includes up to \$790 million from a full funding grant agreement executed by the Federal Transit Administration. In addition, the U.S. Department of Transportation's Build America Bureau executed a \$629.5 million low-interest loan supporting the project. That loan was one of four loans captured in a Master Credit Agreement reached between Sound Transit and the USDOT at the end of 2016. The one-of-its-kind agreement should save regional taxpayers between \$200 million and \$300 million through lower interest costs.



Kent/Des Moines Station site, Drill shaft media event



## Lynnwood City Center parking garage

In other construction news this month, in mid-October, Sound Transit crews started construction on the Lynnwood City Center parking garage at the Lynnwood Transit Center. The new garage will contain 1,670 parking stalls in a five-story structure. Along with adjacent surface lots containing 226 stalls, the Lynnwood City Center Station will have nearly 1,900 parking stalls, approximately 500 more stalls than are on the current transit center site.

The new structure, which is being built by Skanska Constructors L300, JV, is projected to achieve LEED® silver certification. Perforated metal panels installed on the lower levels will prevent unauthorized access while still providing visibility for public safety.

The parking garage will have driveway entrances off of 48th Avenue and 44th Avenue and an easy connection to the adjacent elevated light rail station. Landscaping around the parking garage will emphasize plants native to the Pacific Northwest, while plants in the station's parking lots, plazas and pedestrian promenade will include a mixture of drought-tolerant ornamental plants and regionally native plants.

The parking garage is scheduled to open to the public in the spring of 2023, more than a year before light rail service to the Lynnwood City Center Station begins, in order to allow for the site work around the station to be completed, including the surface parking lots, landscaping and other amenities.



Lynnwood City Parking Garage site construction

### **Sound Transit Workers to the rescue**

There was also some scary but heroic news in this month's construction update. On Oct. 15, a private car traveling down the 145th on-ramp pulled over and parked on the shoulder of I-5 adjacent to a Lynnwood Link Extension worksite. The driver left his car and entered the site. The man was having a heart attack.

Construction workers Tim Scrupps, Ryan Nelson and Will Skinner jumped in to help the driver, moving him a safe location, covering him with a blanket and waiting with him until Fire/EMT transported him to the hospital.

The team then moved the man's car off the shoulder to a safe location into the work area. The workers took the driver's contact info to coordinate picking up his car at a later time.

### **Reduced Fare Program partnership with King County Metro**

On Oct. 15, Sound Transit partnered with King County Metro on one of the largest subsidized annual transit pass programs in the country. The program will be available to qualified riders living in King, Pierce and Snohomish counties, and it covers travel on services provided by King County Metro, Sound Transit and the City of Seattle.

The pass covers travel on:

- King County Metro buses, Access paratransit, water taxi, Via to Transit and Trailhead Direct;
- Sound Transit's Link light rail, ST Express buses and Sounder commuter rail;
- The City of Seattle's Monorail and Streetcar.

The new program is intended to serve people with no income or very low income who cannot afford the reduced fare on public transportation already available through ORCA LIFT, the Regional Reduced Fare Program or the ORCA Youth fare. Sound Transit committed to join the program for a two-year pilot period.

Participants qualify if they receive services from one or more of the following programs, each of which has income qualifications at or below 80% of the federal poverty level:

- Aged, Blind or Disabled Cash Assistance
- Housing & Essential Needs
- Pregnant Women Assistance
- Refugee Cash Assistance
- Supplemental Security Income
- Temporary Assistance for Needy Families/State Family Assistance

The transit passes are being provided through existing state benefit programs, simplifying the eligibility process for those who qualify. Utilizing existing eligibility criteria also integrates transportation service benefits alongside other critical food and housing support and better serves more people with the greatest need.

Cards will be available through enrollment at Catholic Community Services, Public Health – Seattle & King County, or the Washington State Department of Social and Health Services.

We expect enrollment to grow gradually as agencies sign up more people and as we refine the process based on customer and partner feedback. Currently, approximately 107,000 people are enrolled in the prerequisite benefit programs in the three-county area and would be eligible.

Depending on demand, an estimated \$30 million of fare value will be provided to riders annually. The program is entering its startup year, and administrative costs are estimated to be \$3 million for 2021-22.

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# Progress Report

## Link Light Rail Program

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*Shaft Concrete Placement (Federal Way Link Extension)*

October | 2020



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



**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 1<sup>st</sup> Street, Division Avenue, and Martin Luther King Jr. Way. The Sound Transit Board adopted the baseline capital budget of \$217.3M originally in September 2017. The Board approved a revised baseline of \$252.7M in June 2020.

**Tacoma Dome Link Extension:** This project will extend light rail from the Federal Way Transit Center in the City of Federal Way to the Tacoma Dome area in the City of Tacoma a total distance of approximately 9.7 miles, generally along or near I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma, and one at-grade/retained station at the Tacoma Dome. The budget for this project through completion of Preliminary Engineering in June 2019 is \$125.7M.

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

**Light Rail Vehicle (LRV) Fleet Expansion:** This project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link and Lynnwood Link Extensions. The Sound Transit Board adopted the baseline capital budget of \$733M originally in 2015 and revised the baseline budget to \$740.7M in April 2017 to allow for the procurement of 30 additional vehicles.

## Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Forecast to Complete	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Northgate Link Extension	\$1,899.8	\$1,717.9	\$1,673.3	\$129.4	\$1,847.3	\$52.5
Lynnwood Link Extension	\$2,771.6	\$2,401.9	\$974.3	\$369.7	\$2,772.5	\$0.0
NE 130th Infill Station	\$28.9	\$17.3	\$7.3	\$11.6	\$28.9	\$0.0
I-90 Two- Way Transit & HOV	\$225.6	\$209.6	\$199.6	\$16.0	\$225.6	\$0.0
East Link Extension	\$3,677.2	\$3,134.1	\$2,723.2	\$544.0	\$3,677.1	\$0.0
Downtown Redmond Link Ext.	\$1,530.0	\$912.2	\$256.3	\$617.8	\$1,530.0	\$0.0
West Seattle and Ballard Link Ext.	\$285.9	\$104.9	\$87.6	\$181.0	\$285.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,722.4	\$615.3	\$729.1	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$201.9	\$145.0	\$50.8	\$252.7	\$0.0
Tacoma Dome Link Extension	\$125.7	\$59.3	\$38.2	\$65.4	\$125.7	\$0.0
Link O & M Facility: East	\$449.2	\$368.0	\$359.2	\$81.2	\$449.2	\$0.0
LRV Fleet Expansion	\$740.7	\$671.8	\$245.1	\$69.0	\$740.7	\$0.0
<b>Total Link</b>	<b>\$14,438.9</b>	<b>\$11,521.4</b>	<b>\$7,324.5</b>	<b>\$2,865.0</b>	<b>\$14,387.2</b>	<b>\$52.5</b>

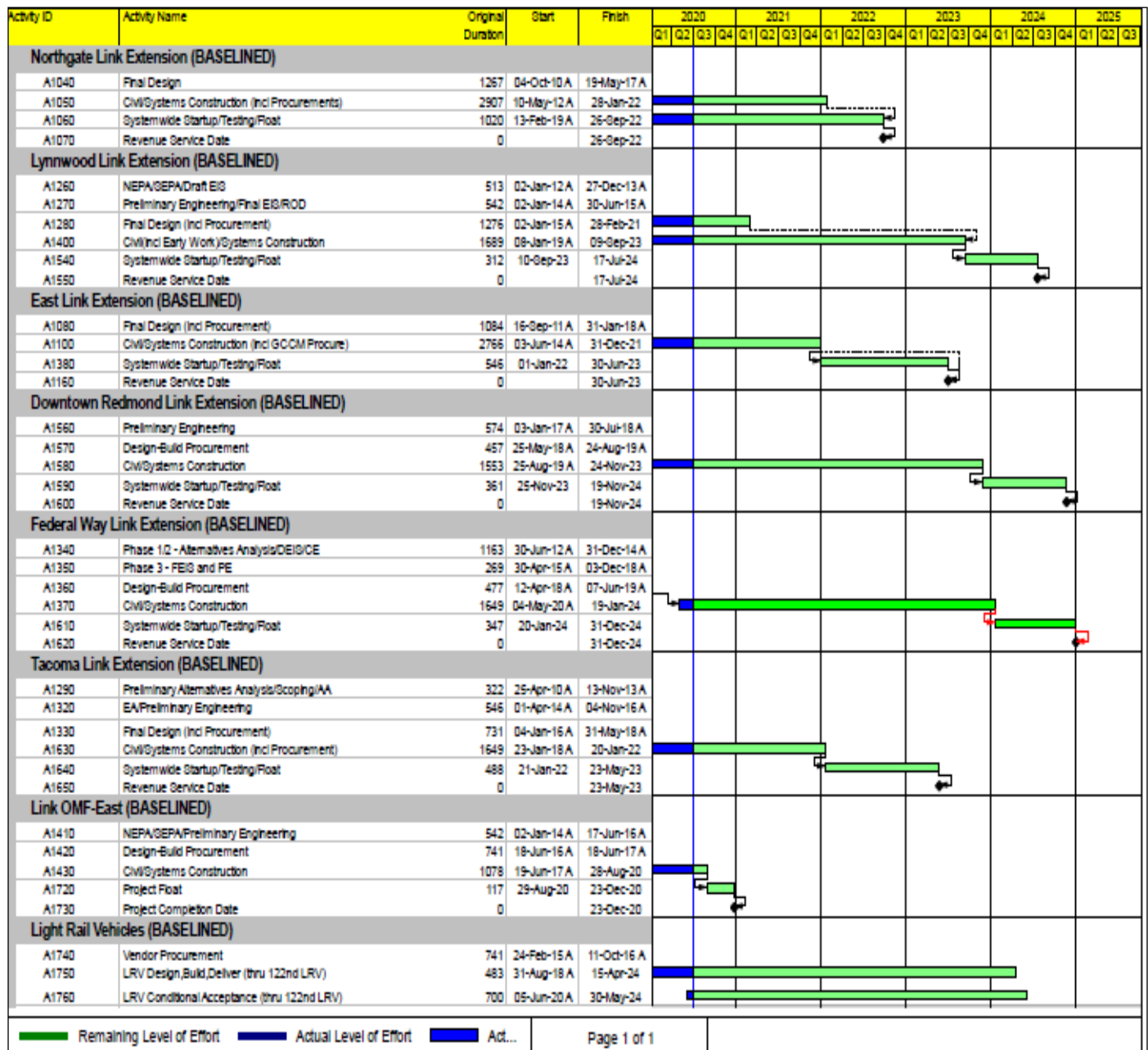


# Link Light Rail Program Overview



## 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 Northgate Link Extension

## Project Summary

### Scope

**Limits** The Northgate Link Extension consists of 4.3 miles of light rail extending from the University of Washington to Northgate.

**Alignment** The extension begins at UW Station, continues under UW campus, then north to a portal at NE 94th Street, then transitioning to an aerial structure north to Northgate Mall.

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

**Systems** Signals, track electrification, and SCADA communications

**Phase** Construction

**Budget** \$1.899 Billion

**Schedule** Revenue Service: September 2021



Map of Project Alignment

## Key Project Activities

- **U District Station/UW Campus (N140):** Door pull testing took place during the Emergency Ventilation System Level 3 mode tests. Testing on the Fire Alarm Control Panel and Access Control is pending completion of N830 work. The escalator balustrade lighting change is expected to commence late November and complete mid-December.
- **Roosevelt Station (N150):** Contactor continues with escalator lighting modifications.
- **Northgate Station (N160): Station:** Absher continuing site-wide clean up and beginning Platform punch list items. Elcon continuing to work on Mezzanine level access control and Fire Alarm Control Panel. Mid-American continues working on L & I punch list.
- **Systems (N830):** The U District and Roosevelt Traction Power Sub Stations are energized. Overhead Catenary System / Electro Magnetic Interference connection to the U of Washington Station completed. Live wire testing with one car completed from University of Washington to U District Station – adjustments and four car testing also to be undertaken. Working to resolve outstanding communications installation issues.
- **Environmental:** Environmental and safety site walks conducted on all Northgate contracts.

### Closely Monitored Issues

**N160 Northgate Station** – Engineer of Record and ST reviewing lighting options. ST was able to meet with L & I and resolve escalator lighting deficiencies and pinch point concerns.

**N830 Systems** – Continuing delays in L&I signal house approvals will affect the completion of the Systems Integration Testing (SIT) testing; Final L&I inspection is still being scheduled.

### 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 \$1,847.3 M, which is \$52.5 M below the current project budget, unchanged since last period. This period approximately \$11.7 M 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	\$88.1	\$88.8	\$125.4	\$4.9
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$126.2	\$122.8	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$103.7	\$98.5	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$8.6	\$7.6	\$11.4	\$0.4
Construction	\$1,343.0	\$1,352.5	\$1,274.0	\$1,238.9	\$1,340.8	\$11.7
ROW	\$112.3	\$112.3	\$102.2	\$101.7	\$110.9	\$1.4
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
<b>Total</b>	<b>\$1,899.8</b>	<b>\$1,899.8</b>	<b>\$1,717.9</b>	<b>\$1,673.3</b>	<b>\$1,847.3</b>	<b>\$52.5</b>

#### Cost Summary by SCC

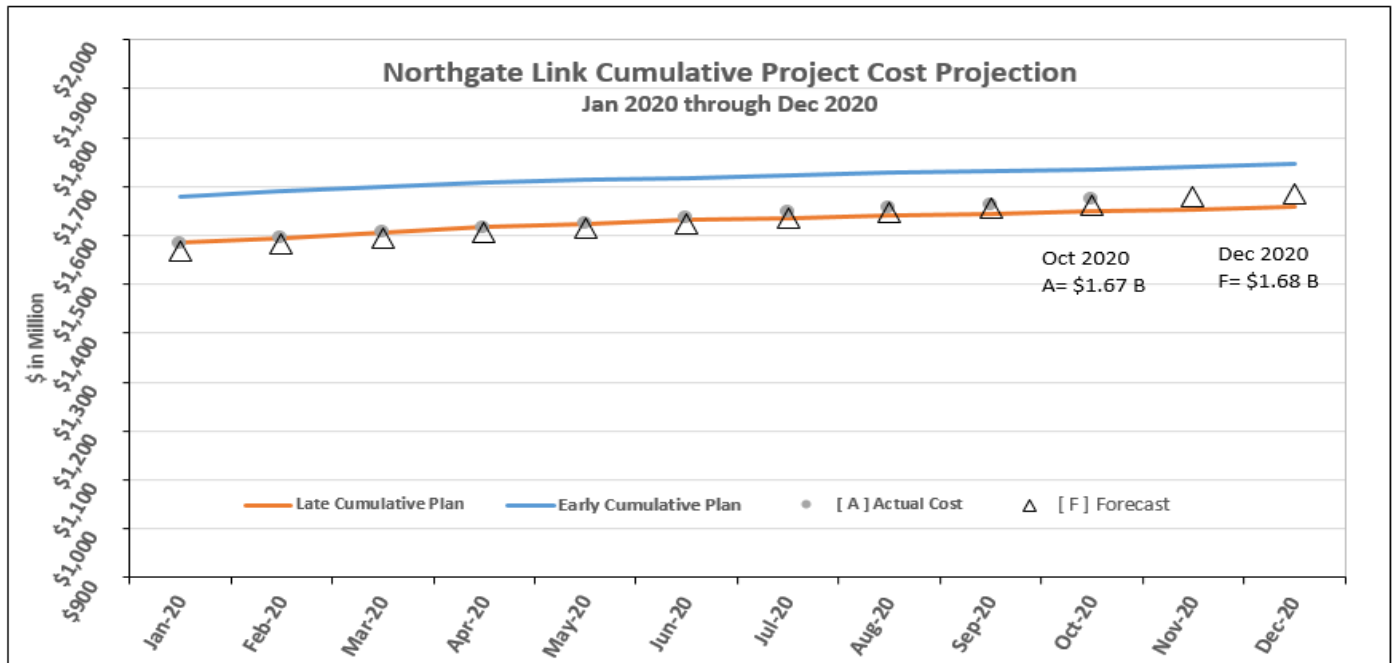
SCC Element	Baseline Budget	Authorized Project	Commitment to Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs.
10 Guideway & Track	\$595.6	\$523.2	\$517.2	\$511.7	\$530.7	-\$7.6
20 Stations	\$376.1	\$439.6	\$449.9	\$444.4	\$461.7	-\$22.2
30 Support Facilities: Yard, Shop	\$5.3	\$6.1	\$6.5	\$6.5	\$6.5	-\$0.3
40 Sitework & Special Conditions	\$140.8	\$232.2	\$179.8	\$172.8	\$189.5	\$42.7
50 Systems	\$110.9	\$101.5	\$107.5	\$92.1	\$117.2	-\$15.7
<b>Construction Subtotal (10 - 50)</b>	<b>\$1,228.7</b>	<b>\$1,302.6</b>	<b>\$1,260.9</b>	<b>\$1,227.5</b>	<b>\$1,305.6</b>	<b>-\$3.0</b>
60 Row, Land, Improvements	\$119.9	\$110.9	\$102.2	\$101.7	\$110.9	\$0.0
80 Professional Services	\$420.7	\$424.9	\$354.8	\$344.1	\$424.9	\$0.0
90 Contingency	\$130.4	\$61.4	\$0.0	\$0.0	\$5.9	\$55.5
<b>Total (10 - 90)</b>	<b>\$1,899.8</b>	<b>\$1,899.8</b>	<b>\$1,717.9</b>	<b>\$1,673.3</b>	<b>\$1,847.3</b>	<b>\$52.5</b>



## Project Cash Flow Projection

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

Total project cost to date reached \$1.67B of which about \$1.24B (74%) is attributed to construction. The project cost is forecast to level out just above \$1.68B by December 2020, reflecting the winding down of active construction activities as the remaining civil contracts reach Substantial Completion or Closeout.



## 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:

- N140, N160 and N830: As a result of pandemic conditions related to outbreak of COVID-19, activities on one or more construction projects are delayed by a month or more.
- N140, N150 & N160: Insufficient illumination at escalators (in violation of code) prevents approvals by the L&I of permits and causes subsequent delays.
- N140: Seattle Department of Construction and Inspections (SDCI, 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.
- N140: EVS Level 3 commissioning requires re-work or changes based on testing results which causes lack of resources and potential delays.
- N160: Late start up and commissioning (Level 1 & 2) delays substantial completion.
- N830: Long-lead procurement items such as Signal bungalows may not be delivered on time for start-up.

## 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 January 2020, a change was made to how \$22.2M in project contingency is counted. Previously counted as AC, it is now counted as UAC. In addition, \$18.0M in AC was transferred to UAC as part of the 2020 budget update.

In this period, AC decreased by \$2.2M due to change orders on construction contracts. 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%	\$73.1	42.0%
Unallocated Contingency	\$98.3	5.2%	\$60.1	34.6%
<b>Total:</b>	<b>\$396.2</b>	<b>20.9%</b>	<b>\$133.2</b>	<b>76.6%</b>

### Contingency by Type

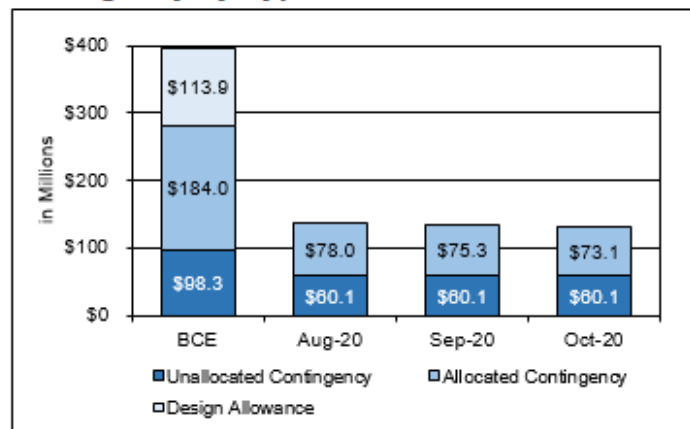
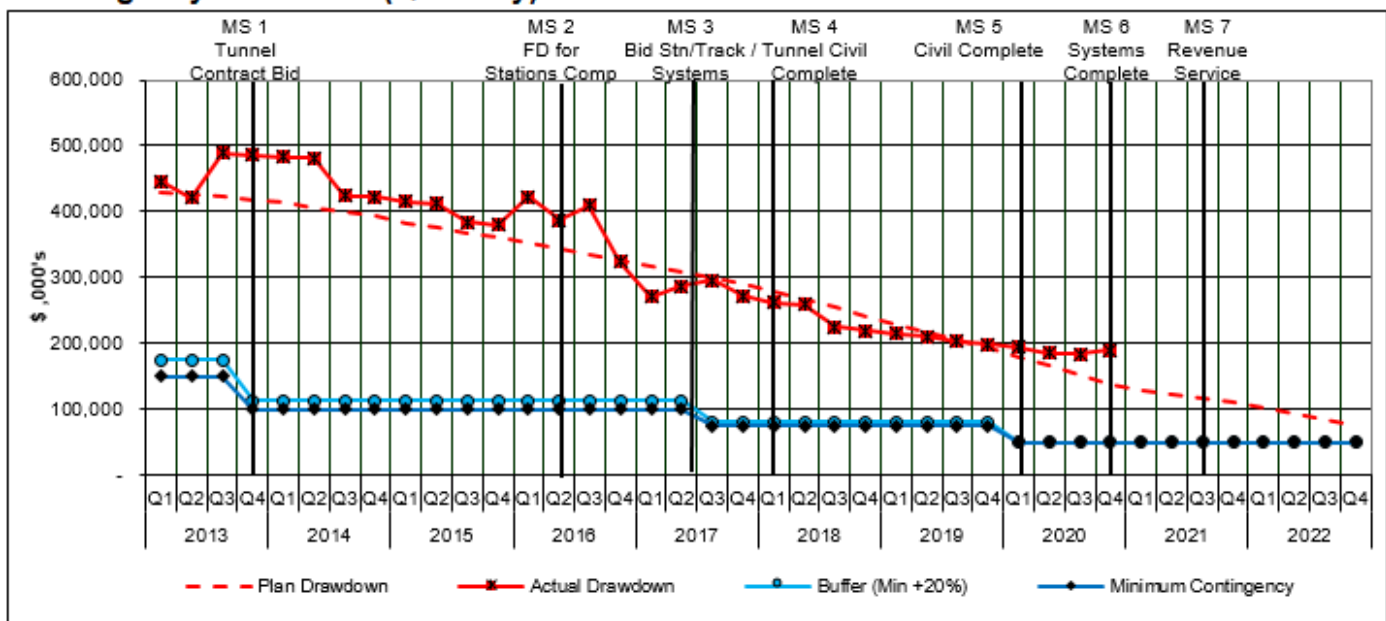


Table figures are shown in millions.

### Contingency Drawdown (Quarterly)



# Link Light Rail Northgate Link Extension



## Project Schedule

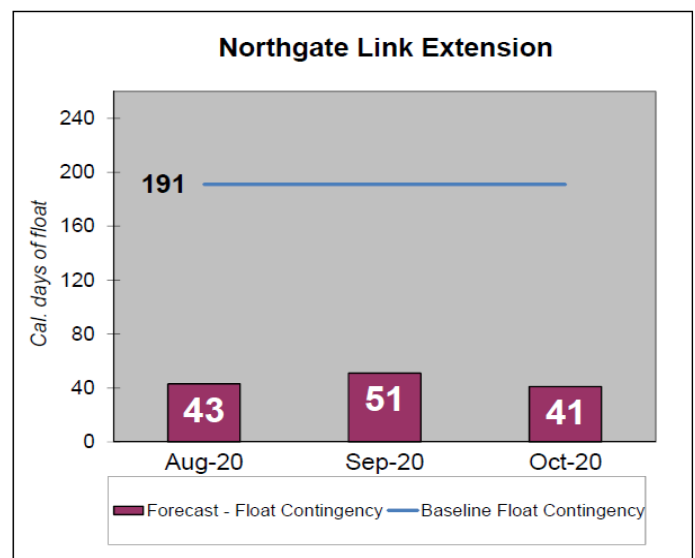
In October 2020, the physical percent complete for all Northgate Link construction contracts remained at 97.4%. Slipping milestones offset the work accomplished. Completion of the civil construction continues to be forecast for Q4 2020, including punch list items. The controlling operations with in the schedule are now completion of N160 and N830 construction, and moving into Systems Integration Testing (SIT). ST is continuing to work with the Systems contractor to integrate the SIT Schedule into the overall CPM. Revenue Service remains September 2021.

Activity Name	Start	Finish	2015	2016	2017	2018	2019	2020	2021
<b>Northgate Link Extension Master Schedule - V</b>	<b>24-Dec-10 A</b>	<b>05-Nov-21</b>							
<b>Final Design</b>	24-Dec-10 A	04-Nov-16 A							
<b>Construction</b>	01-Aug-12 A	27-Jul-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	02-Dec-20							
N180 Trackwork - DBB	25-Aug-16 A	31-Oct-19 A							
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17 A	05-Apr-21							
Vibration & EMI Testing	04-Aug-17 A	27-Jul-21							
<b>Testing &amp; Startup</b>	20-Feb-18 A	05-Nov-21							
Lvl 1 - 2 Testing - Civil Contracts	20-Feb-18 A	02-Dec-20							
Lvl 1 - 3 Testing - Systems Contract	13-Feb-19 A	05-Nov-21							
<b>NLE Rail Activation</b>	15-Apr-21	26-Sep-21							
<b>Pre-Revenue Service</b>	15-Apr-21	09-Aug-21							
Pre-Revenue Preparation	15-Apr-21	12-May-21							
Pre-Revenue Operations	13-May-21	09-Aug-21							
<b>Revenue Service</b>	17-Aug-21	26-Sep-21							
<b>Project Float &amp; Revenue Service</b>	17-Aug-21	26-Sep-21							
Revenue Service - Float	17-Aug-21	26-Sep-21							
Northgate Link Extension - Revenue Service		26-Sep-21							

## Project Float

Project float for the Northgate Extension decreased from 51 days to 41 days. The decrease was driven by the continued slippage of work related to AHJ inspection and subsequent delivery, and installation of the Signal Houses.

A complete assessment of the remaining Project Float will also require Time Impact Analyses from the systems contractor, as well as an independent analysis by ST CMC's. These will serve as the basis for adjusting contract time frames and milestones.



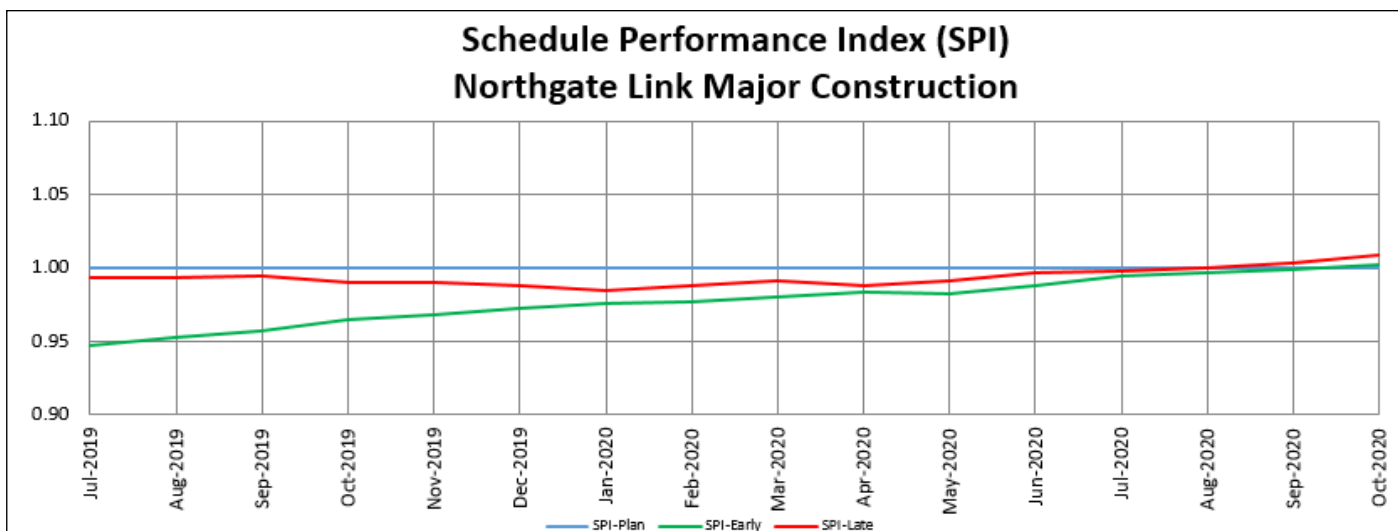
## Critical Path Analysis

The critical path for Northgate Link remains in the N830 Systems contract. The driving issue in this update is the completion of Northgate Station Signals work. The path then continues into System Integration Testing, followed by completion of Safety Certifications and Training. ST is continuing to work with MEC to better integrate the SIT schedule into the contract CPM. Completion of the Gold Seal process and approval of the Signal Houses is a driving factor in this month's update.

Activity ID	Activity Name	Start	Finish	2021														
				Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Northgate Link Extension Master Schedule - V1																		
N830/E750 - Systems																		
N830 Project																		
N830 Construction																		
N830 Traction Power / Substations Procurement																		
N830 Signals																		
N830 Trunk Fiber																		
N830 Testing and Commissioning																		
N830 Change Orders / Provisional Sums																		
NLE Rail Activation																		
TASK 07 - Safety and Security																		
Safety Certifications - By Project																		
Project Hazard Analysis																		
Threat & Vulnerability Assessment (TVA)																		
TASK 09 - External Agreements																		
Pre-Revenue Service																		
Pre-Revenue Preparation																		
Pre-Revenue Operations																		
Operator Preparation																		
Simulated Revenue Service/Drills/Upsets																		
Revenue Service																		
Revenue Service Preparation																		
Project Float & Revenue Service																		

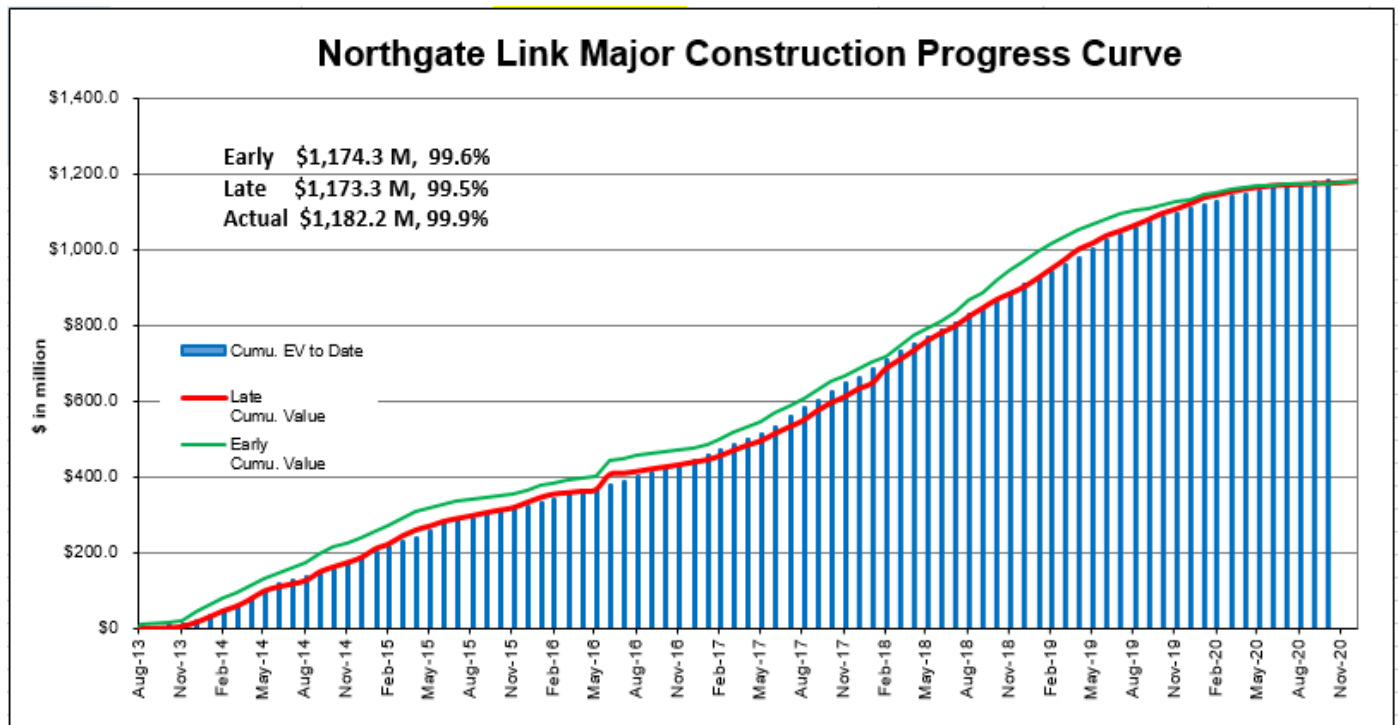
## Schedule Performance Index

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



## Cost Progress Analysis

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



## Community Outreach

- Worked with University Manor Apartments and Neptune Theater to remove monitoring equipment in the University District.
- Attended University of Washington Tower monthly meeting to provide update.
- Met with Northgate Link Opening Racial Equity Toolkit (RET) team to kick off project.
- Worked with Hampton Inn around nighttime closure of 1<sup>st</sup> Ave NE.
- Responded to questions regarding system testing and the opening date.

## 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 2020 till the current 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	32	(10)
Consultants	29	44	15
TOTAL	71	76	5
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

## Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

# Link Light Rail Northgate Link Extension



## Construction Safety

Construction Safety: Northgate Link Extension September 2020

Data/Measure	Oct-20	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	114
Days Away From Work Cases	0	0	6
Total Days Away From Work	0	0	397
First Aid Cases	0	7	187
Reported Near Mishaps	0	3	146
Average Number of Employees on Worksite	73	-	-
Total # of Hours (GC & Subs)	12,448	268,024	5,176,186
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0	0.75	4.4
LTI Rate	0	0	0.23
Recordable National Average	3		
LTI National Average	1.2		
Recordable WA State Average	6		
LTI WA State Average	1.9		

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

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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—Worker removing ceiling metal panel section at Station for Systems access.*

## 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 October:

- Continued working on punch list items.
- Continued change management and closeout activities.
- Continued preparations for escalator balustrade lighting change.
- Continued preparations for articulated lift enclosure for Operations.

### Next Period's Activities

- Continue working on punch list items.
- Continue preventative maintenance activities.
- Commence installation of SCL vault lid and alley approach.
- Begin work on sidewalk corners north of 45th Ave.

### Closely Monitored Issues

- Nothing to report.

## Cost Summary

Present Financial Status	Amount
<b>N140 Contractor—Hoffman Construction</b>	
Original Contract Value	\$159,836,688
Change Order Value	\$11,895,221
Current Contract Value	\$171,731,909
Total Actual Cost (Incurred to Date)	\$167,268,909
Percent Complete	99.4%
Authorized Contingency	\$15,491,834
Contingency Drawdown	\$11,895,221
Contingency Index	1.3



University District Station - Basement Level 2 Mezzanine

# 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 October:

- Continued post-acceptance support of Systems installation work.

### Next Period's Activities

- Continue work on change management and close-out documentation.

### Closely Monitored Issues

- Nothing to report.

## Cost Summary

Present Financial Status	Amount
<b>N150 Contractor—Hoffman Construction</b>	
Original Contract Value	\$152,291,184
Change Order Value	\$17,305,613
Current Contract Value	\$169,596,797
Total Actual Cost (Incurred to Date)	\$168,121,628
Percent Complete	99.9%
Authorized Contingency	\$18,914,559
Contingency Drawdown	\$17,305,613
Contingency Index	1.1

## 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 October include:

- Weekly Environmental site walk, safety walk and CMC pre-punch list walk was conducted.
- Purcell applying sealer to A10, A11 and A12 columns and caps of guideway substructure/superstructure.
- Work on garage - crack sealing work, continuing to work on water leak injections and removed additional sheetrock.
- Continued with main station work including continuing with cleanup, drilling and installing benches, caulking panels, working on bike runnels, BMS testing of elevators, touchup paint.

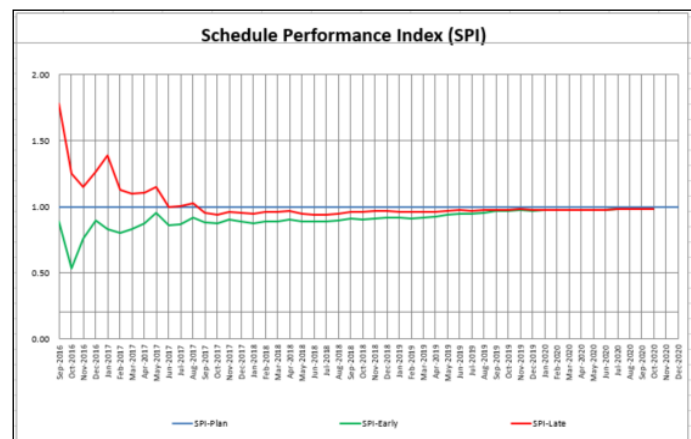
### Schedule Summary

The project schedule for October forecasts a Substantial Completion date of December 2, 2020, negative 160 days beyond the current contract date of June 25, 2020. The critical path is now driven by completion of Testing at the Maple Leaf Portal (MLP) TPSS. ST has reviewed the schedule and critical path sequence and returned the submittal for revision. Absher has submitted a revision that is currently under review.

Activity Name	OD	RD	Start	Finish		2017	2018	2019	2020										
						Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
N160 - Northgate Station Finishes	1087	43	01-Sep-16 A	05-Jan-21															
1.00 - General Requirements	1075	0	01-Sep-16 A	02-Dec-20															
1.10 - Project Start-up	0	0	01-Sep-16 A	01-Sep-16 A															
Construct Award/NTP (See Site Access Dates)	0	0	01-Sep-16 A																
1.20 - Contractual Milestones	0	0	02-Dec-20	02-Dec-20															
Absher Contract Milestones	0	0	02-Dec-20	02-Dec-20															
MS08 - Substantial Completion [Site Access+1201d; 10/17/16, then by 1/30/20] Rev to 5/23/20 (CO-271) Rev	0	0		02-Dec-20															
2.00 - Procurement	791	1	02-Sep-16 A	02-Nov-20															
3.00 - Preparatory Work	861	21	17-Oct-16 A	02-Dec-20															
4.00 - Earthwork & Utilities	874	1	04-Jan-17 A	02-Nov-20															
5.00 - Guideway (inc. Station Unit)	929	5	03-Jan-17 A	06-Nov-20															
6.00 - Station Finishes	782	20	27-Mar-18 A	01-Dec-20															
7.00 - Garage	790	1	27-Jun-17 A	02-Nov-20															
8.00 - At-Grade Restoration	797	10	22-Sep-17 A	13-Nov-20															
9.00 - Transition to Operations	5	0	14-Jan-19 A	22-Jan-19 A															
10.00 - Project Close-out	205	43	26-Feb-20 A	05-Jan-21															

### Schedule Performance Index

This period, the SPI early is 0.98 (same as last period) and the SPI late is at 0.98 (same as last period), indicating no major change in performance since last month. However, the indices indicate that the contractor continues performing slightly behind plan when compared to the baseline schedule. Overall work progress has remained within 0.03 of its current trend over the last year.



## Next Period's Activities

- Sealing of cracks on L1 deck to continue.
- Continue with rebar and forming for Stair 4 steps/landing.
- Installing plaza level site furnishings.
- Fire alarm device component testing.
- Installation of curtain wall trim pieces.
- Continue guideway sealants and station paint touch-up.
- Continue with caulking and platform level cleaning.
- All subcontractors are prepping for substantial completion walks.
- Continue placing remaining concrete pavement for South Plaza.
- WSDOT final inspection scheduled for Tree Mitigation Site.

## Closely Monitored Issues

- Electrical progress including overcurrent protection issues slower than expected due to delay in systems integration, startup, testing.
- Delay to substantial completion delaying start up and commissioning.
- Pandemic conditions related to outbreak of COVID-19 impacts on delayed construction activities and delays to Substantial Completion and/or Acceptance.
- Risk of changes to station design and/or existing transit center operation resulting from various issues with King County (Metro bus), Operations or Facilities.
- Inspection of escalators has identified lighting deficiencies and pinch point concerns.
- Overcurrent Protection Studies - Station and MLP submittals were returned for Siemen's response.
- MLP coordination between multiple contracts.
- Garage warranty items under discussion at the executive level.

## Cost Summary

Present Financial Status	Amount
<b>N160 Contractor - Absher Construction</b>	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 14,312,818
Current Contract Value	\$ 188,312,818
Total Actual Cost (Incurred to Date)	\$ 185,479,219
Percent Complete	98.5%
Authorized Contingency	\$ 17,400,000
Contingency Drawdown	\$ 14,312,818
Contingency Index	1.2



*Washing flooring tiles of station platform*

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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.

Remaining work includes punch list items for all work areas and documentation prior to closeout, which is almost complete with the exception of a few remaining documents currently in process.

### Next Period's Activities

- Continue closing out the last handful of documents to be submitted by the contractor for review.

### 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
<b>N180 Contractor - Stacy and Witbeck, Inc.</b>	
Original Contract Value	\$ 71,455,950
Change Order Value	\$ 4,845,477
Current Contract Value	\$ 76,301,427
Total Actual Cost (Incurred to Date)	\$ 75,472,966
Physical Percent Complete	100.0%
Authorized Contingency	\$ 10,718,393
Contingency Drawdown	\$ 4,845,477
Contingency Index	\$ 2.2



*Closeout activities continue*

## Contract N830 – Northgate Link Systems, Heavy Civil GC/CM

### Current Progress

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

- Installed radio devices and communications devices at Roosevelt Station (RVS).
- Installed fiber conduit, install radio devices and racks, and perform testing on signal equipment at U District Station (UDS).
- Installed feeder cabling, cameras and devices, and preformed TPSS field installation testing at Northgate Station.

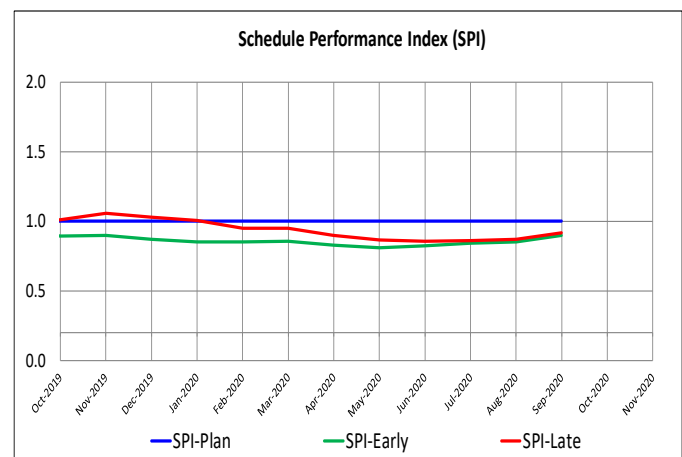
### Schedule Summary

The N830 September schedule update forecasts a *Substantial Completion* of May 12, 2021. The critical path for the contract is driven by the assembly and installation Train Control (TC) House to be installed at the Northgate Station. This installation drives the final testing of the SCADA system and subsequent As-Built drawings. The schedule update has been reviewed, and comments resolved. ST is working with both Washington State L&I and MEC contractor in order to mitigate the TC House timeline. *Milestone 10—Completion of Tunnel* work between UWS and UDS is now forecast for November 30, 2020. Floating Slab testing is planned to start in December, with EMI testing following in January.

Activity Name	OD	RD	Start	Finish	20172018201920202021																			
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
N830/E750 - Systems	946	129	12-Jun-17 A	12-May-21																				
N830 Project	946	129	12-Jun-17 A	12-May-21																				
N830 Contract Milestones	1398	0	12-Jun-17 A	12-May-21																				
NTP - Notice to Proceed (NTP) Northgate and East Link	0	0	12-Jun-17 A		NTP - Notice to Proceed (NTP) Northgate and East Link																			
MS#05 Northgate: Substantial completion of Northgate Link sy	0	0		12-May-21	MS#05 Nor																			
N830 Construction	804	119	20-Dec-17 A	26-Mar-21																				
N830 OCS	561	49	10-Sep-18 A	13-Dec-20																				
N830 Traction Power / Substations Procurement	715	30	20-Dec-17 A	12-Nov-20																				
N830 Signals	567	62	15-Aug-18 A	06-Jan-21																				
N830 Communications	683	29	10-Feb-18 A	10-Nov-20																				
N830 Radio	551	23	09-Jul-18 A	02-Nov-20																				
N830 Trunk Fiber	534	22	28-Sep-18 A	30-Oct-20																				
N830 Testing and Commissioning	627	119	07-Sep-18 A	26-Mar-21																				

### Schedule Performance Index

Performance for September is shown as the October invoice has been submitted but not approved. September SPI-Early is 0.9 (increased from 0.84 last period) and the SPI-Late is 0.91 (increased from 0.86 last period). Activities decreased in response to the COVID-19 pandemic. On April 3rd, Sound Transit issued a Stop Work order until May 4, 2020, which limited work that was allowed on site. October performance data has been submitted and is under review by ST.





## Next Period's Activities

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

## Closely Monitored Issues

- ST and CMC closely monitoring conduit handover from Civil to Systems contractor; mitigation steps have been taken by the Systems CMC surveying all conduits and to work closely with the Civil Contractors to rectify the situation.
- Sound Transit and CMC are concerned contractor's ramp-up of labor is not sufficient to meet the planned construction activities. Sound Transit and CMC are closely tracking the planned ramp-up of labor in comparison to actual progress.
- Ongoing impacts to worker productivity due to the COVID-19 pandemic and the necessity to wear masks and practice social distancing on the jobsite are being closely monitored and will be further assessed once better characterized.

## Cost Summary

Present Financial Status	Amount
<b>N830 Contractor - Mass Electric Construction Co.</b>	
Original Contract Value	\$104,660,444
Change Order Value	\$1,450,412
Current Contract Value	\$106,110,856
Total Actual Cost (Incurred to Date)	\$86,869,353
Percent Complete	85.3%
Authorized Contingency	\$5,233,022
Contingency Drawdown	\$1,450,412
Contingency Index	3.0



*Installation of feeder cable near Northgate Station*

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

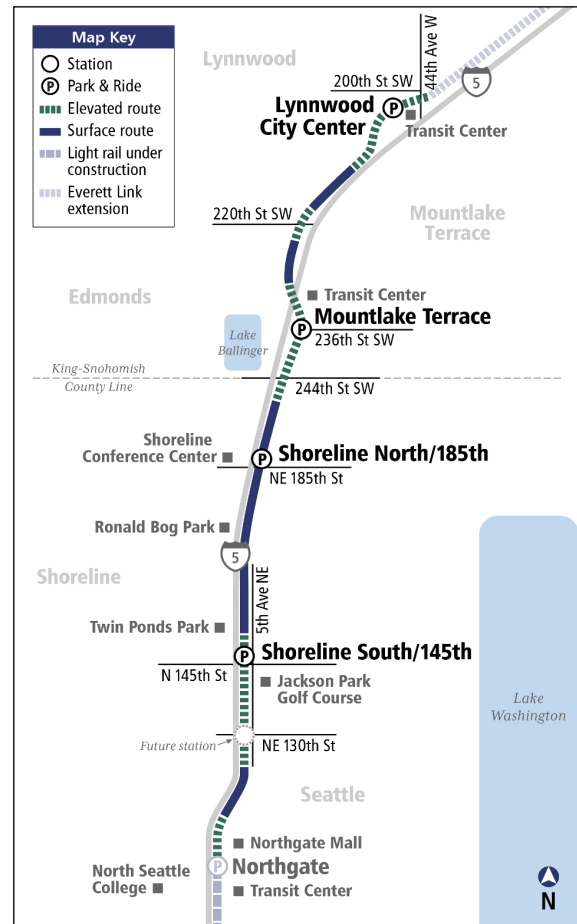
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# Link Light Rail Lynnwood Link Extension

## Project Summary

### Scope

<b>Limits</b>	North Seattle to Shoreline, Mountlake Terrace, and Lynnwood Transit Center
<b>Alignment</b>	Lynnwood Link extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill guideway.
<b>Stations</b>	Shoreline South/145th Shoreline North/185th Mountlake Terrace Lynnwood City Center
<b>Systems</b>	Signals, traction power, communications, and SCADA.
<b>Phase</b>	Construction
<b>Budget</b>	\$2.772 Billion (Baseline May 2018)
<b>Schedule</b>	Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

## Key Project Activities

- Continued concrete placement for columns and caps and placement of pre-stressed concrete girders for the aerial guideway on both civil contracts, including tub girder placement at the future Shoreline South/148th and Mountlake Terrace Stations. Commenced placement of aerial guideway elevated deck concrete.
- Continued drilled shaft work on L300 and continued wall construction on both civil contracts.
- Continued construction of the Shoreline South/148th Parking Garage with slab-on-grade and wall concrete placements. Commenced construction of the Shoreline North/185th Station and Parking Garage with excavation for foundations and below-grade utility activities (L200).
- Continued construction of ancillary support buildings for the future Mountlake Terrace Station. Commenced construction of the Lynnwood City Center Station and Parking Garage with site demolition and excavation for foundations (L300).
- Continued final design work and property appraisals for widening 200th Street SW in the City of Lynnwood.
- Snohomish Public Utilities District (SnoPUD) Board of Commissioners approved the granting to ST of an aerial guideway easement over the Interurban Trail.
- Continued compilation of documentation required to exercise the Lynnwood option to integrate the L800 Systems GC/CM scope into the existing N830/E750 contract following late July Board authorization.
- Continued final design and integrated structure construction for the future 130th Station, as authorized in the February Board meeting. (Note: NE 130th Street Station is a separate project from Lynnwood Link, funded under the ST3 program).

## 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 October 2020, \$32.6 M was incurred. The major project expenditures were for civil construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, permitting, staff, legal and other direct charges.

### Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$98.2	\$98.2	\$43.1	\$42.8	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$141.9	\$124.2	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$110.8	\$46.0	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$14.6	\$10.5	\$9.4	\$14.6	\$0.0
Construction	\$1,921.4	\$2,091.6	\$1,875.7	\$547.2	\$2,091.5	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$235.7	\$180.9	\$165.6	\$235.7	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$2,771.6</b>	<b>\$2,771.6</b>	<b>\$2,401.9</b>	<b>\$974.3</b>	<b>\$2,771.6</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$791.8	\$1,002.2	\$677.0	\$194.2	\$803.6	\$198.6
20 Stations	\$333.8	\$333.8	\$409.3	\$75.6	\$430.8	-\$97.1
30 Support Facilities	\$2.0	\$2.0	\$0.0	\$0.0	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$585.2	\$264.7	\$558.6	-\$132.4
50 Systems	\$244.4	\$244.4	\$194.1	\$8.9	\$213.5	\$30.9
<b>Construction Subtotal (10 - 50)</b>	<b>\$1,793.0</b>	<b>\$2,008.5</b>	<b>\$1,865.6</b>	<b>\$543.4</b>	<b>\$2,008.5</b>	<b>\$0.0</b>
60 ROW, Land	\$235.7	\$235.7	\$180.9	\$165.6	\$235.7	\$0.0
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.0	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$447.4	\$355.4	\$265.3	\$448.0	-\$0.6
90 Unallocated Contingency	\$292.2	\$78.6	\$0.0	\$0.0	\$78.0	\$0.6
<b>Total (10 - 90)</b>	<b>\$2,771.6</b>	<b>\$2,771.6</b>	<b>\$2,401.9</b>	<b>\$974.3</b>	<b>\$2,771.6</b>	<b>\$0.0</b>

# 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 AC was increased by a net of \$58K from a construction credit change order and savings captured from awarding a contract for less than budgeted.

### 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%	\$164.5	9.2%
Unallocated Contingency	\$292.2	10.5%	\$78.0	4.3%
<b>Total:</b>	<b>\$737.7</b>	<b>26.6%</b>	<b>\$242.5</b>	<b>13.5%</b>

### Contingency by Type

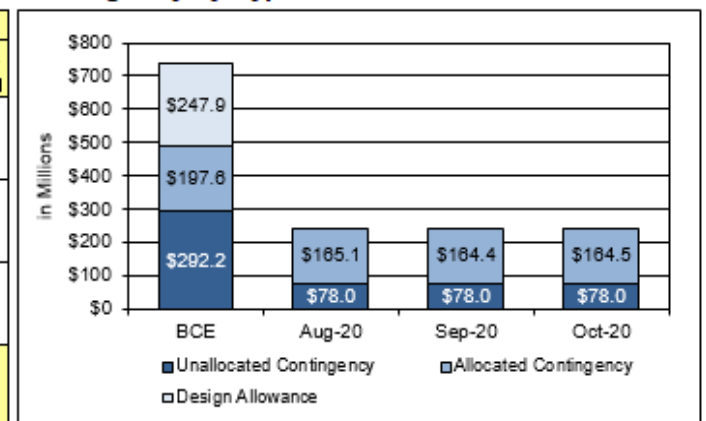
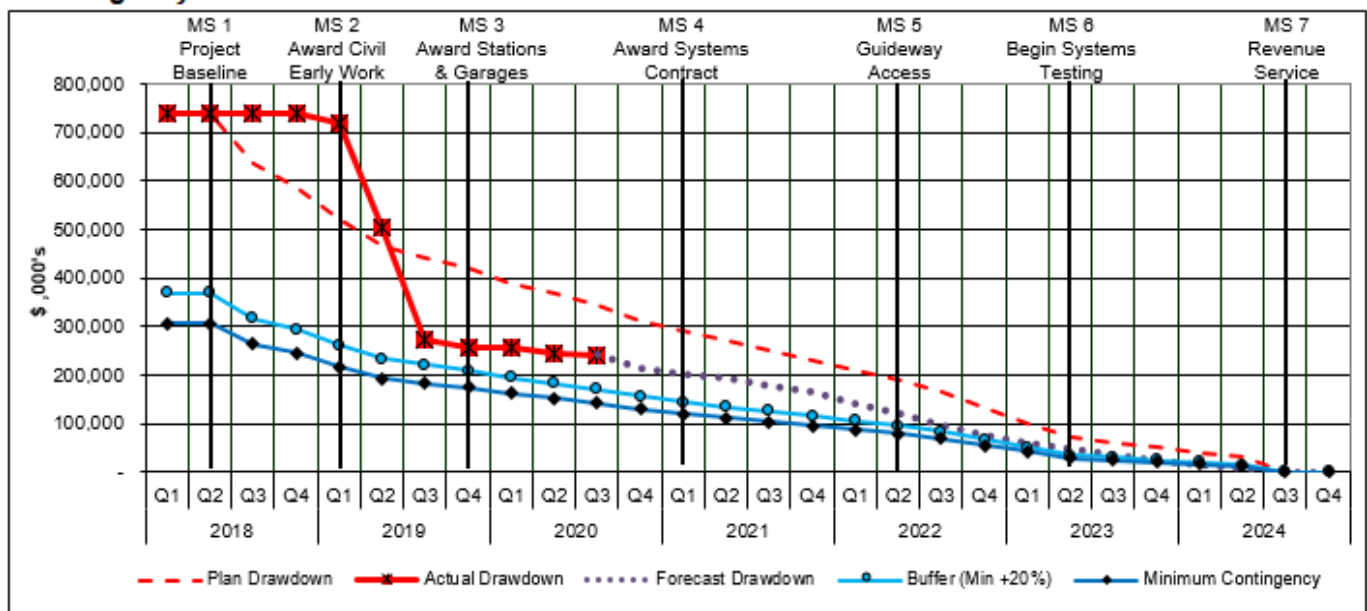


Table figures are shown in millions.

### Contingency Drawdown





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.

- Inefficiencies in construction resulting from ongoing safety protocols instituted in response to the COVID-19 pandemic, including long lead material supplier delays and/or delays in permit inspections.
- Maintaining positive relationships with GC/CM contractors and culture of collaboration for each contract.
- Tight budget, limited contingency, and changes during construction that impact cost and schedule.
- Adequacy and consistency of design documents for the civil contracts.
- Quality of CPM schedule submittals from the civil contractors impairs master schedule clarity and reliability.
- Delays in long lead procurement of girders, elevators, escalators and other key material/equipment/resources.
- Timely completion of necessary utility relocations, ROW acquisition and ROW relocations.
- Coordination of civil/systems interface and potential for civil construction delays to systems construction.
- Increase in elevated work activity as girders are placed and I-5 overcrossing work commences, along with the associated night work and safety implications that come with the increase.

The October update maintains the July 2024 revenue service date. Program Wide Float is now at 115 days, driven by logic and sequencing in the L200 schedule. Recent changes in the L200 schedule are currently under review. Absent these changes, the driving path of the program remains construction of the Shoreline South/148th Station. The L800 contractor has continued work on the baseline schedule for the Systems installations. This schedule will be submitted shortly after receipt of the Notice to Proceed.

[illegible]

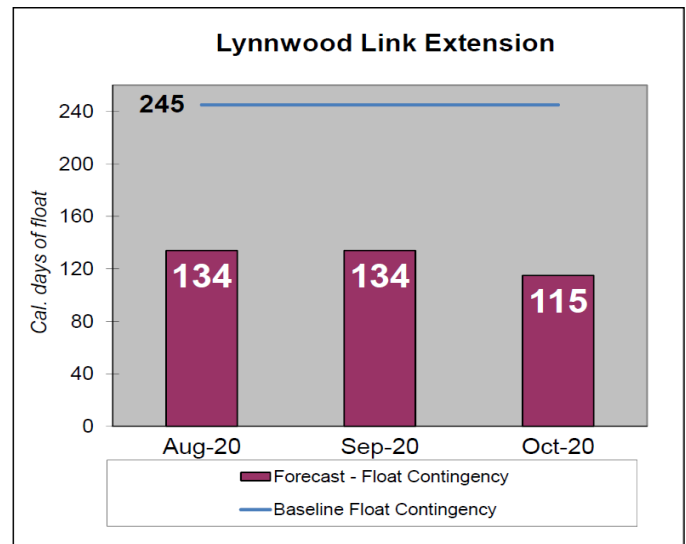
# Link Light Rail Lynnwood Link Extension



## Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently the project is calculated to have 115 days remaining between completion of work and the 17-Jul-2024 revenue service date. The change in float is due to recent changes made within the L200 schedule that ST is reviewing and has not accepted at this time. Absent those changes, project float would remain at 134 days.

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



## Critical Path Analysis

The critical path for the Lynnwood Link Extension continues to be the L200 contract. The contractor recently re-sequenced construction of a utility protection slab and made MSE Wall 2500 a successor of that slab work. This resulted in a negative shift in the Work Zone 2 At-Grade track segment pushing L200's Milestone 2 track handover to L800. ST is conducting a detailed review of the changes at this time. This path remains subject to change with the assessment of COVID-19 impacts.

Activity ID	Activity Name	OD	RD	Start	Finish	2021					2022				2023				2024			
						Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
L200 Civil Construction																						
	Project Wide	377	377	02-Nov-20	30-Apr-22																	
	Milestones	66	66	28-Jan-22	30-Apr-22																	
	Punchlist & Commissioning	15	15	16-Apr-22	30-Apr-22																	
	WZ-2 At Grade - Fill (1458+63 to 1492+45)	56	56	28-Jan-22	15-Apr-22																	
	Utilities	311	311	02-Nov-20	27-Jan-22																	
	Excavation	33	33	02-Nov-20	21-Dec-20																	
	Retaining Walls	32	32	13-May-21	28-Jun-21																	
	Trackwork	110	110	21-Dec-20	28-May-21																	
	Systems	146	146	29-Jun-21	27-Jan-22																	
		15	15	27-May-21	17-Jun-21																	
L800 Systems Construction																						
	L800 Milestones	382	382	01-May-22	03-Nov-23																	
	L800 Engineering	0	0	01-May-22	01-May-22																	
	L800 Submittals	198	198	02-May-22	14-Feb-23																	
	L800 Construction	198	198	02-May-22	14-Feb-23																	
	L800 OCS	277	277	02-May-22	07-Jun-23																	
	L800 Testing and Commissioning	277	277	02-May-22	07-Jun-23																	
		105	105	08-Jun-23	03-Nov-23																	
LLE Rail Activation																						
	RA Tasks	829	829	01-Jan-22	17-Jul-24																	
	TASK 01 - Rail Activation Management	718	718	01-Jan-22	19-Dec-23																	
	TASK 04 - Rail Operations	22	22	01-Jan-22	23-Jan-22																	
	TASK 07 - Safety and Security	1	1	02-Feb-22	02-Feb-22																	
	TASK 09 - External Agreements	30	30	06-Nov-23	19-Dec-23																	
	Pre-Revenue Service	60	60	10-Jan-22	11-Mar-22																	
	Pre-Revenue Preparation	96	96	12-Dec-23	17-Mar-24																	
	Operator Preparation	7	7	12-Dec-23	19-Dec-23																	
	Simulated Revenue Service/Drills/Upsets	29	29	19-Dec-23	17-Jan-24																	
	Revenue Service Preparation	60	60	17-Jan-24	17-Mar-24																	
	Revenue Service	29	29	25-Feb-24	25-Mar-24																	
		115	115	24-Mar-24	17-Jul-24																	
	Project Float & Revenue Service	115	115	24-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:

- Lane closures along northbound and southbound I-5.
- Night closure for work at 1st Ave. NE and Northgate Way, and night closure at 5th Ave NE.
- Night closure at NE 117th St. for Seattle City Light work.
- Placement of girders at NE 130th St.
- Closure of NE 175th St. for Ronald Bog trail work.
- Beginning Aldercrest staging yard construction.
- Phase 2 utility installation at the NE 195th St. pedestrian bridge.
- Closures of off-ramp to westbound State Route (SR) 104 and off-ramp to eastbound SR 104.
- Right turn lane closure and pedestrian detour at 220th St. SW.
- Night work at Mountlake Terrace Transit Center and Saturday closure of Mountlake Terrace bus loop.
- 236th St. SW off ramp right turn lane closure.
- Closure at 46th Ave W/HOV ramps to Lynnwood Transit Center.
- Community Engagement staff also completed activation and initial walkthrough activities for nine temporary construction easements.

## 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	766	725	440	369
<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. *Total number of parcels available for construction = 322.</i>					

## Sound Transit Board Actions

Board Action	Description	Date
M2020-58	Authorizes the CEO to execute an amendment to the Construction Services Agreement between Sound Transit and the City of Seattle to provide construction assistance and construction services for the Lynnwood Link Extension in the amount of \$5,529,279 with a 10% contingency of \$552,928, totaling \$6,082,207 for a new total authorized agreement amount not to exceed \$37,509,266.	10/8/2020

# Link Light Rail Lynnwood Link Extension



## Staffing Summary

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

Less 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	42.6	37.0	(5.6)
Consultants	87.0	83.0	(4.0)
TOTAL	129.6	120.0	(9.6)
* 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	Oct. 2020	Year to Date	Project to Date
Recordable Injury/Illness Cases	3	8	9
Days Away From Work Cases	0	1	1
Total Days Away From Work	0	35	35
First Aid Cases	7	26	34
Reported Near Mishaps	1	11	20
Average Number of Employees on Worksite	450	-	-
Total # of Hours (GC & Subs)	107,106	695,194	901,223
OSHA Incident Rates	Oct. 2020	Year to Date	Project to Date
Recordable Injury Rate	5.6	2.3	2.0
LTI Rate	0.0	0.3	0.2
Recordable National Average	3.0		
LTI National Average	1.2		
Recordable WA State Average	6.0		
LTI WA State Average	1.9		
<b>Note:</b> Due to the timing of contractor’s reporting periods, the current month’s numbers above are a combination of actuals and estimates. All previous months’ numbers are reconciled and replaced with actuals. Data includes the L200 and L300 contracts.			

## 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:

- Work Zone (WZ)-1: Continued formwork for end diaphragms A06-A08, A13, and A14
- WZ-2: Continued wall panel installation. Completed N12-TPSS-01 (traction power substation) foundation footings.
- WZ-3: Completed transition zones, columns and caps at columns C10-13, C21, C23, and C28-30.
- WZ-4: Completed false work setting span C46; completed formwork and concrete placement for the Shoreline South/148th Garage south foundation wall.
- WZ-10: Began formwork and reinforcing steel placement for the Shoreline North/185th Station SW wall.

### Schedule Summary

The October update continues to forecasts an August 29, 2023 substantial completion date, 42 days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path has been revised by logic and sequencing changes related to communications relocations near NE 115th Street, protection slab work over an existing utility nearby, and MSE Wall 2500, placing this work on the program's critical path. These revisions are under review for approval; without their integration, the critical path remains the delivery and placement of girders for the elevated guideway sections, then into the NE 148th Street Station, eventually leading to substantial completion of the contract.

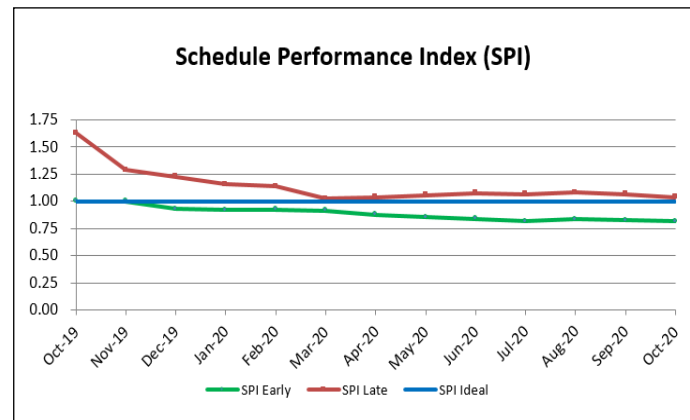
Activity Name	Start	Finish	2021				2022				2023				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L200 Civil Construction	25-Dec-18 A	14-Oct-23													
Project Wide	25-Dec-18 A	14-Oct-23													
Stations & Garages	20-Mar-20 A	14-Dec-20													
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	09-Dec-22													
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	14-Aug-23													
WZ-3 Elevated Seattle (1492+45 to 1542+75)	23-Mar-19 A	14-Aug-23													
WZ-3 Elevated Shoreline (1542+75 to 1559+17)	26-Mar-19 A	14-Aug-23													
WZ-4 148th Station & Garage	08-Apr-19 A	07-Aug-23													
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	14-Aug-23													
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	21-Sep-22													
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	14-Aug-23													
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	19-Jan-23													
WZ-9 At Grade - Cut (1631+25 to 1667+50)	15-Apr-19 A	14-Aug-23													
WZ-10 185th Station & Garage	15-Apr-19 A	02-Jun-23													
WZ-11 At Grade (1667+50 to 1694+01)	09-Apr-19 A	14-Aug-23													
Ronald Bog	12-Jun-19 A	02-Nov-20													
No L200 - Work Zone	14-Feb-20 A	08-May-20 A													

### Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule (early dates). This period, the early SPI is 0.82 (decrease from 0.83 last period).

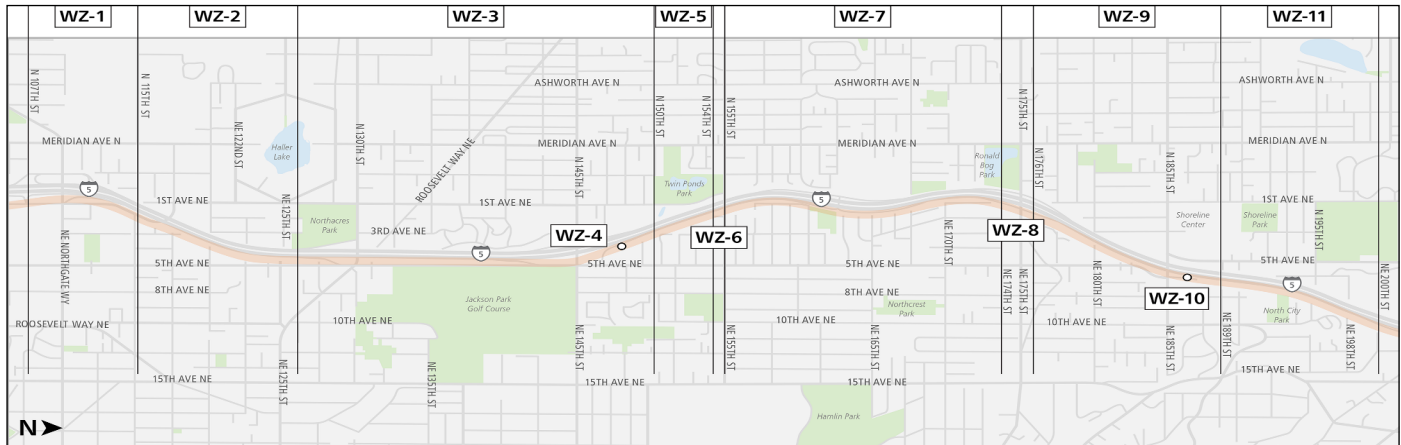
Late SPI represents progress against a more conservative schedule (late dates). This period, the late SPI is 1.04 (decrease from 1.07 last period).

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



# Link Light Rail Lynnwood Link Extension

## Work Zone Overview



### Next Period Activities:

- WZ-1: Form/rebar/place concrete for span A10.
- WZ-2: Complete slab on grade for N12-TPSS-01, continue wall panel installation.
- WZ-4: Set span C43, C44 tub girder. Begin form/rebar 148th garage south slab.
- WZ-7: Construction camera installation.
- WZ-9: Install temporary shoring for Pier 1 at 185th undercrossing; MSE wall placement.
- WZ-10: Continue 185th garage underground utility installation.

### Closely Monitored Issues:

- Monitoring impacts of COVID-19.
- Monitoring timing of receipt of all permits necessary for construction.
- Evaluating cost impact of plan set revision between the main work pricing and Issue for Construction (IFC) sets.
- Erosion and sediment control during the wet season.

## Cost Summary

Financial Status	Amount
<b>L200 Contractor - SKH</b>	
Original Contract Value	\$ 88,147,258
Change Order Value	\$ 760,307,840
Current Contract Value	\$ 848,455,098
Total Actual Cost (Incurred to Date)	\$ 285,143,132
Percent Complete	32.6%
Authorized Contingency	\$ 44,052,739
Contingency Drawdown	\$ 3,456,834
Contingency Index	4.3



Noise wall construction along I-5

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

### Current Progress

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

- Continued abutment work at Bridge K, with full closure of 52nd Ave from 208th to 212th Street through mid-December.
- Placed concrete for J02 column and cap.
- Continuation of guideway decking and concrete placement for spans in the station area at Lynnwood City Center.
- Continued platform girders and decking installation at the Mountlake Terrace Station.
- Completed installation of pile caps for L10 off of the trestle constructed to protect Scriber Creek.
- Commenced excavation and formwork for foundations at the Lynnwood City Center Parking Garage.

### Schedule Summary

Skanska October update forecasts an early completion of the project with Substantial Completion on 29-Jun-23, 47 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.

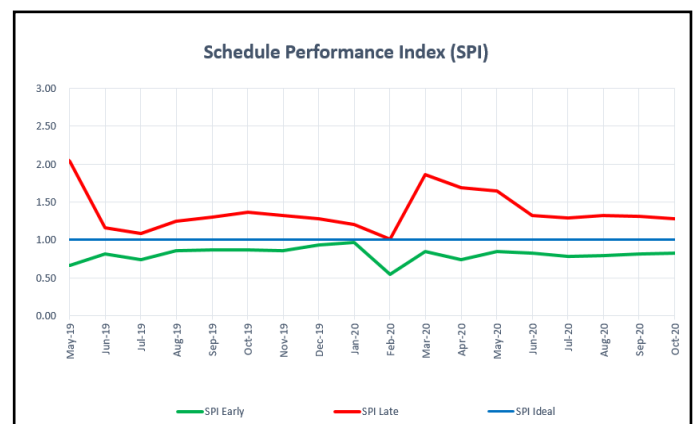
Activity Name	Start	Finish	2021					2022				2023		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>L300 Construction</b>	25-Sep-18 A	27-Jul-23												
L300 Construction	25-Sep-18 A	27-Jul-23												
<b>MILESTONES</b>	25-Sep-18 A	17-Jul-23												
ROW ACQUISITIONS (PARCELS & TCE)	04-Jun-18 A	22-Feb-22												
PERMITTING	01-Feb-18 A	04-Feb-21												
SUBMITTALS	12-Apr-18 A	26-Nov-21												
MATERIAL PROCUREMENT	07-Aug-18 A	07-Dec-21												
EARLY WORK	20-Feb-18 A	27-Jul-23												
3RD PARTY UTILITIES	22-Jul-18 A	14-Oct-20												
CONSTRUCTION	25-Oct-18 A	10-Jul-23												
Main Package Construction Contract Elements	25-Oct-18 A	10-Jul-23												
Mobilizations	25-Oct-18 A	21-Nov-22												
L300 to 208th St. (Sta. 1684+00 to 1738+00)	17-Dec-18 A	21-Nov-22												
208th St. to 220th St. (Sta. 1738+00 to 1791+00)	21-Jan-20 A	30-Jan-23												
220th St. to 62nd Ave. (Sta. 1791+00 to 1848+00)	23-Dec-19 A	21-Mar-23												
62nd Ave to EOL (Sta. 1848+00 to 1884+00)	15-Jan-20 A	16-Jun-23												

### Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.82 (decrease from 0.88 last period).

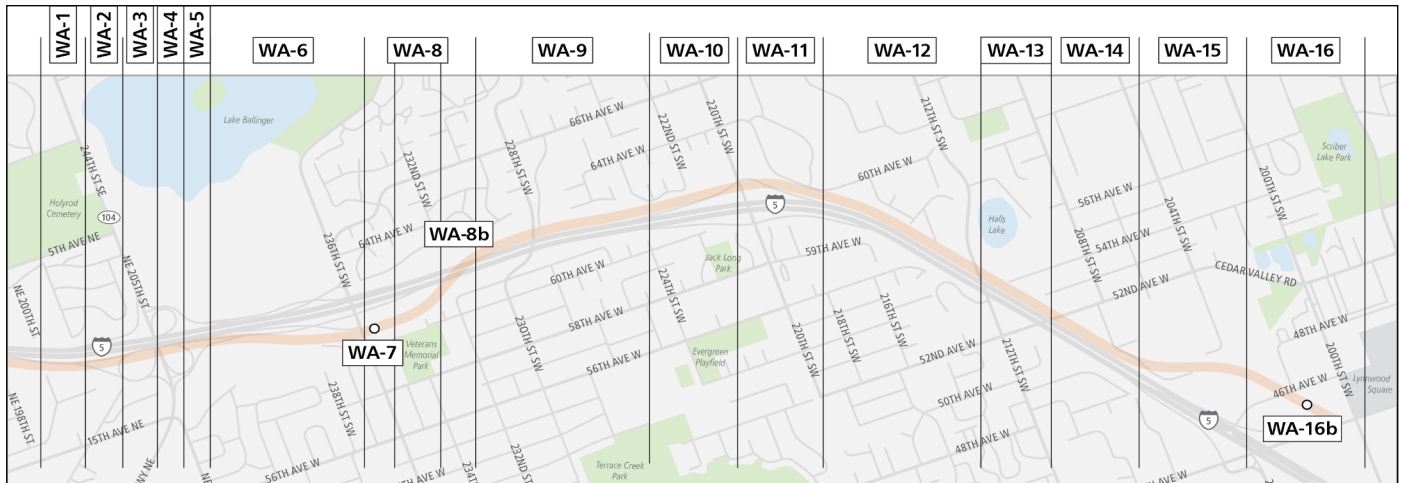
Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.28 (decrease from 1.34 of last period).

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

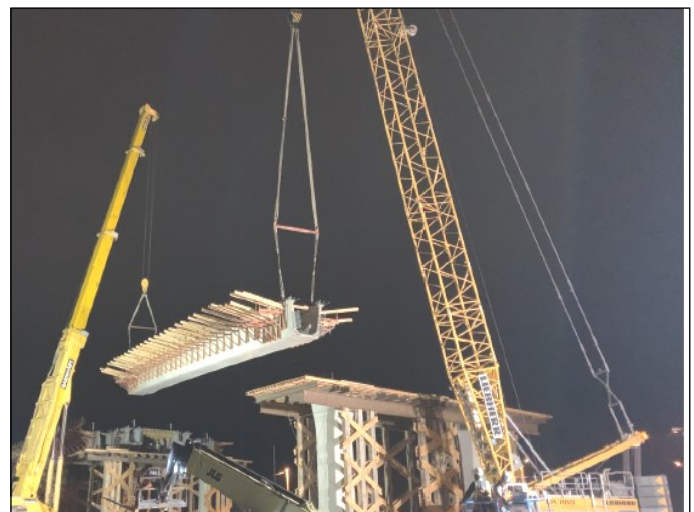
- Continue on the K bridge under full closure of 52nd Ave from 208th to 212th Street.
- Continue guideway decking in station area at Lynnwood City Center.
- Full weekend night time closures, setting tunnel girders and decking over I-5.
- Begin drilled shafts at L11 and L12 off the trestle constructed to protect Scriber Creek.

## Closely Monitored Issues

- Monitoring work-site safety and enhancing the culture.
- Monitoring impacts of COVID-19.
- Evaluating cost impact of plan set revision between the early work pricing and Issue for Construction (IFC) sets.
- Quality control and assurance of work performed.
- Erosion and sediment control during the wet season.

## Cost Summary

Present Financial Status	Amount
<b>L300 Contractor—Skanska</b>	
Original Contract Value	\$ 56,886,631
Change Order Value	\$ 786,490,247
Current Contract Value	\$ 843,376,878
Total Actual Cost (Incurred to Date)	\$ 239,469,993
Percent Complete	30.3%
Authorized Contingency	\$ 42,888,048
Contingency Drawdown	\$ 8,399,892
Contingency Index	1.5



Setting tub girder at Work Area 16 at Lynnwood City Center.



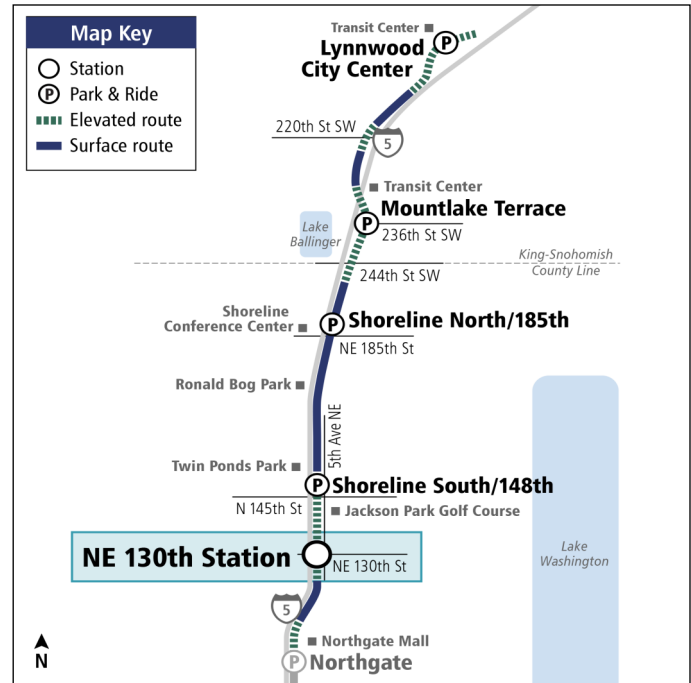


# Link Light Rail NE 130th St Infill Station



## Project Summary

<b>Scope</b>	Construct an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.
<b>Phase</b>	Final Design / Early Construction
<b>Budget</b>	\$28.9 Million
<b>Schedule</b>	Open for Service date will depend on Board direction from realignment process.



Map of Project Alignment

## Key Project Activities

- Board approved progressively advancing final design of the NE 130th St. Infill station in Feb. 2020 with limited funding.
- Advanced to Final Design phase in June 2020 following completion of Preliminary Engineering work.
- Southernmost columns form stripped and falsework being erected.
- Continued formwork for guideway columns.

## 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 September 2020, \$0.9M was incurred. The major project expenditures were for civil construction, civil CM, and design.

### 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	\$1.1	\$1.1	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$7.1	\$1.5	\$10.8	\$0.0
Construction Services	\$2.1	\$0.8	\$0.3	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.2	\$0.1	\$0.9	\$0.0
Construction	\$8.5	\$5.4	\$1.6	\$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
<b>Total</b>	<b>\$28.9</b>	<b>\$17.3</b>	<b>\$7.3</b>	<b>\$28.9</b>	<b>\$0.0</b>

### Risk Management

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

The following are the top project risks:

- Alignment of the station construction schedule with the LLE construction schedule.
- City of Seattle may require additional right-of-way improvements that require additional time to incorporate.
- City of Seattle may require additional station features that require additional time to incorporate.
- 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 have been expanded. 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. This is currently projected to occur in Q3 2021.

Activity Name	Start	Finish	2020				2021				2022
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
<b>NE 130th Street Station</b>	04-Feb-19 A	06-Jan-22									
<b>NE 130th Street Station</b>	04-Feb-19 A	06-Jan-22									
<b>Preliminary Design</b>	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									
<b>Final Design</b>	30-Sep-19 A	17-Sep-21									
Civil FD	30-Sep-19 A	08-Sep-21									
Systems Final Design	30-Mar-20 A	17-Sep-21									
<b>Permitting</b>	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	16-Nov-20									
<b>Estimating/Negotiations/Ar</b>	23-Dec-19 A	09-Sep-21									
<b>Estimating &amp; Negotiations</b>	23-Dec-19 A	09-Sep-21									
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	23-Jun-21	09-Sep-21									
Estimate & Negotiations - Station FI	22-Jun-21	08-Sep-21									

### Community Outreach

- Launched online open house for NE 130th Infill Station.
- Contacted six community based organizations for folio and email distribution.
- Attended and presented at King County service partners meeting.

## Staffing Summary

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

The YTD Actual FTE Monthly Average through the end of October is slightly above the Planned FTE Monthly Average, with more ST staff than originally planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.0	3.0	2.0
Consultants	10.0	10.0	0.0
TOTAL	11.0	13.0	2.0

\* 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.	



*Column form stripping*

### Civil Final Design Overview

Sound Transit executed an amendment with HNTB Jacobs to perform civil final design for NE 130<sup>th</sup> 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 systems design, and sustainability reports.

Present Financial Status	Amount
<b>HNTB Jacobs– Civil Final Design</b>	
Original Contract Value	\$1,570,864
Change Order Value	\$4,377,595
Current Contract Value	\$5,948,459
Total Actual Cost (Incurred to Date)	\$1,545,260
Financial Percent Complete	26%
Authorized Contingency	\$596,337
Contingency Drawdown	\$0
Contingency Index	0.0

### 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
<b>LTK– Systems Final Design</b>	
Original Contract Value	\$299,332
Change Order Value	\$823,076
Current Contract Value	\$1,122,408
Total Actual Cost (Incurred to Date)	\$0
Financial Percent Complete	0%
Authorized Contingency	\$110,310
Contingency Drawdown	\$0
Contingency Index	0.0

# 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

\$225.6 Million

### Schedule

Construction Complete: December 2020 for Primary work; Q2 2021 for all remaining ancillary construction

## Major Contracts

	Scope	Agreement/Contract Amount
WSDOT	PE	\$ 1,549,003
WSDOT	Final Design	\$ 22,120,999
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
- **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:

- Final payment to WSDOT for all task order construction obligations
- 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 October were \$981.8K. 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	\$3.6	\$2.4	\$2.4	\$3.6	\$0.0
Preliminary Engineering	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$0.0
Final Design	\$22.1	\$22.1	\$18.7	\$18.4	\$22.1	\$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	\$198.3	\$187.0	\$177.2	\$198.3	\$0.0
<b>Total</b>	<b>\$225.6</b>	<b>\$225.6</b>	<b>\$209.6</b>	<b>\$199.6</b>	<b>\$225.6</b>	<b>\$0.0</b>

#### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
40 Sitework & Special Conditions	\$180.6	\$190.7	\$187.0	\$177.2	\$190.7	\$0.0
80 Professional Services	\$26.3	\$26.3	\$22.7	\$22.4	\$26.3	\$0.0
90 Unallocated Contingency	\$18.7	\$8.7	\$0.0	\$0.0	\$8.7	\$0.0
<b>Total</b>	<b>\$225.6</b>	<b>\$225.6</b>	<b>\$209.6</b>	<b>\$199.6</b>	<b>\$225.6</b>	<b>\$0.0</b>

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. Payment to WSDOT and the City of Mercer Island for administrative, ancillary construction, and coordination costs resulted in a reduction to the remaining Project budget; as a result, the percent of overall Current Contingency, when compared to the Remaining Work Budgeted, was reduced by 0.2% from September's percentage.

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	4.4%
Unallocated Contingency	\$18.7	8.3%	\$8.7	33.2%
<b>Total</b>	<b>\$35.7</b>	<b>15.8%</b>	<b>\$9.8</b>	<b>37.6%</b>

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):** Advance final alignment of track attachments; continued polyurea application, transition plinth installations at approaches; progress commissioning activities; TPSS #3 delivered, installed by E750 contractor.
- **Mercer Island (E130):** Ongoing finish work, fire protection commissioning at Mercer Island Station; progress installation of stray current collector cable in Mercer Island Tunnel & East Channel Bridge.
- **IDS to Mt. Baker Tunnel (E130):** Progress installation of curbs, vehicle crossings, operator walkway in IDS; continue commissioning of Fire/Life Safety systems in Mt Baker Tunnel; TPSS #1 delivered, installed by E750 contractor.
- **Downtown Bellevue Tunnel (E330):** Substantially Completed. Continued punch list and close out activities.
- **Downtown Bellevue to Spring District (E335):** Completed tunnel track work; continued installation of East Main and 120th St Station plinths, cable wire pulling for branch systems and platform Tile installation at Wilburton Station.
- **Bel-Red (E340):** Installed emergency walkway and guideway storm drainage on aerial guideway area. Installed entry canopy soffit panels, continued site grading at the station. Installed permanent signing and irrigation on NE Spring Blvd.
- **SR520 to Redmond Technology Station (E360):** Work commenced on latest Sweeper Site design. Overlake Village Station (OVS) roundabout asphalt placement complete. OVS Pedestrian Bridge architectural soffit panels installation. Redmond Technology Station decorative paving and landscaping ongoing.
- **Systems (E750):** Continued with submittals, component design/manufacturing/fabrication. Continued installation of communication and signaling equipment, and OCS pole procurement and installations. TPSS delivered to location and installed.



## Closely Monitored Issues

- Resolution to Redmond Technology Station Garage's structural repairs.
- Design change during construction phase particularly at our most technically challenging stations.
- Quality, construction safety and environment compliances.
- Civil segments continue to trend schedule delay 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 expenditure is a little over \$47.9M, increasing the total expenditure to date from \$2.68B to \$2.72B. Project commitment is approximately \$3.1B with all major construction contracts in place. While this period's expenditures shows recovery from post work suspension, there are still needs to be cautionary on the projection. Impacts from COVID-19 continue to be assessed as well as ongoing monitoring due to the fluid situation of the pandemic.

### Cost Summary by Phase

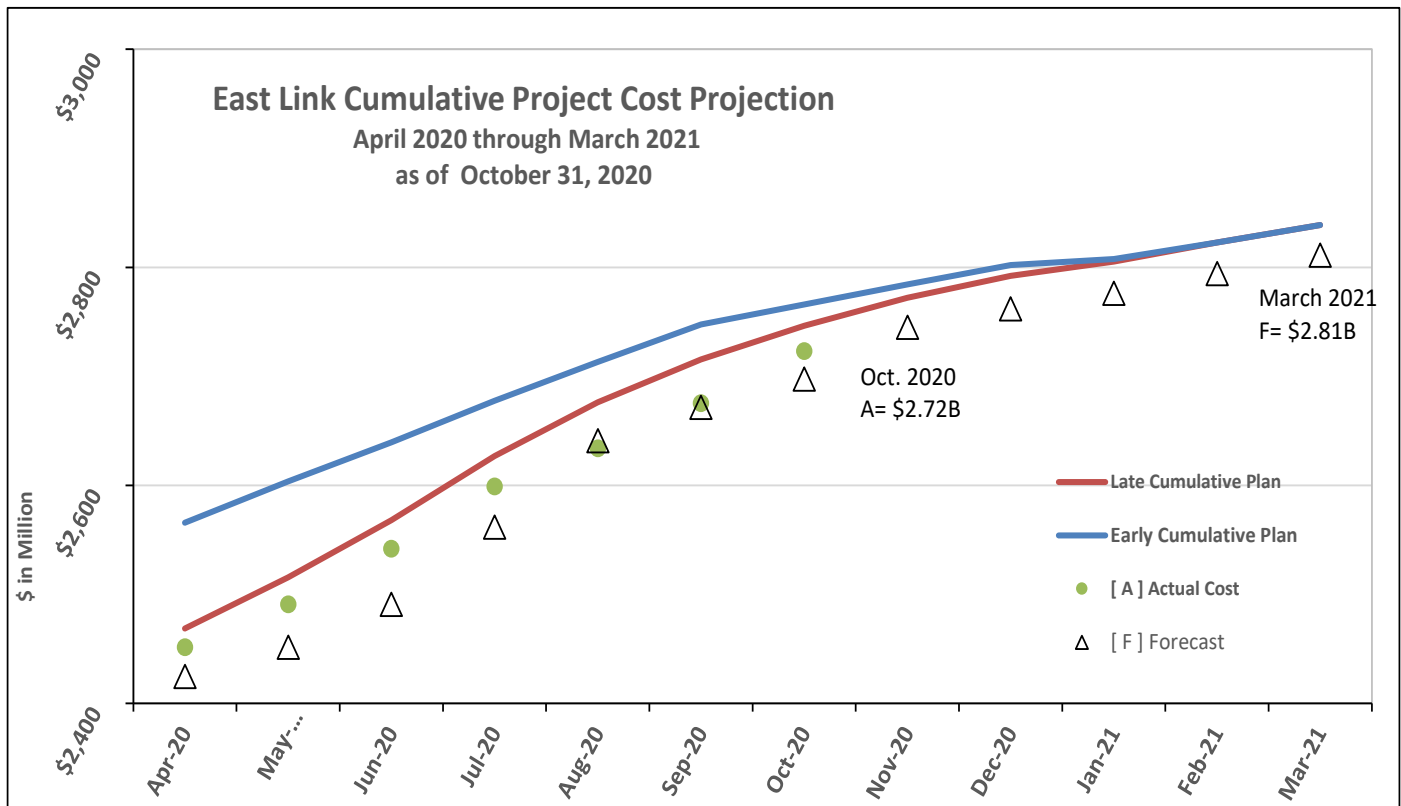
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$101.6	\$100.1	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$248.1	\$232.1	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$196.7	\$151.7	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.3	\$31.7	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,218.0	\$1,877.5	\$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	\$276.6	\$275.5	\$298.2	\$0.0
<b>Total</b>	<b>\$3,677.2</b>	<b>\$3,677.2</b>	<b>\$3,134.1</b>	<b>\$2,723.2</b>	<b>\$3,677.1</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$949.7	\$902.3	\$852.6	\$954.7	(\$210.1)
20 Stations	\$397.7	\$474.2	\$447.1	\$372.6	\$468.6	(\$70.9)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$494.2	\$443.7	\$567.3	\$241.2
50 Systems	\$353.8	\$367.9	\$349.5	\$187.2	\$369.0	(\$15.2)
<b>Construction Subtotal (10 - 50)</b>	<b>\$2,304.6</b>	<b>\$2,366.7</b>	<b>\$2,193.2</b>	<b>\$1,856.1</b>	<b>\$2,359.6</b>	<b>(\$55.0)</b>
60 Row, Land	\$288.5	\$288.5	\$276.6	\$275.5	\$288.5	(\$0.0)
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$0.0	\$0.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$664.4	\$591.7	\$889.5	\$8.9
90 Unallocated Contingency	\$182.9	\$130.0	\$0.0	\$0.0	\$136.6	\$46.2
<b>Total (10 - 90)</b>	<b>\$3,677.2</b>	<b>\$3,677.2</b>	<b>\$3,134.1</b>	<b>\$2,723.2</b>	<b>\$3,677.1</b>	<b>(\$0.0)</b>

## Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project to date expenditure topped out at approximately \$47.9M where Construction Phase is responsible for about 85.6% or approximately \$41M of October's expenditure. Total project cost incurred to date topped \$2.72B, to which about \$1.9B were recorded in the Construction Phase. The project expenditures continue to pick up and is predicted to rise to approximately \$2.81B by March 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" has been added for 2020. The Quantitative Risk Assessment workshop for the interim milestone took place on the week of October 12th. The QRA Report is currently being finalized. Q2 risk register updates is completed. Q3 register is wrapped up with the QRA workshop. The following are the top project risk and risk areas:

- Compliance with quality, safety and environmental requirements
- Civil turnovers to Systems construction
- Interfaces between contracts, agency supplied equipment and third party jurisdictions
- COVID-19 pandemic impacts
- Resolution to Redmond Technology Station Garage's structural elements repairs

## 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 \$336.3M (previously \$341.7M). The current contingency balance is consistent with the project's planned contingency drawdown.

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

**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC was drawn down for an aggregate of approximately \$5.4M due to predominantly construction and construction services changes.

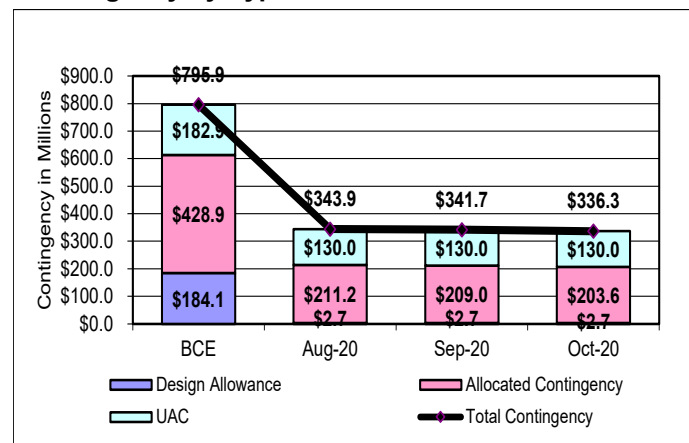
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

### Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$2.7	0.3%
Allocated Contingency	\$428.9	11.7%	\$203.6	21.3%
Unallocated Contingency	\$182.9	5.0%	\$130.0	13.6%
<b>Total</b>	<b>\$795.9</b>	<b>21.6%</b>	<b>\$336.3</b>	<b>35.3%</b>

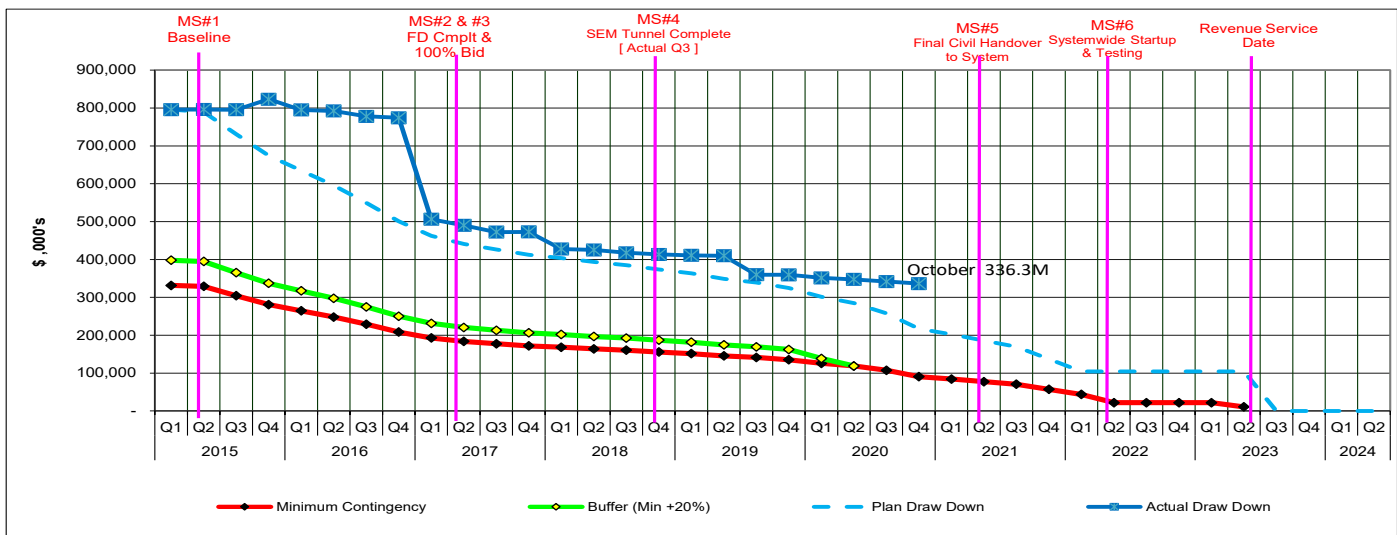
Table figures are shown in millions.

### Contingency by Type



### Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately \$336.3M (previously \$341.7M) 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 September represented the monthly draw of about \$2.2M due to various construction change orders.



Contingency Drawdown as of September 30, 2020

# Link Light Rail East Link Extension



## Project Schedule

The Integrated Master Schedule is presented below.

**E130** continued Fire/Life Safety commissioning in Mt. Baker tunnel; finish work at Judkins Park Station; commissioning of both stations; continued final alignment of track attachments and plinth installation at approaches.

**E320** continued installing acoustical panels along guideway; finish work at the station and parking garage; rail welding and ballast work along 112th.

**E330** continued working toward final acceptance and contract closeout.

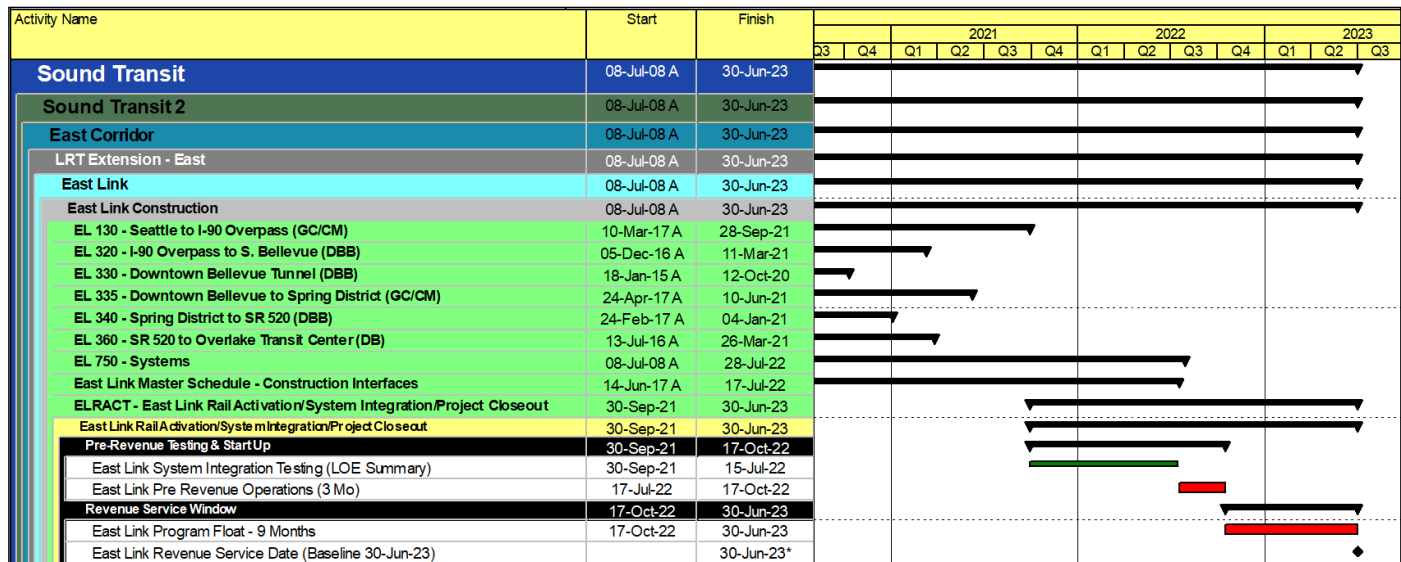
**E335** continued storm drain, irrigation, and platform work at E. Main Station; completed surface-level concrete topping slab at Bellevue Downtown Station; finish work at 120th station; continued plinth construction in the tunnel.

**E340** commenced installation of plinths on the aerial guideway; continued canopy work at the station; irrigation, light fixtures, and railing along Spring Blvd.

**E360** continued landscaping along the guideway; plaza work at OVS; continued RTS garage crack repair; completed soffit panels at OVS pedestrian bridge and installed paperclip ramp handrails and lighting.

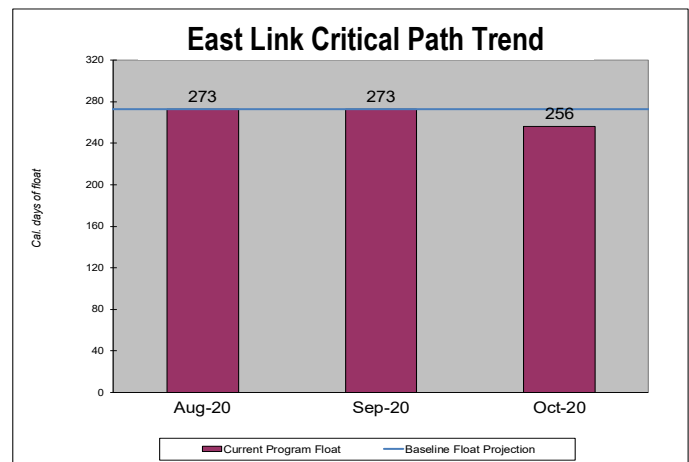
**E750** continued installation of communications racks and equipment at MIS, OVS, and RTS; installed TPSS #3; set OCS poles along E130 and E360 civil segments; long-lead procurement continues.

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



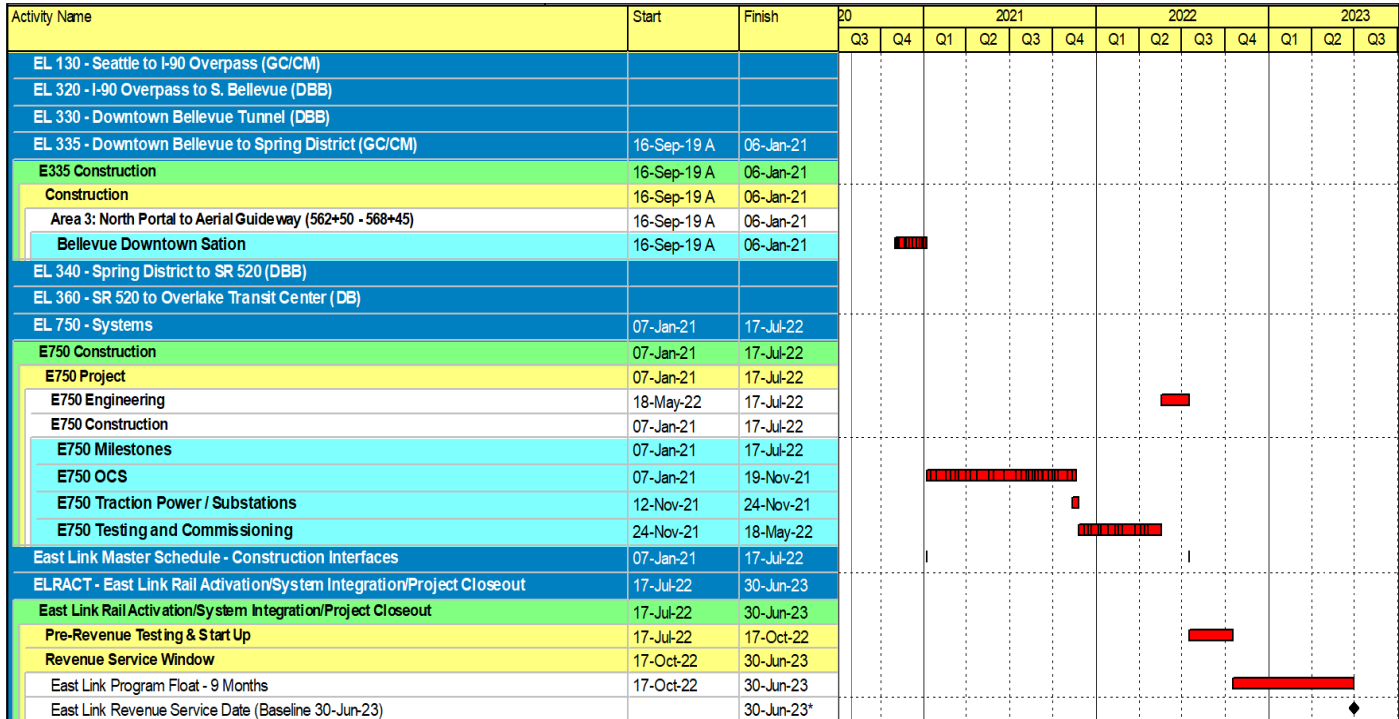
## Project Float

East Link was baselined with 273 days of program float. The current projected use of 17 days of float is a result of cumulative impacts from all contracts throughout 2020. No change has been issued to formally allocate float on the project; this is merely a forecast based on current performance trends.



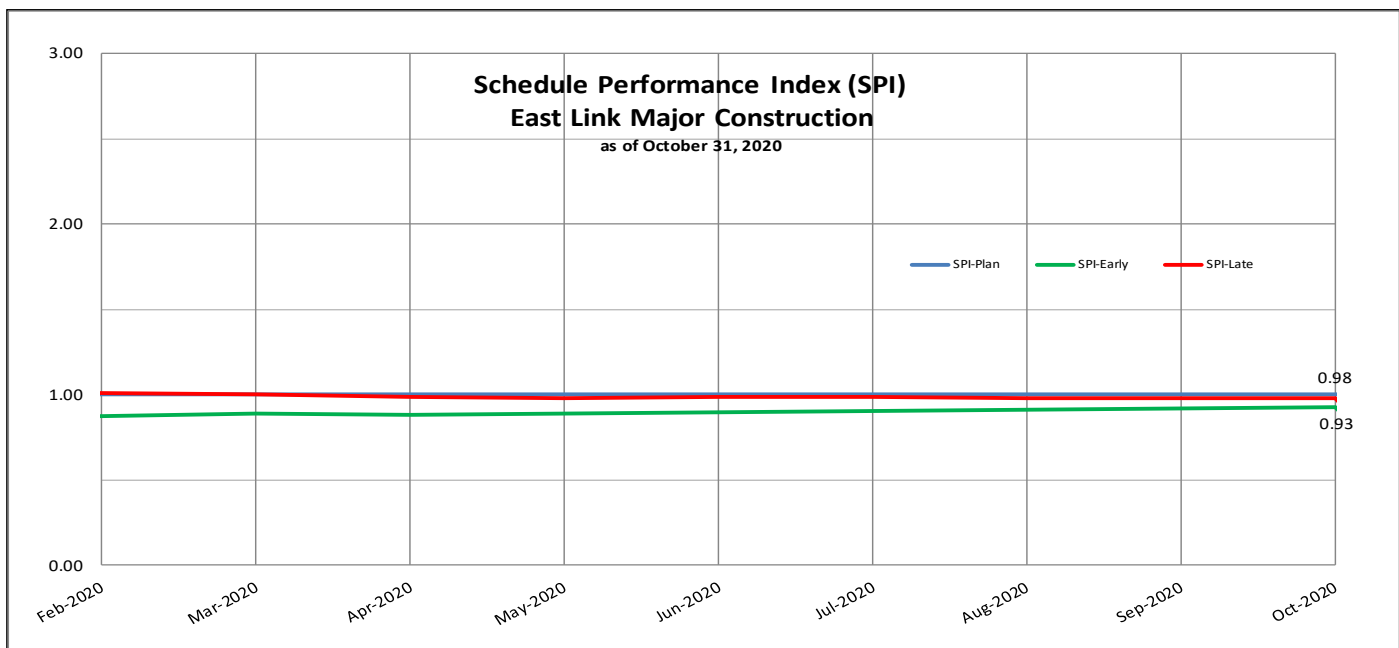
## Critical Path Analysis

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



## Schedule Performance Index

The early Schedule Performance Index (SPI) for East Link's Major Construction Packages is up to 0.93 for this period, which indicates continued steady performance. The late SPI remains at 0.98 as contractors continue to respond to COVID-related disruptions and attempt to finalize work areas for handover to interfacing contracts.



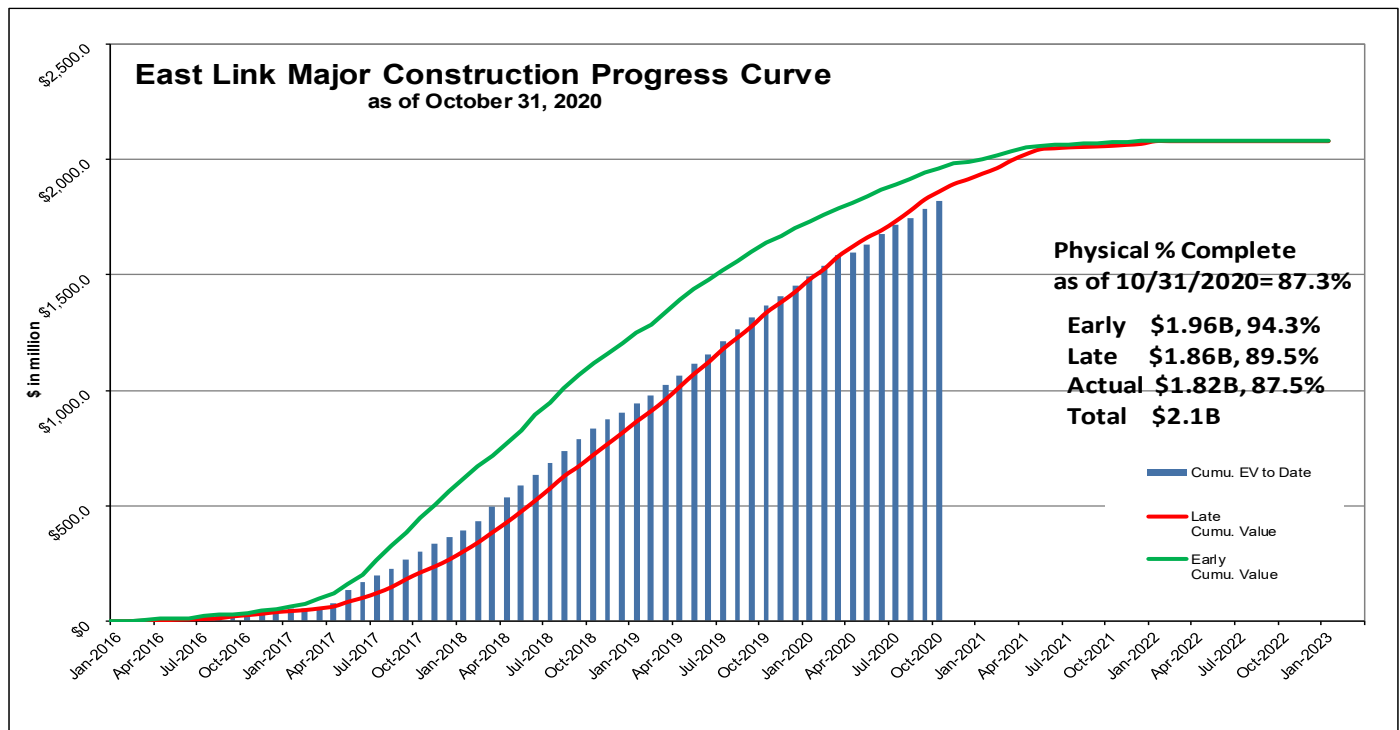


# Link Light Rail East Link Extension

## Project Cash Flow Projection

The overall physical percent complete for East Link construction is 87.3%.

The percent complete analysis is based on a weighted measurement among the seven major construction contracts' schedule, duration and cost. The graph below shows the aggregate cost progression for these construction contracts. Performance remains slightly below the late projection as COVID-related disruptions have continued to impact production. 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.



*E320 Downtown Bellevue to Spring District: Bird's eye view of Downtown Bellevue Station*

## 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. October's focus: Virtual community meeting with Mercer Island, notification of nighttime activities near Judkins Park Station, partial closure of Swaylocken Boat Launch, various road paving and site restoration work, and coordination of Traction Power Substation deliveries.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, night time noise, traffic, access, maintenance of traffic.

## Right-of-Way

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

East Link Extension Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
239	246	239	237	229	227
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					

## Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through October of 2020. Consultants utilization, currently, are dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to stay over but it is not indicative of budget overage. That said, 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	57.5	53.5	(4.0)
Consultants	106.8	170.1	63.4
TOTAL	164.3	223.6	59.3
* 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	October 2020	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	12	84
Days Away From Work Cases	0	1	15
Total Days Away From Work	0	248	1,337
First Aid Cases	7	49	266
Reported Near Mishaps	1	27	273
Average Number of Employees on Worksite	884	-	-
<b>Total # of Hours (GC &amp; Subs)</b>	145,168	1,552,947	6,317,162
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	1.38	1.55	2.66
LTI Rate	0.00	0.13	0.47
Recordable National Average	3.00		
LTI National Average	1.20		
Recordable WA State Average	6.00		
LTI WA State Average	1.90		

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

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## Major Construction Contract Packages

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

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

*Status: Completed and Closed.*

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

*Status: See following pages under Contract E130.*

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

*Status: See following pages under Contract E320.*

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

*Status: See following pages under Contract E330.*

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

*Status: See following pages under Contract E335.*

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

*Status: See following pages under Contract E340.*

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

*Status: See following pages under Contract E360.*

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

*Status: See following pages under Contract E750*



*E320 South Bellevue: Functional art — installation of acoustic panels on the elevated guideways.*

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

### Current Progress

**West Segment:** Progress installation of curbs, vehicle crossings, operator walkway in IDS; continue commissioning of Fire/Life Safety systems in Mt Baker Tunnel; advance utility installations, interior/exterior finishes, and commissioning at Judkins Park Station; ongoing track installation, D2 roadway; TPSS #1 delivered, installed by E750 contractor

**Center Segment:** Advance final alignment of dual block track attachments; continue polyurea application, transition plinth installations at approaches; progress commissioning activities; TPSS #3 delivered, installed by E750 contractor

**East Segment:** Ongoing finish work, fire protection commissioning at Mercer Island Station; progress installation of stray current collector cable in Mercer Island Tunnel & East Channel Bridge

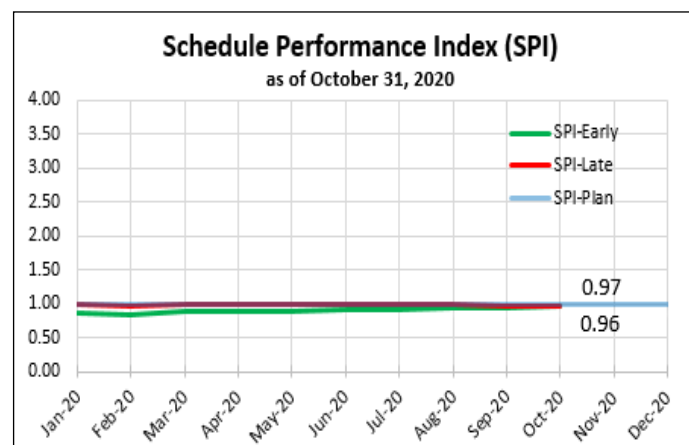
### Schedule Summary

The critical path for this project currently runs through jet fan performance testing, which is dependent on work to be performed by the E750 contractor. The contractor's October update is presented below. Although many work paths extend into mid-2021, the contractor is working to preserve E750's January access to maintain program schedule progress.

Activity Name	Start	Finish	2021			
			Q4	Q1	Q2	Q3
<b>E130 Construction</b>	10-Mar-17 A	28-Sep-21				
<b>Milestones</b>	10-Mar-17 A	28-Sep-21				
<b>Access Milestones</b>	10-Mar-17 A	12-May-17 A				
16. Notice To Proceed - Package 1	10-Mar-17 A					
16. Notice To Proceed - Remaining Scope	12-May-17 A					
<b>Major Project Complete Milestones</b>	21-Aug-19 A	28-Sep-21				
16. MS#02 - Substantial Completion of IDS Conversion - Reinstale NB Operations (10-Feb-20)		09-Feb-20 A				
16. MS#03 - Substantial Completion of IDS Conversion - Reinstale SB Operations (18-Mar-20)		18-Mar-20 A				
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (29-Jan-20)		27-Jul-21*				
16. MS#01 - Acceptance		28-Aug-21				
16. MS#04 - Substantial Completion All Work (12-Dec-20)		29-Aug-21*				
16. Acceptance		28-Sep-21				
<b>Milestone 1 Interim Dates</b>	21-Aug-19 A	27-Jul-21				
<b>Construction</b>	20-Mar-17 A	28-Aug-21				
Preliminary Activities	03-Apr-17 A	16-Nov-20				
Sitework	23-Aug-17 A	13-Jul-20 A				
Demolition	20-Jul-17 A	19-Nov-20				
Tunnel Modifications	18-Sep-17 A	20-Apr-21				
Stations	31-May-17 A	28-Aug-21				
OCS Bases/Frames	02-Apr-18 A	11-Dec-20				
Civil Utilities	05-Jul-17 A	31-Mar-21				
Electrical	20-Mar-17 A	08-Dec-20				
Structures Retrofit	20-Mar-17 A	11-May-21				
Trackwork	29-Jan-18 A	19-May-21				
Systems	26-Jun-17 A	25-Jan-21				
IDS Modification	16-Jan-19 A	25-Mar-21				

### Schedule Performance Index

Through October, cumulative SPI-Early is reported at 0.96, with SPI-Late at 0.97. This indicates the contractor remains primarily on schedule with their late start/finish performance, while still slightly behind schedule with their early start/finish performance. Delay impacts submitted by the Contractor continue to be evaluated; a plan to realign several lagging activities with Milestone 4 has been completed, and upcoming negotiations with KH are planned. Contract interface coordination with the E750 contractor is ongoing.



# Link Light Rail East Link Extension

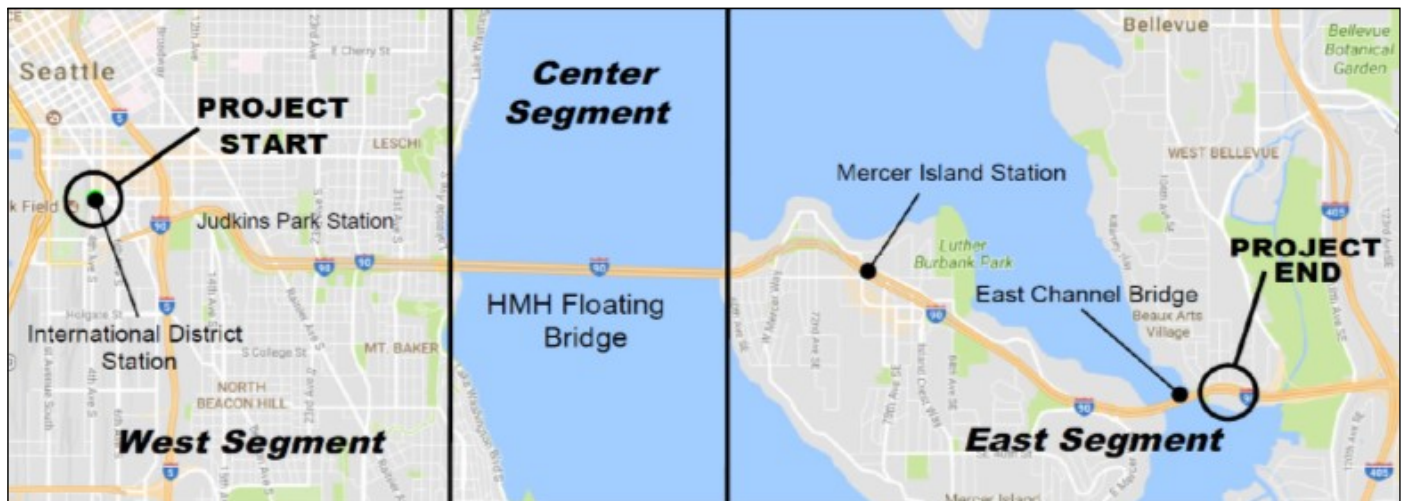
## Next Period's Activities

- **West Segment:** Progress OCS foundations, EGR installation at IDS; fire/life/safety system installation & commissioning, MBT; advance interior/exterior finishes, continue JPS commissioning activities
- **Center Segment:** Continue application of polyurea to concrete blocks on floating bridge; initiate wax tape removal/replacement on dual block attachments
- **East Segment:** Ongoing stray current cable collector installation; progress commissioning activities at Mercer Island Station; advance sliding rail expansion joints, east approach structure

## Closely Monitored Issues

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

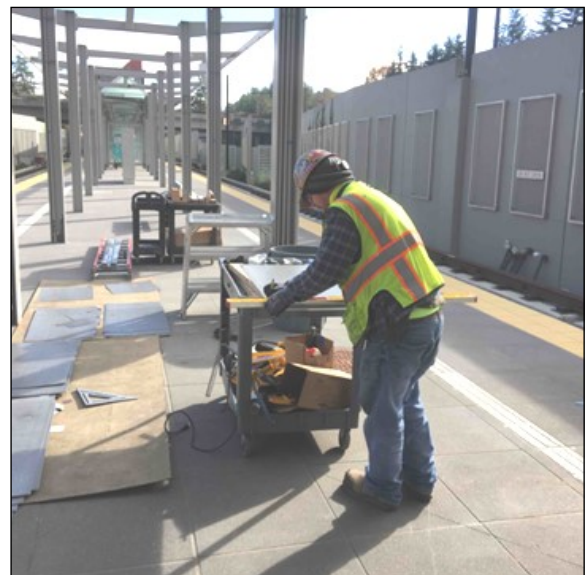
## E130 Construction Segments



## Cost Summary

Present Financial Status	Amount*
<b>E130 Contractor - Kiewit-Hoffman</b>	
Original Contract Value ( <i>incl. Phase 2 MACC</i> )	\$665,000,000
Change Order Value	\$33,107,689
Current Contract Value*	\$697,152,689
Total Actual Cost (Incurred to Date)	\$632,761,050
Percent Complete	89.55%
Authorized Contingency	\$46,660,541
Contingency Drawdown	\$33,107,689
Contingency Index	1.3

\* Contract Value excludes Betterments



Perforated panel installation, Mercer Island Station west head house platform

## Contract E320 – South Bellevue

### Current Progress

**I-90 Flyover:** Continued installation of acoustic panels along guideway and decorative metal mesh fence. Performed electrical work in the traction power substation (TPSS) service cabinet.

**Bellevue Way SE:** Continued buildout of Winters House parking and systems exposed raceway work, continued barrier safety rail work in trench and work to restore blueberry farm access.

**S. Bellevue Sta./P&R:** Continued garage and station finishes such as electrical, striping and artwork in the garage and ceiling tile, conveyance and other tile and canopy work at the station.

**Wye-to-East Main and Track Work:** Continued civil sidewalk and paving overlay work, as well as installation of lighting fixtures on poles and energization; Distributed rail and continued thermite weld and ballast work.

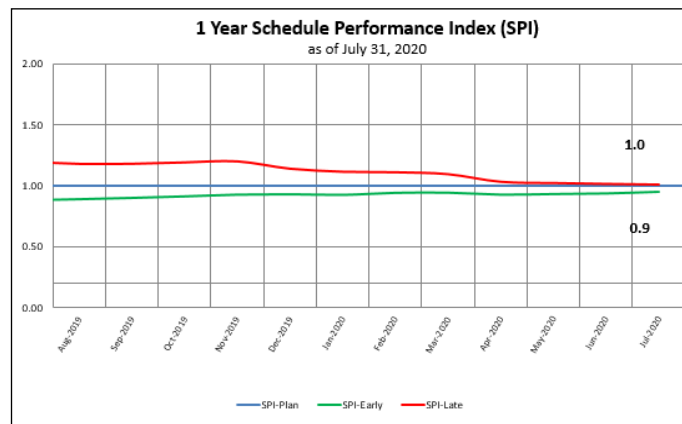
### Schedule Summary

The critical path for this project currently runs through sidewalk paving along 112th and then final landscaping. The contractor's October update is presented below. The contractor is currently forecast to provide station and guideway access to the E750 systems contractor ahead of substantial completion, in time to meet the overall program schedule.

Activity Name	Start	Finish	Q4	Q1
<b>E320 Construction</b>	05-Dec-16 A	10-Mar-21		
<b>Milestones and Summary</b>	05-Dec-16 A	10-Mar-21		
<b>Contract Milestones</b>	05-Dec-16 A	10-Mar-21		
Limited Notice to Proceed	05-Dec-16 A			
Notice to Proceed	13-Feb-17 A			
Milestone 3A - Clear & Grub Swaylocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A		
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A		
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A		
Milestone 4 - SIDA & SCADA Complete (NTP+1160D)		27-Feb-20 A		
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		11-Sep-20 A		
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		29-Oct-20 A		
Milestone 6 - Required Substantial Completion (NTP+1364D)		10-Mar-21*		
<b>Construction-1</b>	21-Apr-17 A	19-Feb-21		
<b>Mobilization</b>	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	26-Jan-21		
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	11-Feb-21		
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	22-Jan-21		
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	19-Feb-21		
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A		
Area F - Swaylocken Mitigation	23-Apr-18 A	21-Dec-18 A		

### Schedule Performance Index

The SPI early is at 0.90 for July and the SPI late at 1.00 (there has been no update since July). The contractor continues to remain ahead of their late finish plan and are slightly behind their early plan. There has been a station delay due to System Interface Data Table changes ST implemented. Critical path remains the work on 112<sup>th</sup>, with ballasted track install, weld and de-stress and eastbound track wall work.





# Link Light Rail East Link Extension

## Next Period's Activities

- **I-90 Flyover:** Install acoustic panels along guideway, electrical and landscape work.
- **Bellevue Way SE:** Continue buildout of Winters House parking, restore Blueberry Farm access and perform civil restoration.
- **S. Bellevue Sta./P&R:** Ongoing garage finish work and continue station work including commissioning in station.
- **Wye-to-East Main and Track Work:** Progress with sidewalk and electrical work, as well as thermite welding.

## Closely Monitored Issues

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



## Cost Summary

Present Financial Status	Amount*
<b>E320 Contractor - Shimmick/Parsons JV.</b>	
Original Contract Value	\$319,859,000
Change Order Value	\$8,151,078
Current Contract Value	\$327,964,588
Total Actual Cost (Incurred to Date)	\$295,028,057
Percent Complete	96.07%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$8,151,078
Contingency Index	4.5

\*\$ Amount excludes betterments and STArt.



Civil work along Bellevue Way SE for bus turn-out



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## Contract E330 – Downtown Bellevue Tunnel– Pending Acceptance

### Current Progress

Completed working on punch list items and tunnel handover to E335. Continued working with City Of Bellevue to closeout permits and transfer permits to E335. Reviewing as-built drawings as required.



### Next Period's Activities

- Working with Sound Transit toward final acceptance and financial close out.
- Review as-built drawings as required.

### Closely Monitored Issues

- Contractor and Sound Transit working to complete remaining final acceptance and paper work and confirm all completion of punch list items.

### Cost Summary

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



*E335 installing tracks at Bellevue Downtown Tunnel.*

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

### Current Progress

**East Main Station: Downtown Bellevue Tunnel:** Continued Installation of , storm drain, irrigation/planting soil, platform angle and installed roof decking for South Portal Electrical Building. Repaired paving at 112th and Main St.

**Bellevue Downtown Station (BDS):** Completed Surface level concrete topping slab and installed mechanical equipment at mid-level. Continued meal panel framing for exterior walls, Wire pulling on mid and platform level, continued elevators installation.

**120th Station:** Completed chase cover and drill for speakers, ceiling grid over south head house plaza, branch power wire pull and termination. Commenced chain link fence installation and door hardware installation.

**Track Work:** Continued plinth construction and placement in Bellevue Tunnel and East Main Station. Continued to work on Punch list at Kirkland Wye Ballasted tracks.

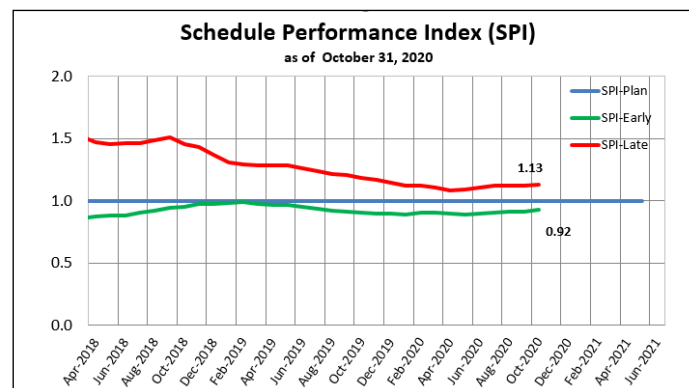
### Schedule Summary

There are two primary critical paths on this contract, corresponding to the two handovers to the E750 Systems Contractor. One critical path runs through the Bellevue Downtown Station (BDS) and the other path goes through the South Portal and its electrical building. The contractor's October update is presented below. Work is currently progressing in all areas; phased handovers of work areas to the E750 contractor have begun.

Activity Name	Start	Finish	2021		
			Q4	Q1	Q2
<b>E335 Construction</b>	24-Apr-17 A	10-Jun-21			
<b>Milestones</b>	04-May-18 A	16-May-21			
<b>Contract Milestones</b>	30-Sep-18 A	16-May-21			
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A			
Milestone #2 - Complete SIDD's for Interface to SCADA		14-Jan-20 A			
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access		16-Jan-21*			
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access		16-Mar-21*			
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP		17-Mar-21*			
Milestone #6 - Substantial Completion of all Work		16-May-21*			
<b>Calculated Milestones</b>	04-May-18 A	15-May-21			
E335 Achieves Milestone #1		04-May-18 A			
E335 Achieves Milestone #2		14-Jan-20 A			
E335 Achieves Milestone #3		17-Mar-21			
E335 Achieves Milestone #4		26-Mar-21			
E335 Achieves Milestone #5		26-Mar-21			
E335 Achieves Milestone #6		15-May-21			
<b>Mobilization</b>	24-Apr-17 A	24-Apr-17 A			
<b>Construction</b>	24-Apr-17 A	10-Jun-21			
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	22-Apr-21			
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	15-Apr-21			
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	04-May-21			
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	10-Jun-21			
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	29-Jan-21			
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	04-Mar-21			
Testing and Commissioning	01-Jun-20 A	12-Nov-20			

### Schedule Performance Index

This period, the SPI-Early is at 0.92 and the SPI-Late is at 1.13. The variance is primarily due to Delay on 3 stations in progress – BDS, Wilburton, and 120th. In addition, delay in Switch Gear Procurement and delivery pushed out establishment of permanent power connection, testing and commissioning for BDS and South Portal Power Building.



# Link Light Rail East Link Extension

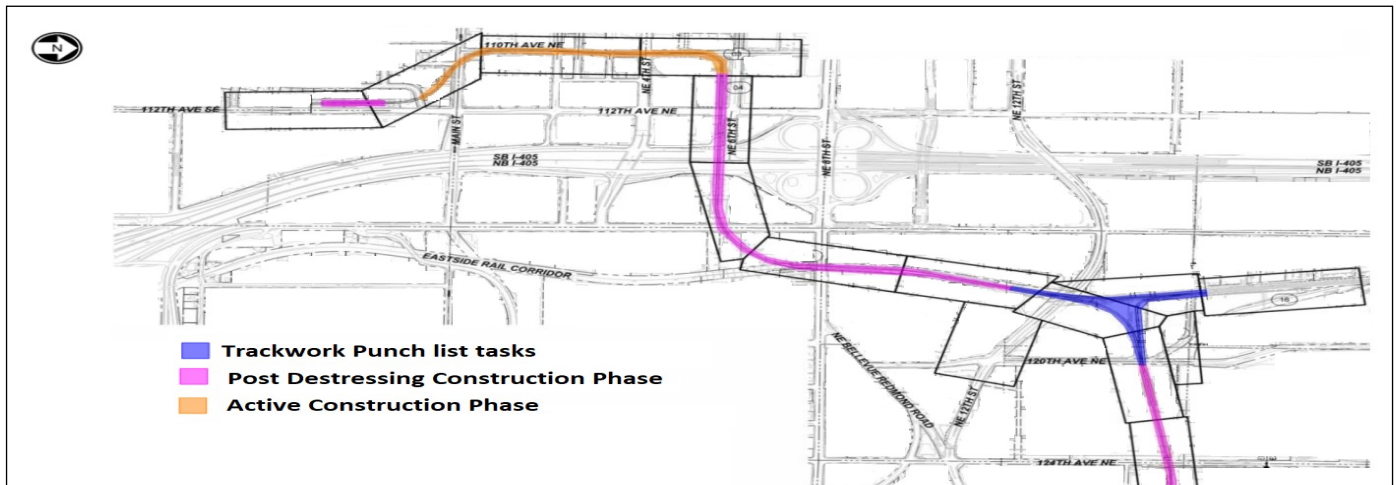
## Next Period's Activities

- **East Main Station:** Continue tile and pave installation, storm and waterline.
- **BDS:** Continue wire pulling on midlevel platform, elevator installation and platform Tile installation.
- **Wilburton Station:** Continue wire pulling in electrical and main rooms, tile and roof glazing and canopy panel installation.
- **120th Station:** Commence door paints, install sprinkles heads and trim North and South lobby.
- **Track Work:** Complete track plinth construction and concrete placement between Tunnel and Eastmain Station.

## Closely Monitored Issues

- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress. Contractor is working diligently to sequence work within the stations to minimize these impacts.
- Procurement and selection of switchgear equipment has delayed. This switchgear may now not be delivered until Feb 2021, and PSE will not connect power until this equipment is installed and terminated. ST closely monitor the procurement process.
- Un-finalized fire alarm design at BDS station continue to impacting completion of these systems at the station.

## Track work progress map



## Cost Summary

Present Financial Status	Amount
<b>E335 Contractor– Stacy &amp; Witbeck/Atkinson Joint Venture (SWA-JV).</b>	
Original Contract Value (includes station scope)	\$393,798,210
Change Order Value	\$13,999,727
Current Contract Value	\$407,797,937
Total Actual Cost (Incurred to Date)	\$342,484,413
Percent Complete	89.15%
Authorized Contingency	\$19,689,911
Contingency Drawdown	\$13,999,727
Contingency Index	1.3



East Main Station: Plinths concrete placement.

## Contract E340 – Bel-Red

### Current Progress

**Aerial Guideway area:** Installed chain link and fire suppression system fence brackets. Formed and poured direct fixation plinths. Installed emergency walkway and ductbank and guideway storm drainage.

**130th Ave Station:** Installed entry canopy conduit and lighting. Installed mortar bed tile and pavers. Installed entry canopy soffit panels. Demolished embedded track slab. Continued site grading.

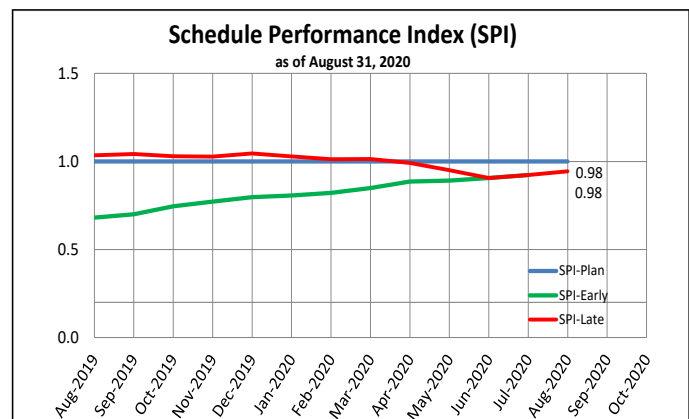
### Schedule Summary

Critical path of this project segment now runs through electrical work at 130th Station. The contractor's August update is presented below. Subsequent updates have not yet been submitted. ST and the contractor continue to negotiate recovery options in order to preserve the interface with the E750 systems contractor, currently anticipated near the end of the year.

Activity Name	Start	Finish	Q3	Q4
<b>E340 Construction</b>	24-Feb-17 A	04-Jan-21		
<b>CONSTRUCTION</b>	24-Feb-17 A	04-Jan-21		
~MILESTONES/EASEMENTS~	24-Feb-17 A	04-Jan-21		
~~Milestones	24-Feb-17 A	04-Jan-21		
Contract Milestones	24-Feb-17 A	04-Jan-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 DAYS - (May 26, 2020)		04-Jan-21*		
Float	24-Mar-20 A	04-May-20 A		
~SUBMITTALS/PRELIMINARY ACTIVITIES~	24-Feb-17 A	23-Oct-20		
~MOBILIZATION~	24-Feb-17 A	29-Jul-19 A		
~SITEWORK~	04-Apr-17 A	24-Nov-20		
~RETAINING WALLS~	12-Feb-18 A	23-Oct-20		
~AERIAL STRUCTURES~	15-May-17 A	01-Sep-20		
~STATIONS~	01-Aug-18 A	27-Oct-20		
~ELECTRICAL/ITS~	02-Jan-18 A	27-Oct-20		
~FINISHES~	31-Dec-19 A	16-Nov-20		
~TRACKWORK~	13-Jul-18 A	04-Dec-20		
~LANDSCAPING/FLATWORK~	22-May-18 A	06-Nov-20		
~TESTING AND COMMISSIONING~	27-Aug-19 A	23-Nov-20		
~DEMOBILIZATION~	01-Aug-18 A	08-Sep-20		

### Schedule Performance Index

The Contractor is behind on their substantial completion date. This Schedule Performance Index chart has been updated as of August 2020 which is the latest schedule submittal. Contractor has been tardy with their schedule. The SPI-Early is at 0.98 and the SPI-Late is at 0.98. These numbers indicate that the contractor continues to lag.





# Link Light Rail East Link Extension

## Next Period's Activities

**Aerial Guideway area:** Install chain link and decorative fence. Install mitigation plantings, emergency walkway and ductbank. Install guideway storm drainage.

**130th Ave Station:** Continue install entry canopy conduit and lighting and mortar bed tile and pavers. Install handrail along entry canopy walkways.

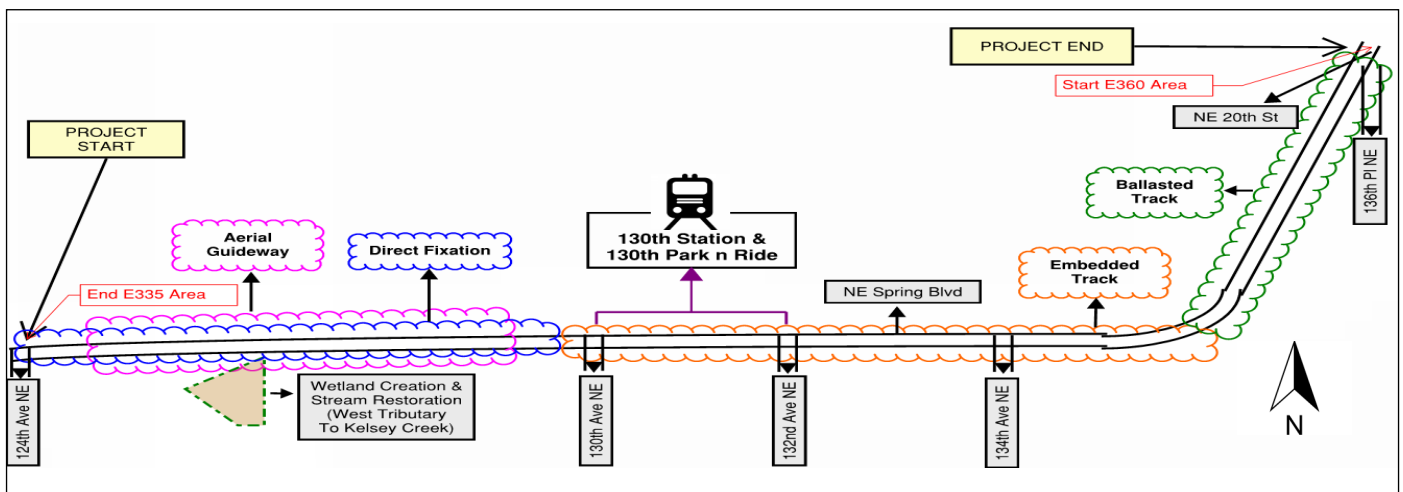
**NE Spring Blvd:** Install metal safety railing, landscaping, and illumination poles. Apply pavement marking.

**136th Place NE:** Install landscaping, metal safety railing, permanent signing. Apply pavement marking.

## Closely Monitored Issues

- Sound Transit is observing impacts to the Contractor's progress due to resource constraints, both labor and administrative. The Contractor indicated they are discussing acceleration opportunities with their subcontractors.
- There are several Temporary Construction Easements (TCE) with upcoming expiration dates. The Contractor has been advised that they need to work out an agreement with the property owners where extensions are not granted.

## E340 Construction Work Areas



## Cost Summary

Present Financial Status	Amount
<b>E340 Contractor– Max J Kuney</b>	
Original Contract Value	\$93,170,012
Change Order Value	\$5,486,036
Current Contract Value	\$98,656,048
Total Actual Cost (Incurred to Date)	\$92,423,059
Percent Complete	92.1%
Authorized Contingency	\$9,317,000
Contingency Drawdown	\$5,486,036
Contingency Index	1.56



*Applying sealer to paver bed at SW-side station platform.*

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

### Current Progress

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

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

- Work Area (WA)#1: Park Place landscape, planting and mulch going down at East Alignment Light pole procurement in progress. Fencing along West side.
- WA #2: Commence work on latest Sweeper Site design. Oakhurst parking lot and TPSS site asphalt paving. Compost and mulch City of Bellevue Right of Way.
- WA #3/4: Set light poles and wood light poles. Re-paint electrical enclosure. Install GRD on staircase, platform benches and flashing beacon. Trash enclosure mesh install completed. Roundabout asphalt placement complete, preparing for striping. Access Control work ongoing at station.
- WA #5: All major construction activities complete in this area.
- WA #6: Decorative paving and landscaping continues. Handrail at flyer stop completed. Paver sealant at platform installed. Access Control ongoing. Prepare for sidewalk placement.
- WA #7: Install architectural soffit panels, Safeguard HLL System ongoing with Kenco Abutment 1 and pier 3 roof.

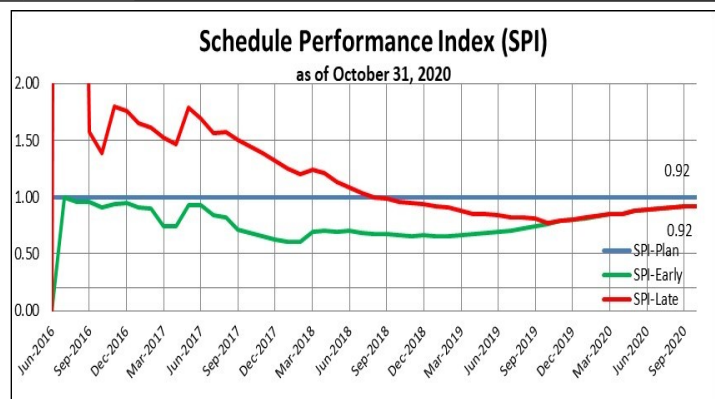
### Schedule Summary

The critical path currently runs through the pedestrian bridge at Overlake Village Station. The E750 contractor now has access to all work areas.

Activity Name	Start	Finish	Q4	Q1
<b>E360 Construction</b>	13-Jul-16 A	24-Feb-21		
<b>Base Contract</b>	13-Jul-16 A	24-Feb-21		
Design	13-Jul-16 A	21-Dec-20		
Construction	13-Jul-16 A	24-Feb-21		
General	13-Jul-16 A	24-Feb-21		
<b>Project Milestones</b>	13-Jul-16 A	24-Feb-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)		24-Feb-21*		
<b>WA #1 - Track Slab Guideway</b>	22-May-17 A	03-Nov-20		
<b>WA #2 - Aerial Guideway</b>	01-Jun-17 A	13-Nov-20		
<b>WA #3 - Ballasted Guideway Block #1</b>	01-May-17 A	29-Sep-20 A		
<b>WA #4 - Overlake Village Station</b>	14-Jul-16 A	08-Jan-21		
<b>WA #5 - Ballasted Guideway Block #2</b>	15-Aug-17 A	15-Dec-20		
<b>WA #6 - Overlake Transit Center</b>	01-May-17 A	29-Dec-20		
<b>WA #7 - OVS Pedestrian Bridge</b>	09-Jul-18 A	25-Jan-21		
<b>WA #8 - OTC Pedestrian Bridge</b>	24-Feb-21	24-Feb-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 0.92. The lag on SPI curves are skewed to the late finish because of pending commercial resolution of the RTS pedestrian bridge scope that was terminated from the project.





# Link Light Rail East Link Extension

## Next Period's Activities

- **WA #1:** Final planting.
- **WA #2:** WSDOT fence install. Concrete lollak—Trackway. WSDOT Punch Walk.
- **WA #3/4:** Asphalt striping in 152nd, ADA ramps. Demobilization.
- **WA #5:** Plants and irrigation.
- **WA #6:** Punch list items.
- **WA #7:** Sweeper WSDOT Fence. Wall finish.

## Closely Monitored Issues

- Sixteen NCR's are currently underway and scheduled to be completed in November 2020.
- Commercial issues for RTS Pedestrian Bridge, City of Redmond CDF Trench Backfill, TOD Laydown Areas.
- Schedule delays for Building Management Systems E340/E360 Interface, Jan & Feb weather events.
- Design development and determination of commercial impacts for the access road to Valley Creek vault. No longer a sweeper site disposal area.
- RTS Garage cracking and 3rd party structural analysis.

## E360 Construction Work Areas



## Cost Summary

Present Financial Status	Amount
<b>E360 Contractor— Kiewit-Hoffman</b>	
Original Contract Value	\$225,336,088
Change Order Value	\$7241,698
Current Contract Value	\$233,113,838
Total Actual Cost (Incurred to Date)	\$210,966,731
Percent Complete	95.57%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$7,777,750
Contingency Index	3.4

*Excludes Betterment*



WA 6 — RTS Decorative Paving Approach

## 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, cameras, radio systems, PA systems and UPS inspections at E130 and E360 civil segments.
- Delivered TPSS unit and preformed basement build out at E130 civil segments.
- Installed cantilevers and set OCS poles at the E130 and set OCS poles at E360 civil segments.
- Installation of signaling conduit and cable pulling at E130 and E360 civil segments.

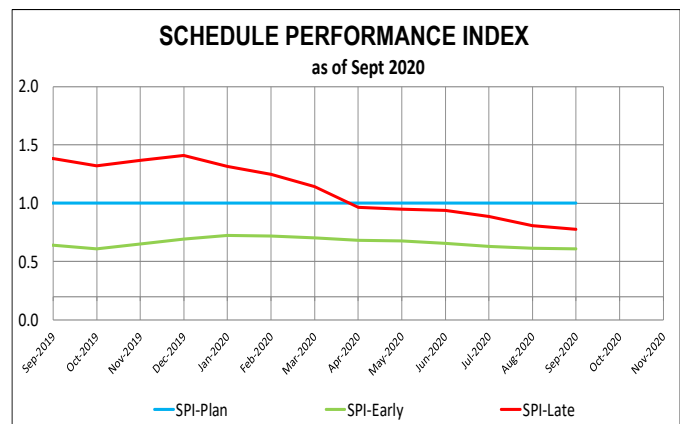
### Schedule Summary

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

Activity Name	Start	Finish	2021							
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	2022
<b>E750 Construction</b>	08-Jul-08 A	02-Jun-22								
<b>General</b>	12-Jun-17 A	12-Jun-17 A								
<b>Key Dates</b>	12-Jun-17 A	12-Jun-17 A								
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A									
<b>E750 Project</b>	08-Jul-08 A	02-Jun-22								
<b>E750 Engineering</b>	08-Jul-08 A	23-May-22								
<b>E750 Construction</b>	12-Sep-18 A	02-Jun-22								
<b>E750 Construction (General)</b>	15-Mar-19 A	19-Mar-19 A								
<b>E750 Milestones</b>	12-Mar-19 A	22-May-22								
<b>E750 Access Dates</b>	12-Mar-19 A	15-Jul-21								
<b>E750 Contract Milestones</b>	09-Feb-20 A	22-May-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#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (7/29/20)		18-Nov-20*								
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (3/13/21)		12-Mar-21*								
MS#09 East Link: Substantial completion of East Link Systems (12/31/21)		22-May-22*								
<b>E750 SCCRIM</b>	25-Jan-19 A	22-Mar-21								
<b>E750 OCS</b>	14-Feb-19 A	14-Oct-21								
<b>E750 Traction Power / Substations</b>	01-Oct-18 A	14-Oct-21								
<b>E750 Signals</b>	12-Sep-18 A	06-Oct-21								
<b>E750 Communications</b>	13-Nov-18 A	14-Oct-21								
<b>E750 Radio</b>	28-Jan-19 A	14-May-21								
<b>E750 SCADA</b>	28-Sep-21	27-Oct-21								
<b>E750 Trunk Fiber</b>	19-Dec-18 A	23-Jul-21								
<b>E750 Testing and Commissioning</b>	14-Aug-20 A	02-Jun-22								

### Schedule Performance Index

Performance for September is shown as the October invoice has been submitted but not approved. September SPI-Early is 0.61 and SPI-Late is 0.78. Both figures indicates the contractor is behind the early and late plans. This lag is due to access issues on civil segments, especially E130 and E360, as well as from the April suspension of activities in response to COVID-19. While the suspension was lifted on May 4<sup>th</sup> 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.



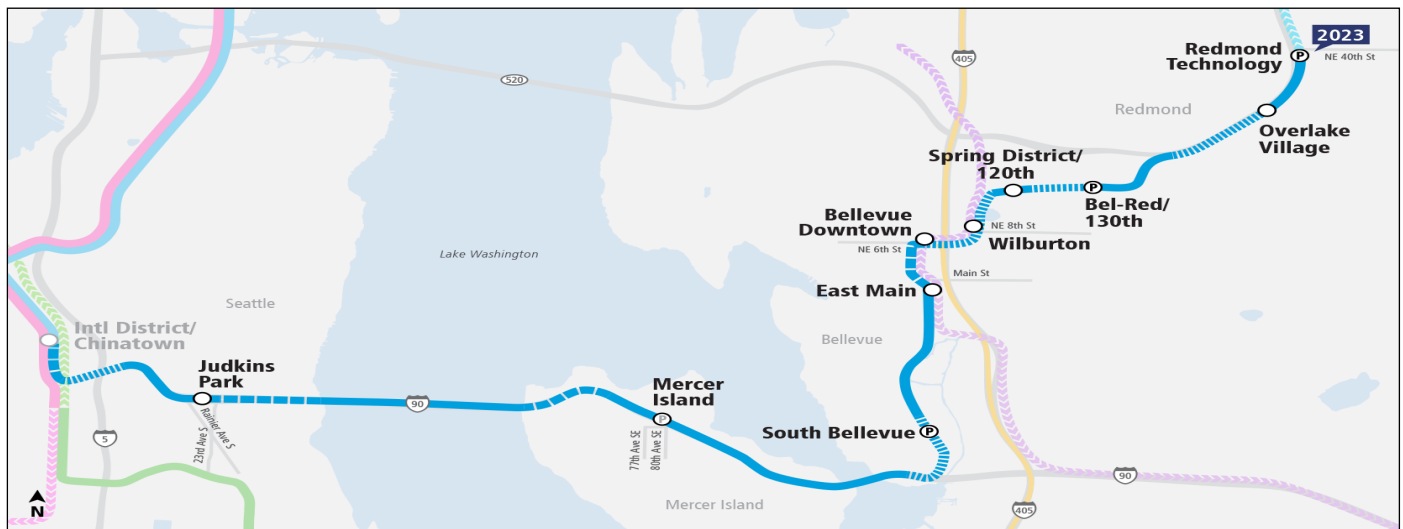
# Link Light Rail East Link Extension

## Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing coordination meetings between systems and civil contractors for interface and access points.
- 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.
- Ongoing installation of signal equipment at the E130 and E335 civil packages.

## 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
<b>E750 Contractor - Mass Electric Construction Co.</b>	
Original Contract Value	\$255,768,128
Change Order Value	\$465,181
Current Contract Value	\$256,233,309
Total Actual Cost (Incurred to Date)	\$102,144,047
Percent Complete	48.6%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$465,181
Contingency Index	13.22



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

*Delivery of TPSS unit at Mercer Island Station (E130)*

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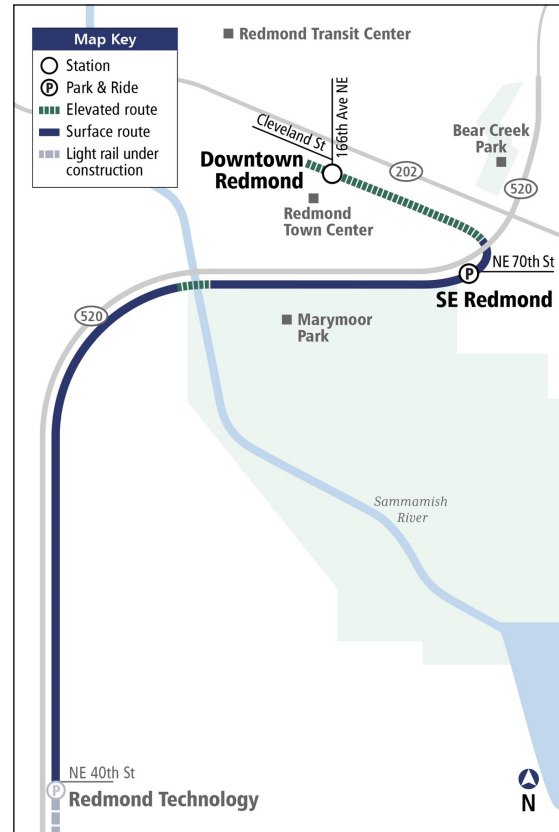


# Link Light Rail Downtown Redmond Link Extension

## Project Summary

### Scope

<b>Limits</b>	The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.
<b>Alignment</b>	The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.
<b>Stations</b>	Two Stations—SE Redmond (at Marymoor Park) and Downtown Redmond
<b>Systems</b>	Signals, traction electrification, and communications (SCADA)
<b>Phase</b>	Design Build
<b>Budget</b>	\$1.530 Billion (Baselined October 2018)
<b>Schedule</b>	Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

## Key Project Activities

- Received Army Corps of Engineers permit and King County Clear and Grade permit.
- Progressing Bear Creek mitigation design.
- Progressing 60th tributary crossing design. Anticipate the 30% design in early November.
- Clearing started in Marymoor Park; demolition of buildings in SE Redmond; site preparation work near NE 51<sup>st</sup>; and tree removals.
- An update to the Areas of Potential Effect (APE) in process with FTA.

## Closely Monitored Issues

- Private utility relocations – approximately 40 relocations by nine utility owners.
- Relocation of cell tower facilities.
- Timely right-of-way acquisitions.
- Other potential inefficiencies due to COVID-19 public health and safety protocols and the remote work environment.

## 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 \$17.5 of expenditure. This period expenditure incurred primarily in Construction phase (\$10.3M) for mostly progression of design build scope. The rest of the expenditures for about \$7.2M during this period are expended largely to ST staffing, Third Parties and Consultants in Administrative (\$2M) and Construction Services and ROW phase (\$5.1M). Total cumulative expenditure to date rose from \$238.9M to \$256.3M.

### Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77.0	\$77.0	\$12.3	\$12.2	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$18.8	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$0.7	\$0.5	\$4.5	\$0.0
Construction Services	\$58.0	\$58.0	\$49.7	\$10.7	\$58.0	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.8	\$4.2	\$17.0	\$0.0
Construction	\$1,151.5	\$1,151.5	\$735.2	\$130.5	\$1,151.5	\$0.0
ROW	\$199.0	\$199.0	\$84.1	\$79.5	\$199.0	\$0.0
<b>Total</b>	<b>\$1,530.0</b>	<b>\$1,530.0</b>	<b>\$912.2</b>	<b>\$256.3</b>	<b>\$1,530.0</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$229.5	\$38.7	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$182.5	\$17.0	\$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	\$287.1	\$193.5	\$21.3	\$287.1	\$0.0
50 Systems	\$108.6	\$108.6	\$65.2	\$6.1	\$108.6	\$0.0
<b>Construction Subtotal (10 - 50)</b>	<b>\$990.0</b>	<b>\$990.0</b>	<b>\$670.7</b>	<b>\$83.1</b>	<b>\$990.0</b>	<b>\$0.0</b>
60 Row, Land	\$168.5	\$168.5	\$77.9	\$75.1	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.0	\$0.0	\$4.1	\$0.0
80 Professional Services	\$289.3	\$289.3	\$163.6	\$98.1	\$289.3	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
<b>Total (10 - 90)</b>	<b>\$1,530.0</b>	<b>\$1,530.0</b>	<b>\$912.2</b>	<b>\$256.3</b>	<b>\$1,530.0</b>	<b>\$0.0</b>

# 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. Q2 risk is currently being updated. The following are the current top project risk areas:

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

## Project Schedule

The project schedule is presented below. Design, permitting and pre-construction submittals are ongoing. Early construction work (establishment of environmental controls and haul roads, and 3rd party utility relocation) is underway. The *Early Work A Issued For Construction (IFC) Design Package* is currently under development and the *Early Work B 100% Design Package* was submitted for review; major construction is expected to start toward the end of the year. The project is forecast for completion toward the end of 2024.

Activity Name	Start	Finish												
			2021	2022	2023	2024								
<b>Downtown Redmond Link Extension - Construction</b>	09-Sep-19 A	31-Dec-24												
<b>R200 Downtown Redmond Link Extension - Design-Build Contract</b>	09-Sep-19 A	19-Aug-24												
<b>CONTRACT MILESTONES &amp; INCENTIVES</b>	09-Sep-19 A	19-Aug-24												
SWK Construction Complete		08-Nov-23												
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		21-May-24*												
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		19-Aug-24												
<b>OWNER FLOAT</b>	09-Sep-19 A	19-Aug-24												
<b>PRE-CONSTRUCTION</b>	09-Sep-19 A	08-Sep-21												
<b>CONSTRUCTION</b>	09-Sep-19 A	21-May-24												
<b>OCC</b>	07-Aug-23	02-Oct-23												
<b>PUNCHLIST</b>	09-Nov-23	06-Feb-24												
<b>TESTING INTEGRATION / REVENUE SERVICES</b>	19-Jul-22	20-Jul-24												
<b>SAFETY &amp; SECURITY CERTIFICATION</b>	03-Jul-20 A	19-Aug-24												
<b>Downtown Redmond Link Extension - Rail Activation/Closeout</b>	15-Sep-23	31-Dec-24												
<b>Systems Integration &amp; Testing</b>	15-Sep-23	21-May-24												
<b>Safety and Security Certification</b>	09-Nov-23	31-Jan-24												
<b>Pre-Revenue Service</b>	22-May-24	19-Aug-24												
Pre-Revenue Operations	22-May-24	19-Aug-24												
<b>Revenue Service/Project Float</b>	20-Aug-24	31-Dec-24												
Project Float	20-Aug-24	31-Dec-24												
Revenue Service		31-Dec-24												



## Right-of-Way

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required **	Relocations Completed to date
88	88	91	53	1577	1498
<i>* 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.</i>					
<i>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.</i>					

## Community Outreach

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the start of construction this year and the increasing construction activities along SR520.
- Continued door-to-door notification in advance of demolition near South East Redmond 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.

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through October of 2020. 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	30.8	22.9	(7.9)
Consultants	25.9	27.2	1.3
<b>TOTAL</b>	<b>56.7</b>	<b>50.1</b>	<b>(6.6)</b>
<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.	

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

### 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 no later than 2022.

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$47M in 2020 for completing 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	\$15.9	\$15.7	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$85.0	\$69.9	\$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	\$0.7	\$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	\$2.5	\$1.3	\$6.0	\$0.0
<b>Total</b>	<b>\$285.9</b>	<b>\$104.9</b>	<b>\$87.6</b>	<b>\$285.9</b>	<b>\$0.0</b>

#### Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Construction Subtotal (10 - 50)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
60 Row, Land	\$5.0	\$2.5	\$1.3	\$5.0	\$0.0
80 Professional Services	\$263.4	\$102.4	\$86.3	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
<b>Total (10 - 90)</b>	<b>\$285.9</b>	<b>\$104.9</b>	<b>\$87.6</b>	<b>\$285.9</b>	<b>\$0.0</b>

# Link Light Rail West Seattle and Ballard Link Extensions



## Risk Management

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

Project issues and risks identified at this stage include:

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

## Project Schedule

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

Activity Name	Start	Finish	2021				
			Q4	Q1	Q2	Q3	Q4
<b>Sound Transit</b>	17-Mar-17 A	30-Dec-22					
<b>ST3 - Central Corridor</b>	17-Mar-17 A	30-Dec-22					
<b>West Seattle and Ballard Link Extension</b>	17-Mar-17 A	30-Dec-22					
West Seattle and Ballard Link Extension	17-Mar-17 A	30-Dec-22					
West Seattle and Ballard Link Extensions	17-Mar-17 A	30-Dec-22					
Alternative Analysis - (Phase I)	17-Mar-17 A	23-May-19 A					
Conceptual Engineering - (Phase II)	24-May-19 A	16-Dec-21					
Conceptual Engineering - Milestones	18-Nov-21	16-Dec-21					
WSBLE - Board Reaffirms Preferred Alternative	18-Nov-21	16-Dec-21					
Conceptual Engineering	24-May-19 A	03-Nov-21					
Geotech Investigation - Phase II	24-May-19 A	12-Nov-20					
Preliminary Engineering - (Phase III)	17-Dec-21	30-Dec-22					

### Community Outreach

- Prepared and staffed two community briefings in October 2020 for the communities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of those events were:
  - Youngstown Neighborhood – October 20, 2020
  - Seattle Rep Theatre and Seattle Center – October 21, 2020
- Prepared and staffed two property owner meetings
- Continued effort to contact stakeholders throughout project corridor to offer briefings
- Continued effort to prepare for Fall 2020 outreach activities
- Developed and distributed fieldwork notifications regarding three geotechnical borings, a water pump test, and one vibration testing activity

### 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—October 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	44.8	35.2	(9.6)
Consultants	125.0	102.6	(22.4)
TOTAL	169.8	137.8	(32.0)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

### Sound Transit Board Actions

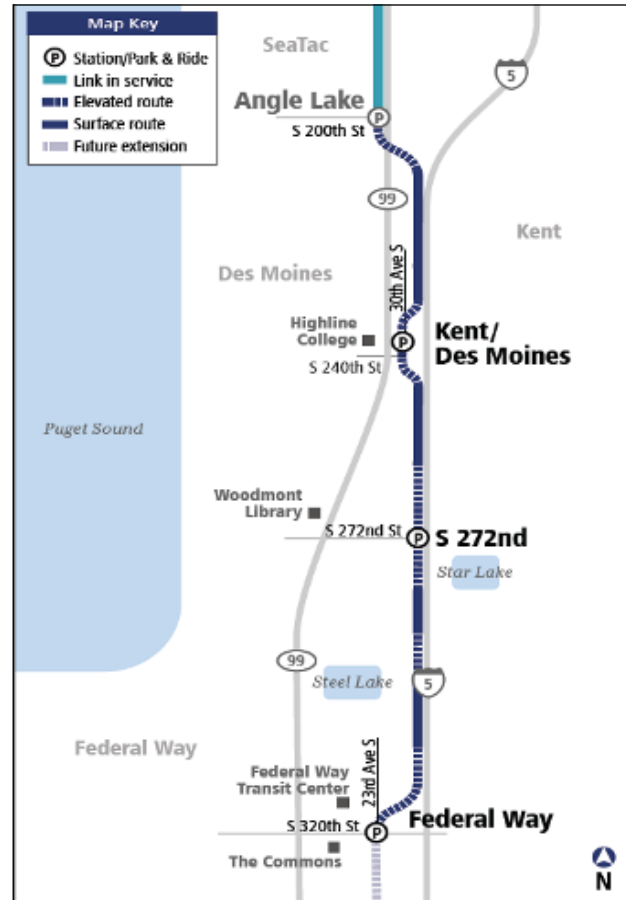
Board Action	Description	Date
	None to report this period.	

# Link Light Rail Federal Way Link Extension

## Project Summary

### Scope

<b>Limits</b>	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.
<b>Alignment</b>	The extension generally parallels SR 99 and I-5 freeway.
<b>Stations</b>	Stations at Kent/Des Moines, South 272nd Star Lake Park –and-Ride and the Federal Way Transit Center
<b>Systems</b>	Signals, traction power, and communications (SCADA)
<b>Phase</b>	Proceed to Final Design/Construction
<b>Budget</b>	\$2.45 Billion (Baseline Sep 2018)
<b>Schedule</b>	Revenue Service: December 2024



Map of Federal Way Link Extension.

## Key Project Activities

- **F200:** Continue task force meetings with project team: Federal Way Transit Center design at 60% and 90% design at Star Lake Station. Excavation work at Midway Landfill has concluded for the season.
- **F200:** Continue mass excavation and clearing & grubbing throughout the alignment. Continue drill shafts for elevated guideway at Kent-Des Moines Station.
- **F200:** Federal Way Public Schools has agreed to design at Mark Twain Elementary school, resulting from discussions between ST CEO and FWPS Superintendent last month. F200 design task force will implement.
- Continue development of several future task orders for utility relocation agreements with PSE.
- Challenges continue with project team and PSE to maintain ongoing collaborative field work activities with F200 impacting deep foundation drilled shaft work.
- Project team, PSE and WSDOT continue to secure time-sensitive outstanding WSDOT utility permits related to PSE work.
- The cities have collectively issued 198 permits, of which 124 issued during remote working conditions due to COVID-19.
- Progress continues with settling Right-of-Way acquisition and relocations this period; however acquisitions in condemnation are on hold due to court system shut down resulting from COVID-19 and Governor issued “Stay Home, Stay Healthy” proclamation.

## 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 \$49M was incurred for October of which \$2M incurred was for Right-of-Way; \$1.5M incurred for Construction Services; \$44.4M for Construction phase comprised mainly of \$44.1M for Design Build construction contract, \$0.3M for Cities Construction Permits and 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	\$27.5	\$27.5	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$45.0	\$49.0	\$0.0
Final Design	\$3.1	\$3.1	\$1.0	\$0.9	\$3.1	\$0.0
Construction Services	\$107.0	\$107.0	\$97.2	\$24.3	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$22.2	\$7.3	\$27.7	(\$0.0)
Construction	\$1,831.9	\$1,829.4	\$1,335.1	\$320.2	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$193.8	\$190.0	\$338.8	(\$0.0)
<b>Total</b>	<b>\$2,451.5</b>	<b>\$2,451.5</b>	<b>\$1,722.4</b>	<b>\$615.3</b>	<b>\$2,451.5</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$451.1	\$388.4	\$68.9	\$513.4	(\$62.4)
20 Stations	\$318.9	\$297.7	\$249.8	\$43.0	\$333.7	(\$36.0)
30 Support Facilities	\$5.3	\$11.8	\$11.3	\$2.0	\$5.1	\$6.7
40 Sitework & Special Conditions	\$558.4	\$489.5	\$463.3	\$109.6	\$638.1	(\$148.6)
50 Systems	\$153.8	\$170.4	\$114.1	\$20.3	\$150.8	\$19.6
<b>Construction Subtotal (10 - 50)</b>	<b>\$1,559.4</b>	<b>\$1,420.4</b>	<b>\$1,226.8</b>	<b>\$243.8</b>	<b>\$1,641.0</b>	<b>(\$220.6)</b>
60 Row, Land	\$341.6	\$338.8	\$193.8	\$190.0	\$338.8	(\$0.0)
70 Vehicles	\$1.8	\$1.8	\$0.0	\$0.0	\$1.8	\$0.0
80 Professional Services	\$370.7	\$514.4	\$301.8	\$181.5	\$293.7	\$220.6
90 Unallocated Contingency	\$178.1	\$176.3	\$0.0	\$0.0	\$176.3	\$0.0
<b>Total (10 - 90)</b>	<b>\$2,451.5</b>	<b>\$2,451.5</b>	<b>\$1,722.4</b>	<b>\$615.3</b>	<b>\$2,451.5</b>	<b>\$0.0</b>



## 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:

- Current covenants on the FL247 (Lowes) property may result in design and construction modifications to the alignment of the aerial guideway
- Federal Way Transit Center (FWTC) design changes as requested may impact cost and time higher than anticipated at time of issuance of RFP
- PSE service connections & utility relocations impacting the construction schedule
- DB delays due to securing PSE Easements for advanced utility relocations
- Schedule impacts from Third Party utility relocations (Clink, Comcast, PSE, etc.)
- System adequacy for traction power
- Schedule impacts due to unanticipated property rights and acquisition issues
- FWTC change order may delay permit issuance and construction, due to conservative city code interpretation and City Council process associated with changes to the Development Agreement
- Untimely city permits (SeaTac, Kent and Des Moines) impacting the design & construction schedule
- Not meeting the property acquisition schedule provided in RFP
- Requirements for facility/systems enhancements by AHJs
- Contaminated material encountered during construction
- PSE may request reimbursement to upgrade their electrical grid outside of known scope
- Additional drainage improvements may be identified as design progresses potentially delaying design and increasing construction costs. Unable to vest King County storm-water code



*Placement of geomembrane liners at Midway Landfill*



*Excavation and hauling progress at Midway Landfill*

## 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 \$530.5M.

**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 decreased by \$57.6M, due to execution of seventeen change orders to F200 contract.

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

### Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$139.6	5.7%	\$0.0	0.0%
Allocated Contingency	\$232.2	9.5%	\$296.6	15.7%
Unallocated Contingency	\$178.1	7.3%	\$176.3	9.4%
<b>Total:</b>	<b>\$549.9</b>	<b>22.4%</b>	<b>\$472.9</b>	<b>25.1%</b>

### Contingency by Type

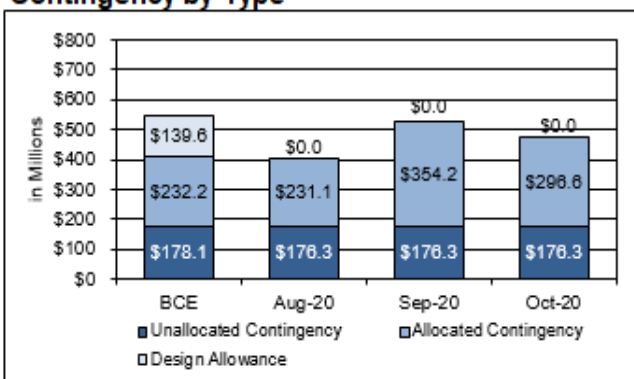
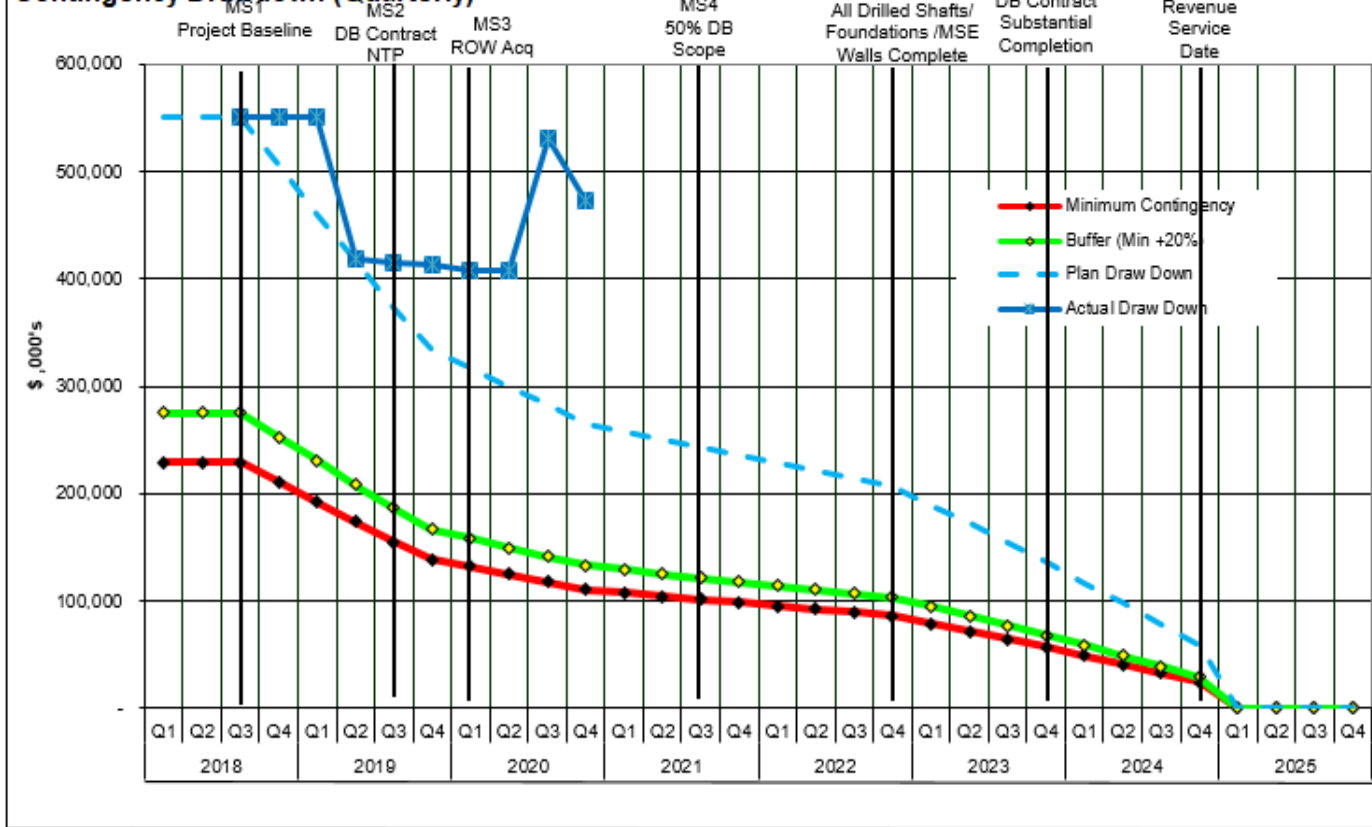


Table figures are shown in millions.

### Contingency Drawdown (Quarterly)

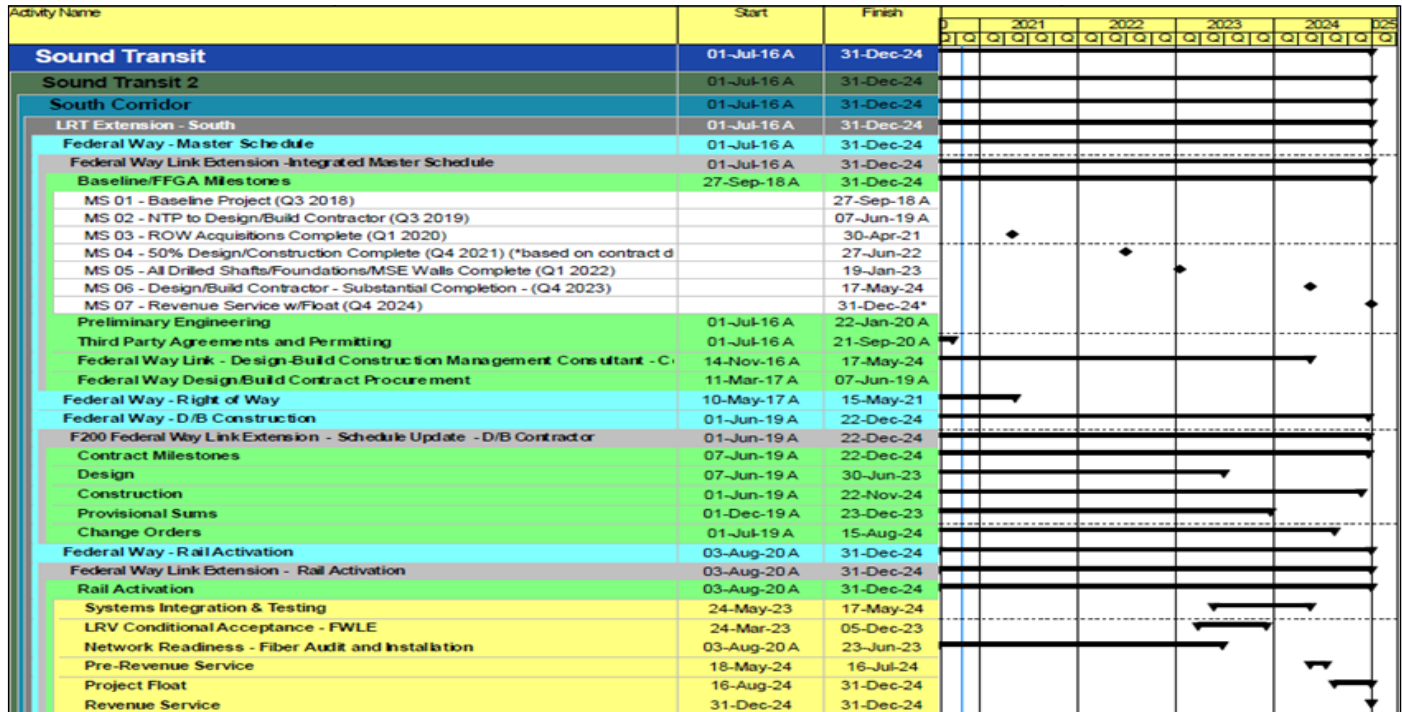


# Link Light Rail Federal Way Link Extension



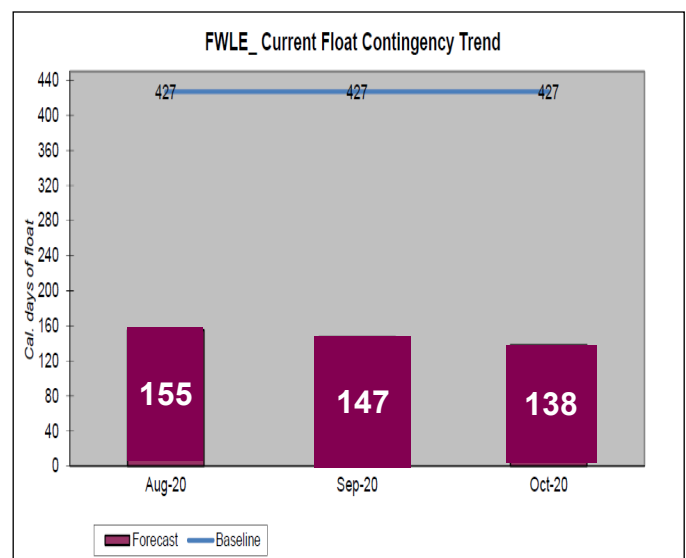
## Project Schedule

The project schedule is presented below. Right-of-Way acquisitions continue and additional detail has been added to the master schedule to monitor impacts to the project. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. A limited construction NTP was issued in early May 2020 with construction limitations. Kiewit is currently assessing impacts from FWTC design changes, utility relocations and ST may need to reduce the project float contingency as this change order is negotiated. Revenue Service remains on schedule for Q4 2024 even as schedule pressures mount. The schedule submittal from the F200 contractor for October is currently under review and is shown below.



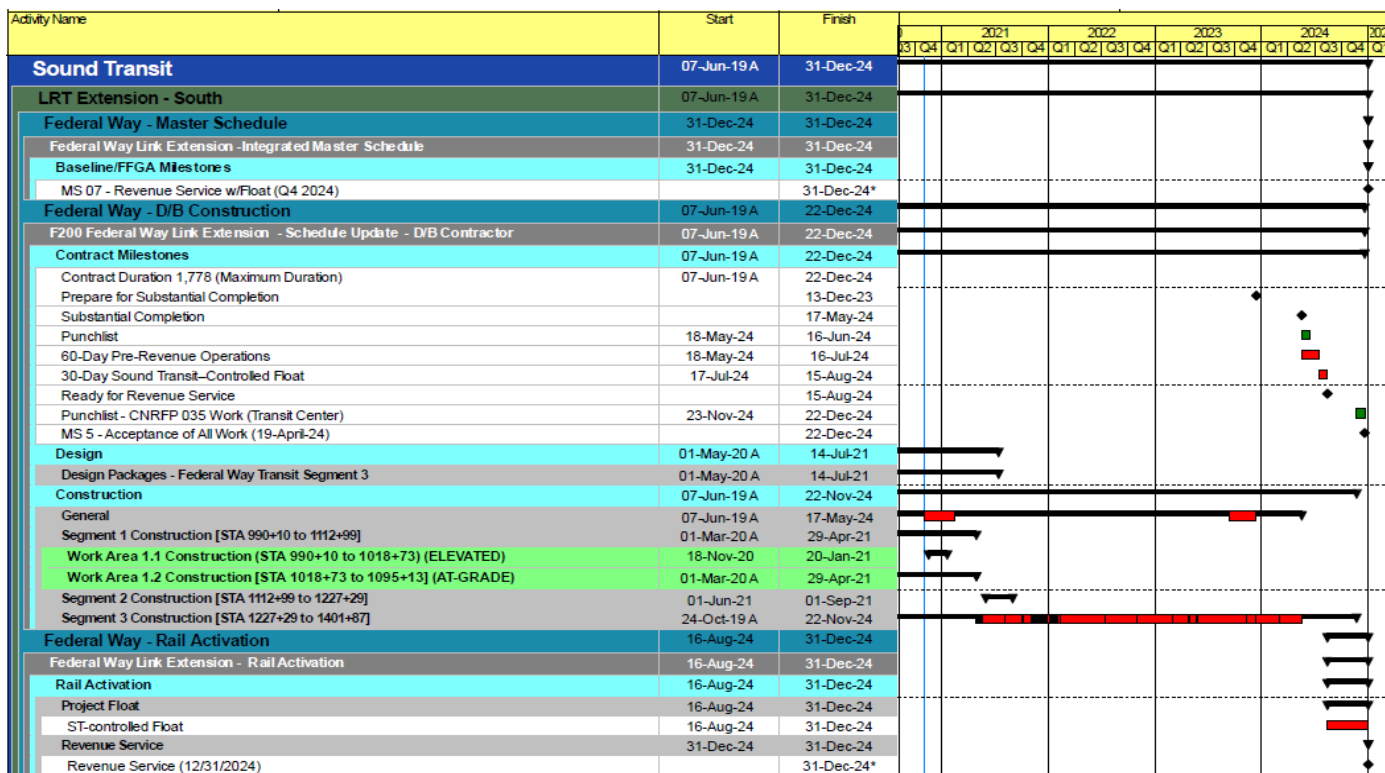
## Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 138 days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024. Schedule Pressure from ST design revisions for FWTC, Utility Relocates, and delays to ROW acquisitions, may require the reduction of float contingency in the near future, if mitigation measures are exhausted. No change orders have been issued to adjust contract milestones or utilize project float contingency at this time. Note that work at FWTC will continue during the project float contingency, Kiewit has found that this work is not important to opening for Revenue Service. ST will need to approve of this approach.



## Critical Path Analysis

The critical path to Revenue Service currently runs through drilled shafts through Structure B to G and columns, piers and span erection, and FW Station, Station Commissioning and Pre-Revenue and project float contingency. The second critical path is through FWTC design, utility installation, the FWTC construction and then Final Acceptance after Revenue Service. The scope for FWTC is still in early design and a change order for this redesign has not been incorporated in a change order at this time. Negotiations are expect to be complete near the end of 2020. We continue to focus on Pre-Revenue Service but F200 Milestone #5 Final Acceptance is now showing impacts out into December 2024 for completion of the project at the FWTC. The schedule update for October is currently under review but has been shown below. We continue to work with Kiewit regarding the schedule impacts of FWTC and have not accepted these impacts at this time.



## Right-of-Way

Acquisitions for a range of property interests, includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations. The ROW status for this period is summarized in below table.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
257	353	288	227	434	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 Outreach

- Communication with property owners and the public on FWLE route, station areas and property acquisition is ongoing.
- Developed social media plan and calendar for FWLE Facebook page, increasing membership and engagement.
- Released a project update as narrated PowerPoint with subtitles in five languages and full translation in Spanish, Korean and Vietnamese.
- Assisted the contractor to conduct noise and vibration studies at Camelot Mobile Home Park.
- Met with project neighbors around tree removal and replacement.
- Began enrolling businesses in the Loyal to the Local business mitigation plan.
- Sponsored events for two community based organizations: Multi Service Center and Communities in Schools of Federal Way.



*The first columns of the project at KDM station area*



*Column concrete placement*

## 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 21.4 (or 31%) over the staffing plan. Although ST staff is underrun by 9.7FTEs, the consultant staff is overrun by 31.1FTEs. This year more DBPM services for overseeing the DB contractor was needed than anticipated. More consultant staff has been needed to address the increasing activities by the DB contractor in the areas of change management, design and major construction work involving demo, utility relocations and various civil site work throughout the alignment.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	39.8	30.1	(9.7)
Consultants	28.7	59.8	31.1
TOTAL	68.5	89.9	21.4

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

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## Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

## Construction Safety

Data/ Measure	October 2020	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	2	2
Reported Near Mishaps	0	2	2
Average Number of Employees on Worksite	234	-	-
Total # of Hours (GC & Subs)	33,952	168,447	168,447
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	0.00
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
<b>Recordable National Average</b>	<b>3.00</b>		
<b>LTI National Average</b>	<b>1.20</b>		
<b>Recordable WA State Average</b>	<b>6.00</b>		
<b>LTI WA State Average</b>	<b>1.90</b>		

*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.*

## Phase 3 Preliminary Engineering (PE)

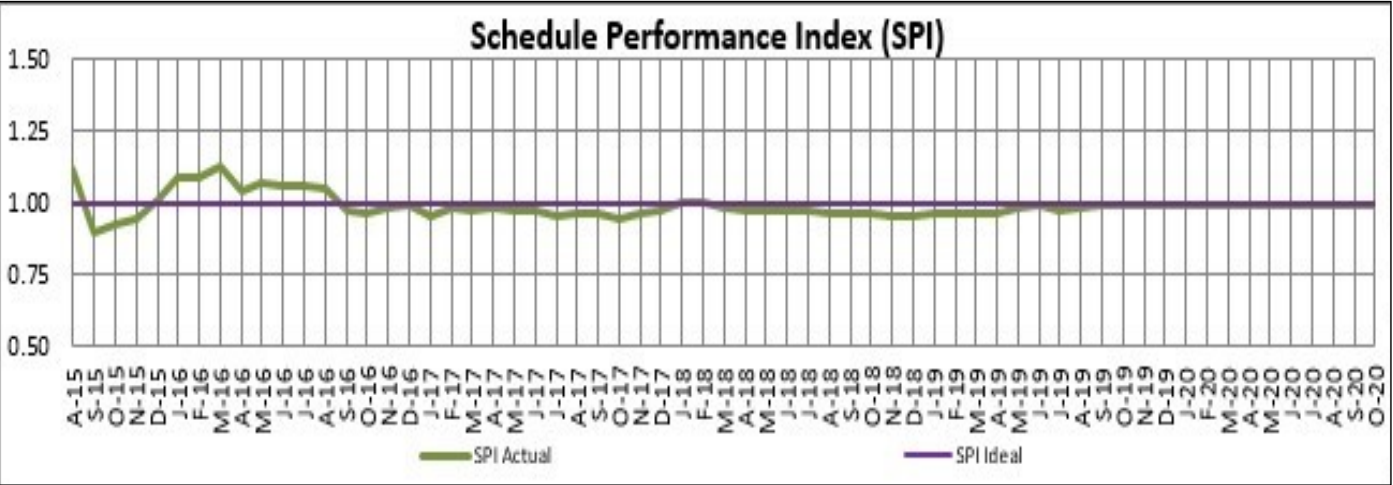
In July 2015, Sound Transit executed an amendment to the professional services agreement with HDR Engineering, Inc. for Phase 3 professional services, including completion of a Final Environmental Impact Statement (FEIS) using the preferred alternative and the other alternatives in the Draft EIS, preliminary engineering of the preferred alternative to Kent/Des Moines and additional engineering as needed to support receipt of environmental approvals. In February 2016, Sound Transit executed an amendment to extend the preliminary engineering effort from Kent/Des Moines to the Federal Way Transit Center.

### Current Progress

- Provided support for property acquisition including ROW drawings, parcel maps, American Land Title Association (ALTA) maps and Temporary Construction Airspace Lease (TCALs).
- Various coordination works between Sound Transit, the DBPM and the design-builder (DB).
- Environmental works including updating the Traffic Analysis and noise study for proposed FWTC bus layover location.

### Schedule Performance Index

The cumulative Schedule Performance Index (SPI) is 1.00 through October 2020, indicating the overall amount of work accomplished is as planned. The consultant (HDR) is fully engaged on coordination efforts with the DBPM consultant, and the design-builder, revisiting critical areas reports, NEPA/SEPA, property acquisition support with parcel maps, ALTA maps and TCALs.

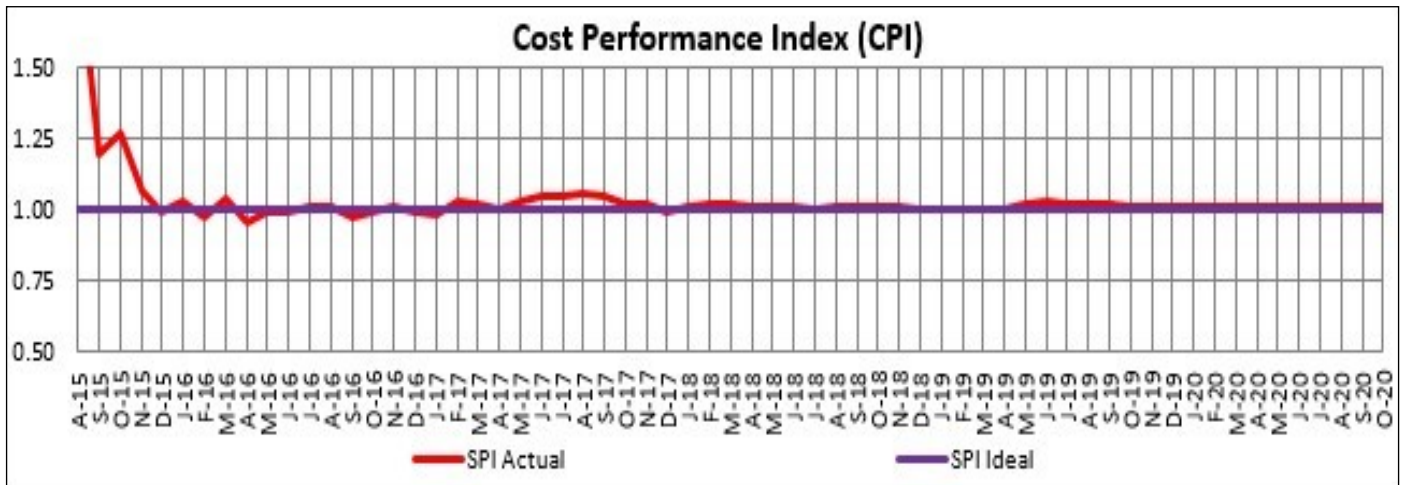


# Link Light Rail Federal Way Link Extension



## Cost Performance Index

Phase 3 expenditures through October 2020 totaled \$36.8M, approximately 99.0% of the amended total contract. The Phase 3 percent complete is reported at 99.5%, with an earned value of \$37.05 M. The cumulative Cost Performance Index (CPI) is 1.01 showing costs are on track with work accomplished. The Consultant is engaged in coordinating efforts with the DBPM and the design-builder, environmental works, ROW acquisition support, parcel maps, ALTA maps and TCALs.



## Cost Summary

Contract (Phase 3 portion)	Cumulative To-date
Amount Invoiced	\$36.8M
% Spent	99%
Earned Value	\$37.05M
% Complete	99.5%
<b>SPI</b>	<b>1.00</b>
<b>CPI</b>	<b>1.01</b>

## F200 Design Build Contract

### Current Progress

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

#### Design:

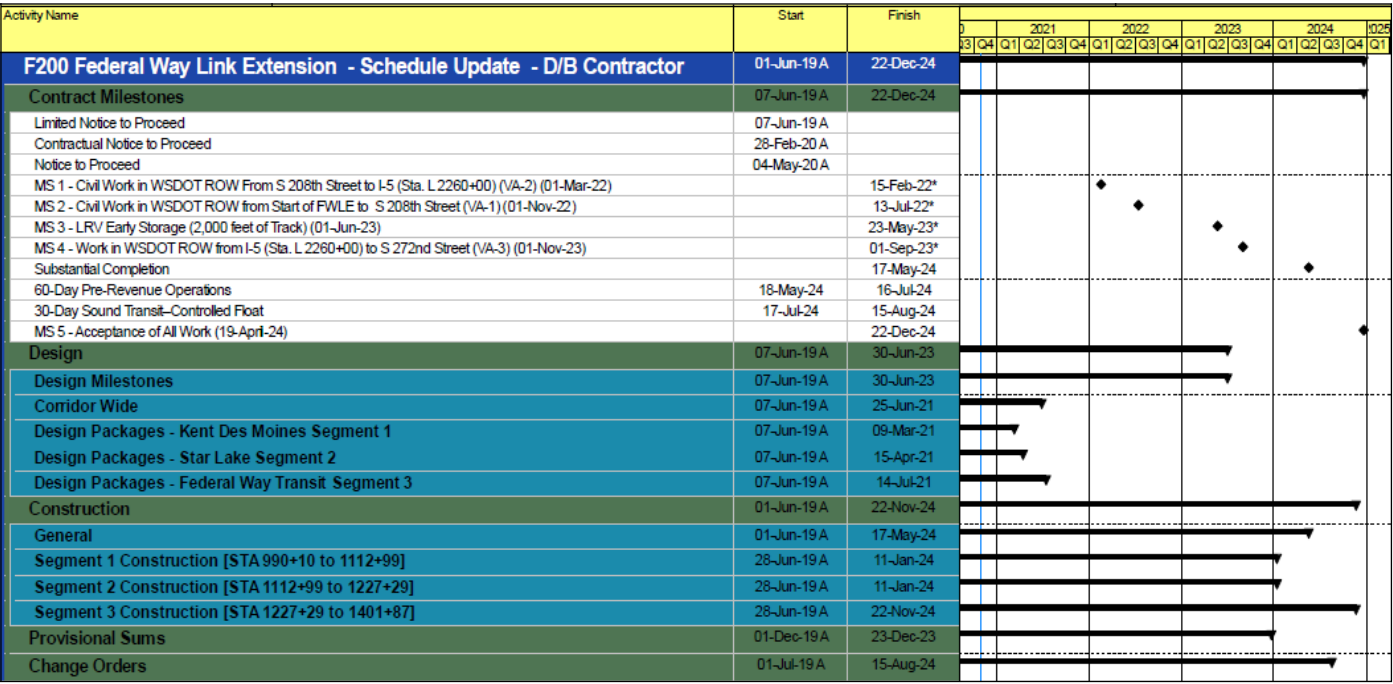
- Upcoming 90/100% design submittals include: CW.02 Systems Design, S2.05 SL Station, S3.06 End-of-Line Facility and Civil, S3.07 FWTC Garage
- Issued-for-Construction (IFC) design packages approved in October include: S1.01 Structure A, S3.01 Elevated Guideway Structure D, S3.03 Elevated Guideway Structure F, S3.04 Elevated Guideway Structure Span G01-G18

#### Construction:

- Major demolition and excavation activities continue across the project. Demolition will be ongoing as parcels are acquired by Sound Transit and turned over to Kiewit. Demolition on 5 parcels was completed in October.
- At Midway Landfill, mass excavation and trenching/backfill continues. Permanent drainage lines also began in October along with the installation of the new landfill liner.
- Remediation efforts are ongoing as locations are identified.
- Drilled shafts were completed at Structure B and mobilization is upcoming for drilling the southern portion of Structure A.
- The FL-245 duct bank was completed and the area was turned over to PSE to complete their work.
- Clearing and grubbing are ongoing in S2 and S3 as parcels become available.

### Schedule Summary

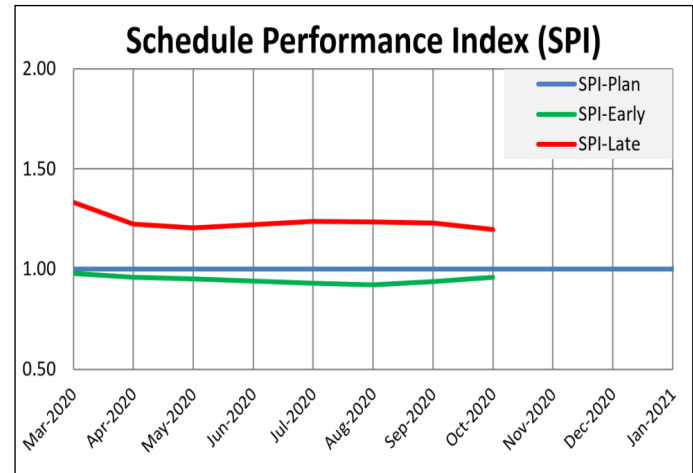
The progress schedule for October 2020 is currently under review and is shown below. Construction NTP was issued in May 2020. Revenue Service is expected in August 2024 based on Kiewit's schedule but please note *Milestone 5 - Final Acceptance* is reporting impacts due to FWTC redesign and is noted below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



# Link Light Rail Federal Way Link Extension

## Schedule Performance Index

For the October period, the Early SPI is 0.96 and Late SPI is 1.20. Compared against revised cash flow projections, (incorporating both base contract and change orders executed to date), Kiewit is in line with projected amounts and good schedule performance is being maintained. Base contract design work is approximately 71% complete overall; this period saw significant progress in Design Segment 3. Civil work is at 18.6% progress overall, with work in this period being heavily focused on excavation at Midway Landfill. Guideway drilled shaft work continues, along with demolition and dry utility work.



## Next Period's Activities

- **General:** Continue design task force meetings.
- **Design:** Advancing the design toward 60% and 90/100% design packages, FWTC and Midway profile change Re-Design effort will continue. Potholing for design will be completed and Post-Design service as required.
- **Construction:** Drilled shaft work, utilities, Midway Landfill liner installation, geotechnical inspections and monitoring, roadway and paving, fencing, noise walls, soil remediation.

## Closely Monitored Issues

- **Midway Landfill Agreements:** Excavation and landfill removal continue.
- **Federal Way Transit Center (Redesign):** Design is underway. FWLE team reviewing Contractor cost proposal.
- **COVID-19:** construction activities continue with appropriate oversight.

## Cost Summary

Present Financial Status	Amount
<b>F200 Contractor - Kiewit Infrastructure West Co</b>	
Original Contract Value	\$1,285,200,000
Change Order Value	\$63,696,781
Current Contract Value	\$1,348,896,781
Total Actual Cost (Incurred to Date)	\$304,039,679
Percent Complete	24.54%
Authorized Contingency	\$228,520,000
Contingency Drawdown	(63,696,791)
Contingency Index	0.9



Concrete placement for B14 columns left and right

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# Link Light Rail Hilltop Tacoma Link Extension

## Project Summary

### Scope

**Limits** City of Tacoma

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

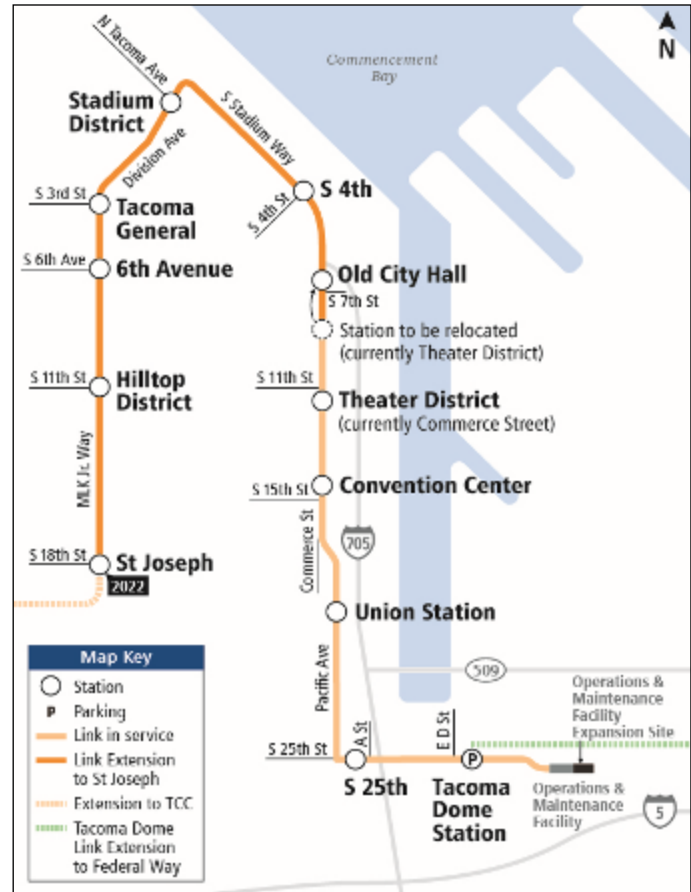
**Stations** Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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

**Phase** Construction

**Budget** \$217.3 Million (Baselined September 2017)  
\$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:** October construction activities were performed in accordance with contractor COVID-19 safety training and protocols.

**Heading 1:** Completed installation of TPSS No. 1 power conduit. Installed rebar, formed and poured footings, wing walls and stem walls, footing drain and backfill and waterproofing and anti-graffiti repellent at TPSS No. 1. Installed (4) OCS foundations between S. 7<sup>th</sup> and S. 9<sup>th</sup> on Commerce St. Began installation of OCS poles on Stadium Way.

**Heading 2: Stadium High School:** Completed outbound track slab installation, curb and gutter and poured median at the curve. **Stadium District:** Installed catch basins and manholes on N. 2<sup>nd</sup> St. Installed and tested waterline at N. 2<sup>nd</sup> and I St. crossing. Installed OCS foundations on Division Ave. to J St. and installed OCS poles on N. 1<sup>st</sup> St. and Division Ave. Excavated for TPSS No. 2 foundation and parking area.

**Heading 3:** Completed storm and water crossing installation at MLK and S. 7<sup>th</sup> St. Poured outbound track slab from Baker driveway at Tacoma General across S. 9<sup>th</sup> St. Poured inbound track slab from S. 16<sup>th</sup> to S. 18<sup>th</sup> St. Installed OCS poles between 6<sup>th</sup> Ave. and S. 15<sup>th</sup> St. Poured TPSS No. 3 footing at S. 8<sup>th</sup>. Installed conduits, systems vaults and grounding at TPSS No. 4.

**OMF Expansion: Yard:** Installed first lift of HMA at south parking area. Graded west yard for HMA. Poured retaining wall footings and began forming retaining wall. **Interior:** Completed phase two cutover of facility. Completed installation of 1<sup>st</sup> floor and mezzanine electrical feeders. Began installation of low voltage communications at mezzanine. Began interior finish work including: final paint on 2<sup>nd</sup> fl.; ceramic tile at bathrooms, sinks at 2<sup>nd</sup> fl. Corridor; casework and electrical trim throughout.

### 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 \$2.1M was incurred in the October 2020 period. A majority of the expenditures occurred in the Construction Phase and are related to the T100 contract and City of Tacoma Work Orders. Most expenditures to date have been from Administration, Construction, and Final Design.

#### Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$21.6	\$13.8	\$13.7	\$21.6	\$0.0
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	(\$0.0)
Final Design	\$14.1	\$13.2	\$12.5	\$14.1	(\$0.0)
Construction Services	\$12.4	\$8.9	\$7.7	\$12.4	\$0.0
3rd Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$126.6	\$97.8	\$162.0	\$0.0
Vehicles	\$33.4	\$30.4	\$4.8	\$33.4	\$0.0
ROW	\$2.3	\$2.2	\$1.9	\$2.3	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$252.7</b>	<b>\$201.9</b>	<b>\$145.0</b>	<b>\$252.7</b>	<b>\$0.0</b>

#### Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	\$31.0	\$24.2	\$18.7	\$31.0	\$0.0
20 Stations	\$3.5	\$2.7	\$2.1	\$3.5	(\$0.0)
30 Support Facilities	\$41.2	\$32.2	\$24.9	\$41.2	(\$0.0)
40 Sitework & Special Condi-	\$51.7	\$40.5	\$31.3	\$51.8	\$0.1
50 Systems	\$34.6	\$27.0	\$20.9	\$34.6	(\$0.0)
<b>Construction Subtotal (10 - 50)</b>	<b>\$161.93</b>	<b>\$126.6</b>	<b>\$97.8</b>	<b>\$162.0</b>	<b>(\$0.1)</b>
60 Row, Land	\$2.1	\$2.2	\$1.9	\$2.3	\$0.2
70 Vehicles (non-revenue)	\$33.1	\$30.4	\$4.8	\$33.4	\$0.3
80 Professional Services	\$53.7	\$42.8	\$40.5	\$55.1	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total (10 - 90)</b>	<b>\$252.7</b>	<b>\$201.9</b>	<b>\$145.0</b>	<b>\$252.7</b>	<b>\$0.0</b>

## 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 an updated the project's estimate at completion. The team implemented the mitigations for the top risks which are tracked via weekly status updates. The latest Risk Register was updated in October 2020. The next Risk Register update is planned for October. As of the end of October 2020, the current top project risks include:

- Roadway Modifications - Curb and gutter - City of Tacoma enforcement of new curb and gutter standards in conflict with curb and gutter details in the contract require additional resources (time and labor).
- Roadway Modifications - Full depth restoration - Full depth restoration required in areas previously called out for grind and overlay.
- Unidentified utilities (Commerce St) under the proposed alignment lead to increased cost and schedule delays for mitigation during construction.
- Unidentified utilities at OMF yard and OMF expansion area lead to increased cost and schedule delays for mitigation during construction.
- Stadium High School curve redesign causes rework to the track slab, rail and adjacent flatwork/roadway restoration.



*OMF– Exterior light installation*

## 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 Total AC was reduced to \$36.1M primarily as a result of change orders for the T100 and HDR DSDC contracts.

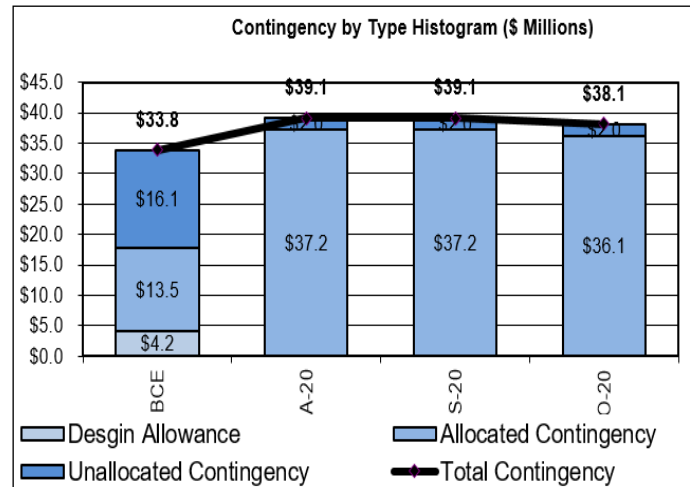
**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC balance remained the same as amount as last month at \$2.0M.

### Contingency Status (Monthly)

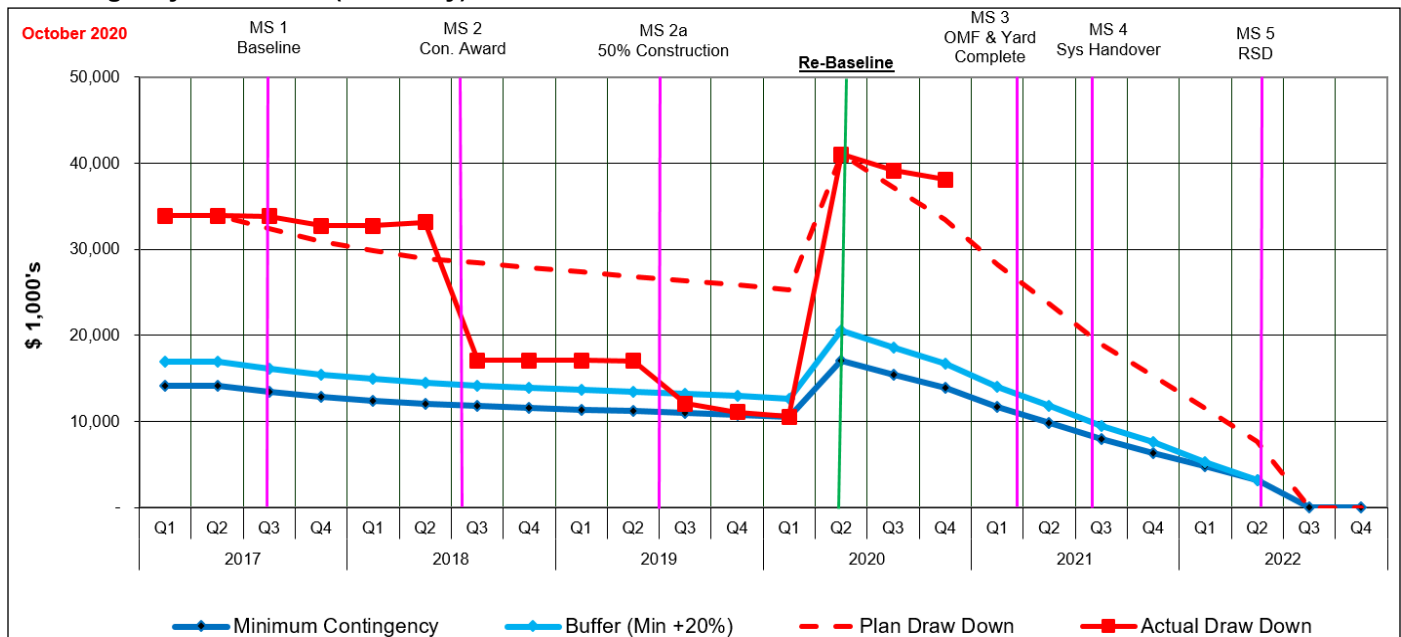
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$36.1	33.5%
Unallocated Contingency	\$16.1	8.2%	\$2.0	1.8%
<b>Total</b>	<b>\$33.8</b>	<b>17.2%</b>	<b>\$38.1</b>	<b>35.4%</b>

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 Oct 2020. Overall physical percent complete is 67%.

**LRV:** Forecast delivery of the first car arriving in Q3 2021 and last car in Q1 2022. The car builder's schedule forecasts all cars will be delivered in time to support pre-revenue service startup in Q1 2022.

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

Activity ID	Activity Name	Start	Finish	2021				2022		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>Hilltop Tacoma Link Expansion - Oct 2020</b>		02-Feb-15 A	23-May-22							
<b>Project Milestones</b>		28-Sep-17 A	23-May-22							
TLEMS001	MS-01 - Project Baseline		28-Sep-17 A							
TLEMS002	MS-02 - Construction Contract Award		27-Aug-18 A							
TLESC001	MS-03 - Submit Design & Delivery Schedule for the Automatic Vehicle Locator		21-Nov-18 A							
0129OMF5080	MS-01 AOMF Facility Interior Finishes - Certificate of Occupancy		31-Mar-21*							
BECMS004	BEC - LRV/ Deliver Car 1 to ST (Contractual Date Jun 4 2020)		30-Jul-21*							
TLEMS003	MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		07-Sep-21*							
TLEMS004	MS-04 - Systems Handover OMF and Yard Testing		07-Sep-21							
BECMS005	BEC - LRV/ Deliver Car 2 to ST (Contractual Date Aug 4 2020)		08-Oct-21							
BECMS006	BEC - LRV/ Deliver Car 3 to ST (Contractual Date Sep 4 2020)		19-Oct-21							
BECMS007	BEC - LRV/ Deliver Car 4 to ST (Contractual Date Oct 4 2020)		03-Dec-21							
BECMS008	BEC - LRV/ Deliver Car 5 to ST (Contractual Date Nov 4 2020)		20-Jan-22							
TLESC002	MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		18-Apr-22*							
TLEMS005	MS-05 Revenue Service Date		23-May-22*							
<b>Preliminary Engineering</b>		02-Feb-15 A	04-Nov-16 A							
<b>Final Design</b>		04-Jan-16 A	31-May-18 A							
<b>ROW &amp; Third Parties</b>		01-Oct-15 A	02-Sep-21							
<b>Owner Furnished Materials / Equipment Procurement</b>		02-Oct-17 A	01-Apr-22							
<b>Light Rail Vehicles (Qty 5)</b>		11-Oct-16 A	08-Apr-22							
<b>Construction</b>		23-Jan-18 A	27-Jul-18 A							
<b>Construction Contract Procurement</b>		23-Jan-18 A	27-Jul-18 A							
<b>Tacoma Links Baseline Schedule</b>		29-Jun-18 A	26-Apr-22							
<b>Pre-Revenue Testing</b>		01-Apr-22	16-May-22							
T100A14280	Simulated Revenue Service	01-Apr-22	16-May-22							
<b>Project Float - Owner Controlled</b>		16-May-22	23-May-22							
T100A14080	Project Float - Baseline Project Float	16-May-22*	23-May-22							
<b>Revenue Service</b>		23-May-22	23-May-22							
T100A14290	Revenue Service Begins (BL Date May 23 2022)		23-May-22*							

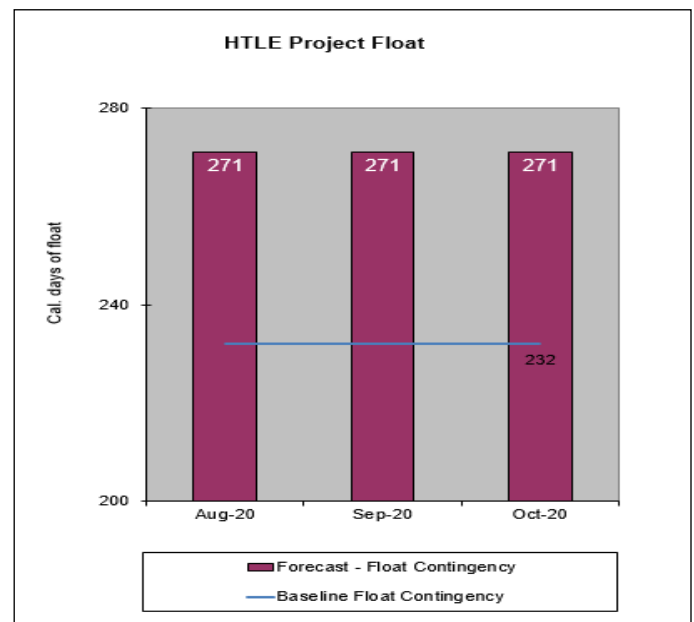
## Project Float

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.

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.

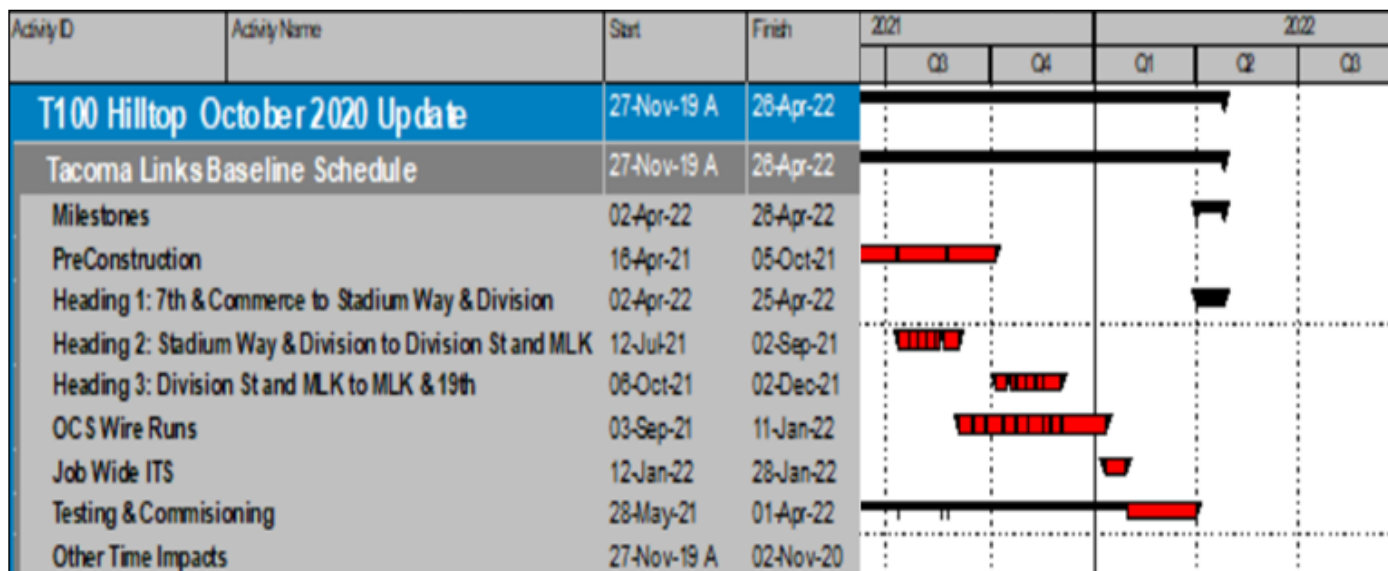
RFC #251 was submitted by the Contract and is still in review with ST CM Team with a possible 105 day time extension that is not reflected in the current project float drawdown.





### Critical Path Analysis

The analysis for Oct 2020 shows the main critical path runs through the T100 contract with the installation of the TPSSs in Heading 1, Heading 2 and Heading 3 followed by completing OCS wire runs; Job Wide ITS testing and Testing and Commissioning before pre-revenue service begins.



### Right-of-Way

The Hilltop Tacoma Link Operations and Maintenance Facility will expand to the east and five new vehicles will be purchased. The Right-of-Way effort for this project involved the acquisition of a range of property interests which includes compensable (e.g. fee acquisitions, guideway easements, permanent and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions resulted in owner and tenant residential and commercial relocations. The following table summarizes the right-of-way program status for this period. All project property acquisitions are complete.

Tacoma Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
20	20	20	20	1	1
* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					



## Community Outreach

- Continued producing and distributing notifications about OCS pole installation along the route, including distributing flyers door-to-door to Hilltop residents and mailing information to residents along Stadium Way, N 1st St. and Division Ave. Responded to questions and complaints from residents along Stadium Way. One Stadium Way resident plans to file a claim and/or lawsuit about an OCS pole blocking his view.
- Collaborated with City of Tacoma Community and Economic Development staff on mitigation for the Fish House Café during the full closure of MLK Jr. Way from S. 19th to S. 17th St. Met with the Fish House Café, Speed-E Mart, and Hilltop Action Coalition. Reached agreement between the Fish House and Speed-E Mart for Fish House customers to park in the store's parking lot during this work. Will provide signage. Brainstormed ideas with HAC on ways the community can support the Fish House. Also talked with CHI Franciscan about using their parking lot for Fish House customers.
- Informed businesses about the possibility of construction on Commerce St. during the holiday moratorium and obtained their feedback. Visited businesses twice, because the contractor's schedule was different than anticipated and may extend into mid-December. Provided general information about construction on Commerce St. that will occur next year.
- Produced and distributed notification to businesses and residents about potholing in the Commerce St. and 9th St. intersection on a weekend (the contractor later cancelled this work), track installation on MLK Jr. Way from S. 9th St. to 6th Ave, track installation on MLK Jr. Way from S. 15th St. to S. 19th St., OCS foundations on E. 25th St., TPSS 2 work starting, TPSS 4 work resuming, and OCS foundations on MLK Jr. Way from Division Ave. to 6th Ave.
- Continued coordinating with MultiCare on construction near Tacoma General Hospital. Held weekly site walks with MultiCare (October 2, 9, 16, 23, 30).
- Informed and updated Stadium High School and residents in the Stadium curve about paving and access. Worked with the apartments on possible alternate parking locations. Some special needs students returned for in-person classes at Stadium High School on October 9.
- Provided information to the residents adjacent to the TPSS 1 about the power connection in the right-of-way/driveway, including the driveway restoration.
- The contractor struck a water service at S. 8th St. and MLK Jr. Way. Contacted businesses and residents adjacent to this area to find out if they had water service. The water line served the Acupuncture Clinic, which lost water and therefore cancelled their appointments for the afternoon. Sent a claims form to this business and responded to residents' questions about dirty water and low water pressure.
- Presented on HTLE outreach and the Loyal to the Local program to Sound Transit's Citizens Oversight Panel, October 21.
- Gave an update on the HTLE project to the Downtown Tacoma Partnership (October 1) and HTLE Stakeholder Outreach Committee (October 22).
- Produced and distributed the weekly construction alert about traffic impacts.
- Coordinated with Communications on the Loyal to the Local campaign, including videos of some businesses along the route and advertising (wrap) on Tacoma Link. Continued posting on the HTLE Facebook group. Took construction photos.
- Responded to questions/complaints about the Stadium curve design issue and cost to taxpayers, no parking signs on N. 1st St., the schedule for N. 1st St., services at a funeral home on MLK Jr. Way, potential illegal activity in unlocked port-a-potties in the Stadium curve, the public opening the traffic barriers in the Stadium curve, parking for an apartment building on MLK Jr. Way, and utility work on N. 1st St. and N. 2nd 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.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	31.9	24.8	(7.1)
Consultants	19.7	21.5	1.8
TOTAL	51.6	46.3	(5.3)
* 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
	No Board actions for this period	

# Link Light Rail Hilltop Tacoma Link Extension



## Construction Safety

Data/ Measure	October 2020	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	3	9
Days Away From Work Cases	0	1	3
Total Days Away From Work	0	5	36
First Aid Cases	0	9	17
Reported Near Mishaps	0	11	27
Average Number of Employees on Worksite	80	-	-
Total # of Hours (GC & Subs)	14,000	259,949	582,584
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	2.31	3.09
Lost Time Injury (LTI) Rate	0.00	0.77	1.03
<b>Recordable National Average</b>	<b>3.00</b>		
<b>LTI National Average</b>	<b>1.20</b>		
<b>Recordable WA State Average</b>	<b>6.00</b>		
<b>LTI WA State Average</b>	<b>1.90</b>		

*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: AT TPSS #1 contractor poured foundation wall, installed footing drain and placed backfill around the TPSS.
- Heading 2A : Poured median curb and gutter and installed asphalt in the outbound travel and parking lanes.
- Heading 2B: Excavated for TPSS #2 Foundation and parking area.
- Heading 3: Install systems vaults, raceways and conduits for TPSS#4, poured OB trackslab across S. 8th Street and OB trackslab crosswalks.
- OMF Yard: Graded west portion of yard and continue forming retaining walls. Connected Y3 Tracks between existing existing track and new OMF.
- OMF Building: Completed stage 2 demolition of existing OMF wall, installed 1st floor and mezzanine electrical feeders, installed shop ladder and electrical trim on the 2nd floor. Completed new OMF power cut over.

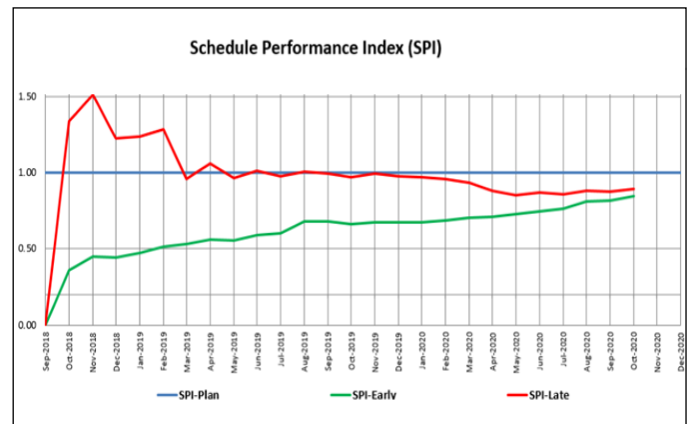
### Schedule Summary

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

Activity ID	Activity Name	Start	Finish	2021					
				Q1	Q2	Q3	Q4	Q1	Q2
<b>T100 Hilltop Tacoma Link Extension Schedule Oct</b>		<b>29-Jun-18 A</b>	<b>26-Apr-22</b>						
<b>Tacoma Links Baseline Schedule</b>		<b>29-Jun-18 A</b>	<b>26-Apr-22</b>						
Milestones		29-Jun-18 A	26-Apr-22						
Pre Construction		09-Aug-18 A	25-Feb-22						
Heading 1: 7th & Commerce to Stadium Way & Division		15-Oct-18 A	25-Apr-22						
Heading 2: Stadium Way & Division to Division St and MLK		23-Oct-18 A	29-Nov-21						
Heading 3: Division St and MLK to MLK & 19th		15-Oct-18 A	03-Mar-22						
OCS Wire Runs		17-May-21	11-Jan-22						
Train Signal System		07-Nov-20	20-Jul-21						
Job Wide ITS		08-Aug-21	28-Jan-22						
OMF Facility		29-Aug-18 A	29-Sep-21						
Testing & Commissioning		10-Jan-20 A	01-Apr-22						
Change Orders		07-Jan-19 A	29-Nov-21						
Provisional Sum Time Impacts		01-Feb-19 A	21-Oct-21						
Other Time Impacts		04-Mar-19 A	20-Oct-21						
RFCs		29-Jan-19 A	15-Jun-21						
Provisional Sums		03-Dec-18 A	26-Apr-21						
Weather Days		04-Feb-19 A	27-Jan-20 A						

### Schedule Performance Index

This period, the SPI-Early increased to 0.85 and the SPI-Late slightly increased at 0.89. The early index indicates that the contractor continues to perform behind the plan when compared to the baseline schedule. Based on the current trends there will be schedule impacts to the current T100 contract milestones. Change Orders are in process to address the schedule delays.



# Link Light Rail Hilltop Tacoma Link Extension

## Next Period's Activities

- Heading 1: Pour TPSS#1 wing walls. Flush and test water crossing at 7th and Commerce St.
- Heading 2A: Pour the outbound track slab at the Stadium HS curve.
- Heading 2B: Excavate, lay and backfill water main crossing at N. 2nd Street and I Street.
- Heading 3: Install system vaults and raceway from S. 9th Street to S. 8th Street. Continue pouring outbound track slab and building rail.
- OMF Yard: Continue constructing and forming yard track and installing track switch drainage and electrical boxes at insulated joints. Pour Y2 track slab. Grade northeastern portion of the OMF yard, finish installing exterior canopy panels and solar panels.
- OMF Building: Begin stage 3 of removing of existing OMF wall, connecting the new to the existing. Final painting and installing ceramic tile in bathrooms of the 2nd floor.

## 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.
- 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 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
<b>T100 Contractor— Walsh Construction Company</b>	
Original Contract Value	\$ 108,295,000
Change Order Value	\$ 8,707,602
Current Contract Value	\$ 117,002,602
Total Actual Cost (Incurred to Date)	\$ 90,193,093
Percent Complete	67.6%
Authorized Contingency	\$ 37,114,750
Contingency Drawdown	\$ 8,707,602
Contingency Index	2.9



*Stripping track slab forms*

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

#### Current Progress

- BEC facility is operating under an exemption approval which allows Brookville to work at limited operation capacity while maintaining compliance with the COVID mitigation measures set forth by the Commonwealth of Pennsylvania.
- Completed internal design reviews for propulsion, communications, HVAC System and Electrical arrangement.
- Reworking and resubmittal of Contract Data Requirements List (CDRLS ) listed under: Sections 2– 16 and Section 19.
- Working on Phase 4: Final System Description reviews to be completed by December 2020.

#### Schedule Summary

- The October 2020 schedule indicates Brookville plans for the remaining Final Design Reviews FDR2 for Cab, Doors, HVAC, Electrical and Communications forecasted to be held in Nov 2020 and FDR3 Dec 2020, FDR4 Feb 2021 and FDR5 Mar 2021.
- Current Forecast continues to show the shipping and delivery of the 1st car arriving to OMF in Tacoma in late July 2021. The second car will arrive approximately six weeks later in October 2021. Cars 3-5 are scheduled for delivery one per month from late October through January 2022. Conditional Acceptance testing for all 5 LRVs in Tacoma will be complete by March 2022.

Activity ID	Activity Name	Start	Finish	2021				2022		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3
BEC OCT 2020 Update		04-Dec-17 A	12-Jul-22							
05945-NTP	Tacoma NTP	04-Dec-17 A								
Kick Off/Schedule Creation		17-Apr-19 A	17-Apr-19 A							
Engineering - Tacoma		04-Dec-17 A	12-Jul-22							
CDRL Submittals - Tacoma		01-Jan-18 A	13-Sep-21							
Ordering of Subsystems and Components		02-Nov-20	19-Feb-21							
05945-A4910	Materials Procurement	02-Nov-20	19-Feb-21							
MANUFACTURING/ TESTING		21-Mar-18 A	03-Mar-22							
Component/System Type Tests		17-Dec-18 A	10-Mar-21							
First Article Inspections		21-Mar-18 A	13-Sep-21							
Hold Point Inspections		02-Feb-21	17-Dec-21							
Car 1		02-Nov-20	07-Oct-21							
Car 2		02-Nov-20	17-Nov-21							
Car 3		02-Nov-20	13-Dec-21							
Car 4		02-Nov-20	18-Jan-22							
Car 5		02-Nov-20	03-Mar-22							
SOUNDTRAN SIT PAYMENT MILESTONES		02-Jul-18 A	12-Jul-22							
Brookville Contract Milestones		04-Dec-17 A	12-Jul-22							



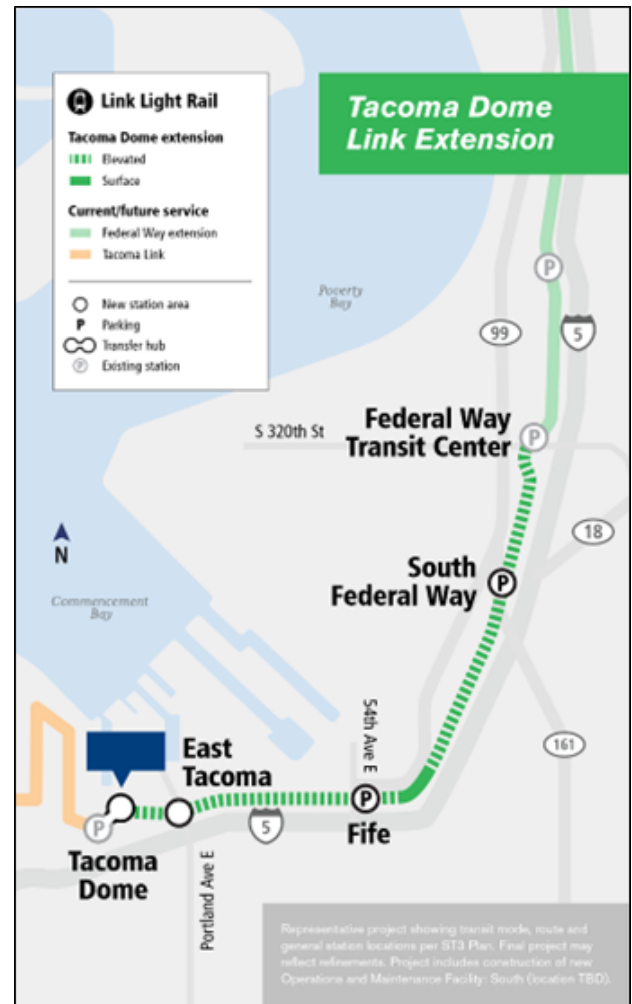
# Link Light Rail

## Tacoma Dome Link Extension

### Project Summary

#### Scope

<b>Limits</b>	Federal Way Transit Center to South Federal Way, Fife, East Tacoma, and Tacoma Dome
<b>Alignment</b>	The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.
<b>Stations</b>	South Federal Way, Fife, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)
<b>Systems</b>	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
<b>Phase</b>	Planning: Alternative Development
<b>Budget</b>	\$125.7 Million for Preliminary Engineering Phase 1—Alternative Development
<b>Schedule</b>	Revenue Service: Open for Service date will depend on Board direction from realignment process.



Map of Tacoma Dome Link Extension.

### Key Project Activities

- Began planning for TDLE Value Engineering workshops.
- Held monthly meeting with Tacoma via virtual conference.
- Briefed property owners for TDLE and OMF South virtually.

## 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 monthly expenditure is slightly more than planned budget. Although PE cost was gradually rising in the first quarter, it is declining moderately after submitting 10% design by the Consultant and bringing the current forecast on track to complete this phase within the authorized budgeted amount.

### 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	\$9.9	\$9.8	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$47.4	\$27.8	\$87.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$5.8	\$1.6	\$0.6	\$5.8	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$6.0	\$0.4	\$0.0	\$6.0	\$0.0
<b>Total</b>	<b>\$125.7</b>	<b>\$59.3</b>	<b>\$38.2</b>	<b>\$125.7</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Construction Subtotal (10 - 50)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
60 Row, Land	\$5.0	\$0.4	\$0.0	\$5.0	\$0.0
80 Professional Services	\$110.9	\$58.9	\$38.2	\$110.9	\$0.0
90 Unallocated Contingency	\$9.8	\$0.0	\$0.0	\$9.8	\$0.0
<b>Total (10 - 90)</b>	<b>\$125.7</b>	<b>\$59.3</b>	<b>\$38.2</b>	<b>\$125.7</b>	<b>\$0.0</b>

# Link Light Rail Tacoma Dome Link Extension



## Risk Management

The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. 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 Q3 2020 risk review workshop was held in September 2020. The following are the top project wide risks:

- Reduced revenue as a result of COVID-19 may impact schedule and cost.
- Impacts to partners due to COVID-19 pose potential schedule risk.
- Puyallup Tribe may take longer than planned to provide cultural resources and/or fisheries, storm-water mitigation approvals.
- Contaminated soil and/or groundwater maybe discovered during TDLE and OMF South construction, resulting in increased costs.
- Construction barges on the Puyallup River limiting construction window during fishing period increases schedule and cost.
- ST funding authorization reduced by voters or legislation may result in insufficient local funds, e.g. bill 976.
- Complication to cross the Puyallup River due to cultural, geo-technical, structural, or ROW.
- OMF South may not be built in time for ST3 vehicle schedule.

## 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 October 31, 2020. At this time the project is estimating approximately 11 months of delay to the DEIS being published due to stakeholder reviews which can be associated with COVID-19 related impacts. These delays have the potential to impact the overall project schedule and are being assessed by the ST Board.

The project is forecasting a new completion of the Draft Environmental Impact Statement in Q1 2022.

Activity Name	Start	Finish	2021					2022
			Q4	Q1	Q2	Q3	Q4	Q1
<b>Tacoma Dome Link Extension - Oct 2020</b>	22-May-17 A	30-Dec-21						
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A						
Alternative Analysis Procurement	22-May-17 A	05-Jan-18 A						
Conceptual Engineering - (Phase II)	05-Aug-18 A	30-Dec-21						
Tacoma Dome Link Extension - Phase 2 - UPDATE - DD: 20201031	05-Aug-19 A	05-Aug-19 A						
Task 1.10 Phase 3 Scope of Work and Fee	28-May-21	08-Jul-21						
Task 2 Jurisdictional and Tribal Coordination and Agreements	05-Aug-19 A	30-Dec-21						
Task 3 Engineering	05-Aug-19 A	24-Jun-21						
Task 4 Station Planning and Conceptual Design	08-Apr-21	24-Jun-21						
Task 5 Preparation of TDLE Draft Environmental Impact Statement	05-Aug-19 A	30-Dec-21						
Task 6 External Engagement	05-Aug-19 A	30-Dec-21						
Task 7 Cost Estimating, Construction Planning and Value Engineering Support	05-Aug-19 A	30-Dec-21						
Task 8 GIS and Graphics	05-Aug-19 A	30-Dec-21						
Task 10 Supplemental Services	05-Aug-19 A	30-Dec-21						
Task 12 - Optional Tasks-1	14-Dec-20	24-Mar-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 still showing an approximately 5 months of delay of the DEIS being published due to stakeholder reviews which can be 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.

At the time of this report the October schedule had not been submitted. Below is the summary schedule as of September 30, 2020.

The project will complete the Draft Environmental Impact Statement in Q1 2021 and conceptual engineering in Q3 2021.

Activity Name	Start	Finish	2021					2022
			Q4	Q1	Q2	Q3	Q4	Q1
OMF South - Monthly Update Oct 2020	02-Apr-19 A	31-Dec-21						
Project Milestones	04-Feb-21	27-May-21						
DEIS Publication		04-Feb-21	◆					
DEIS Comment Summary Report		22-Apr-21*	◆					
ST Board Action (4th Thursday of the month)		27-May-21*	◆					
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A						
Conceptual Engineering - (Phase II)	03-Jul-19 A	04-Aug-21						
Preliminary Engineering - (Phase III)	26-Jan-21	31-Dec-21						
ROW ( Phase IV)	09-Apr-21	09-Dec-21						
Third Party - BPA Relocation	31-Aug-20	29-Oct-21						

## 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 and construction.

Activity Name	Start	Finish	2021					2022		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>OMF South - Monthly Update Oct 2020</b>	30-Apr-18 A	09-Mar-22								
<b>Key Milestones</b>	27-May-21	07-Jan-22								
<b>Alternative Analysis - (Phase I)</b>	30-Apr-18 A	03-Jul-19 A								
<b>Conceptual Engineering - (Phase II)</b>	03-Jul-19 A	04-Aug-21								
<b>Preliminary Engineering - (Phase III)</b>	10-Feb-21	09-Mar-22								

# Link Light Rail Tacoma Dome Link Extension



## Community Outreach

- TDLE – Provided a briefing to the Asia Pacific Cultural Center (Virtual meeting on 10/2)
- TDLE/OMFS – Participated in the Thursday Thoughts event hosted by the Federal Way Black Collective (Virtual meeting on 10/2)
- TDLE – Provided a briefing to the Puyallup Watershed Initiative (Virtual meeting on 10/8)
- TDLE – Provided a briefing to the Tacoma Area Commission on Disabilities (Virtual meeting on 10/9)
- TDLE – Participated in the monthly Eastside Collaborative meeting (Virtual meeting on 10/14)
- TDLE – Participated in the monthly New Tacoma Neighborhood Council meeting (Virtual meeting on 10/14)
- TDLE – Provided a briefing to the Multi-Service Center during their monthly staff meeting (Virtual meeting on 10/15)
- TDLE – Provided a briefing to the Transit Oriented Development Advisory Group (Virtual meeting on 10/19)
- TDLE – Provided a briefing to the Tacoma Transportation Commission (Virtual meeting on 10/21)
- TDLE – Participated in the Fife Library virtual story time event (Virtual meeting on 10/23)
- TDLE – Provided a briefing to the Bicycle Pedestrian Technical Advisory group (Virtual meeting on 10/16)
- TDLE – Provided a follow-up briefing to the Asia Pacific Cultural Center (Virtual meeting on 10/29)
- TDLE – Hosted a listening session for the residents of the Salishan Association (Virtual meeting on 10/29)

## Staffing Summary

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

Project has planned 81.3 average FTEs per month for the year 2020. ST staffing is projecting a negative variance as compared to planned FTE, and we are mitigating by utilizing consultants. Other factor causing consultants FTE to be higher than the average was their focus on producing 10% design deliverables for ST review.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	32.6	23.1	(9.5)
Consultants	48.7	47.5	(1.2)
TOTAL	81.3	70.6	(10.7)

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

## Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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# Link Light Rail

## Link Operations & Maintenance Facility: East

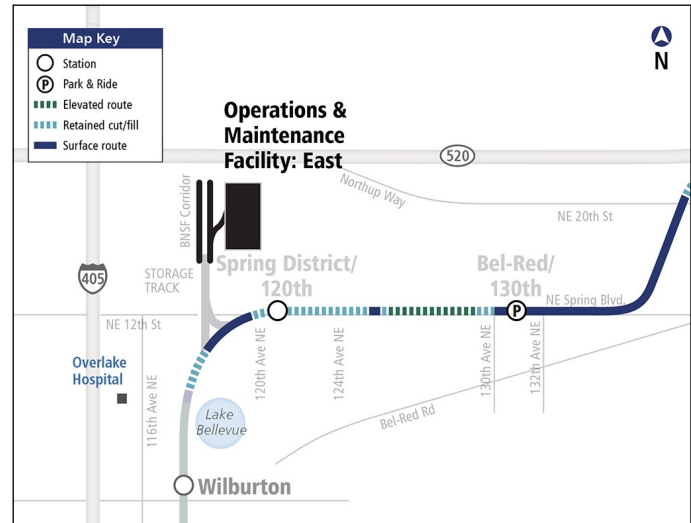
### Project Summary

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

**Phase** Proceed to Construction

**Budget** \$449.2 Million (Baselined July 2016)

**Schedule** Project Completion: December 2020



Map of OMF East Site

### Key Project Activities

- OMF East Building: Interior and exterior finishes continued; blackout shades installation, internal painting, tile floor cleaning/polishing, exterior metal paneling, removable guard rail installations, drywall punchlist resolution and crane installation.
- Maintenance of Way (MOW): Interior and exterior finishes continued: exterior metal paneling, ceramic wall tile and shower drain installation, continued internal interior window punchlist and sectional door support installations.
- Site Civil & Track Work: Continued track alignment corrections in ballasted tracks. OCS & Signals punchlist work, inspect section insulators, and ground testing. Punchlist work on vaults continued. Pouring concrete collars at drainage structures in all track areas.
- Systems: Repaired failed destination board grounds OCS clash of east bound contact wire and messenger wire dead-end. Performed hipot and meggar tests on E750 interface cables, TPSS internal punchlist items continued. Pulling traction power cables for E750 interface.
- Commissioning: Commissioning activities have begun at OMF East Building, MOW, and Yard.

### Closely Monitored Issues

- Monitoring commissioning and testing in support of project transition to Operations.
- Readiness of Operations to assume occupancy of the facilities.
- Late design changes to accommodate the Type 2 LRVs (Siemens) that impact certain OMF East shop interfaces.
- COVID-19 safety plan and requirements are being enforced and followed.
- Ethernet Switches timely arrival to the site for install has potential to impact System Integration Testing Schedule.
- Submittal of complete and acceptable as-built drawings.

### 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. This period's project's expenditure topped out at about \$2.9M. The total project cost incurred increased from approximately \$356.3M to \$359.2M. The primary cost drivers during this period on the OMF East project comes from the design build (construction) phase at \$2.2M or roughly 56% of the total monthly expenditures. The next cost driver in this period pertained to Construction Services expenditures at about \$376K.

### Cost Summary by Phase

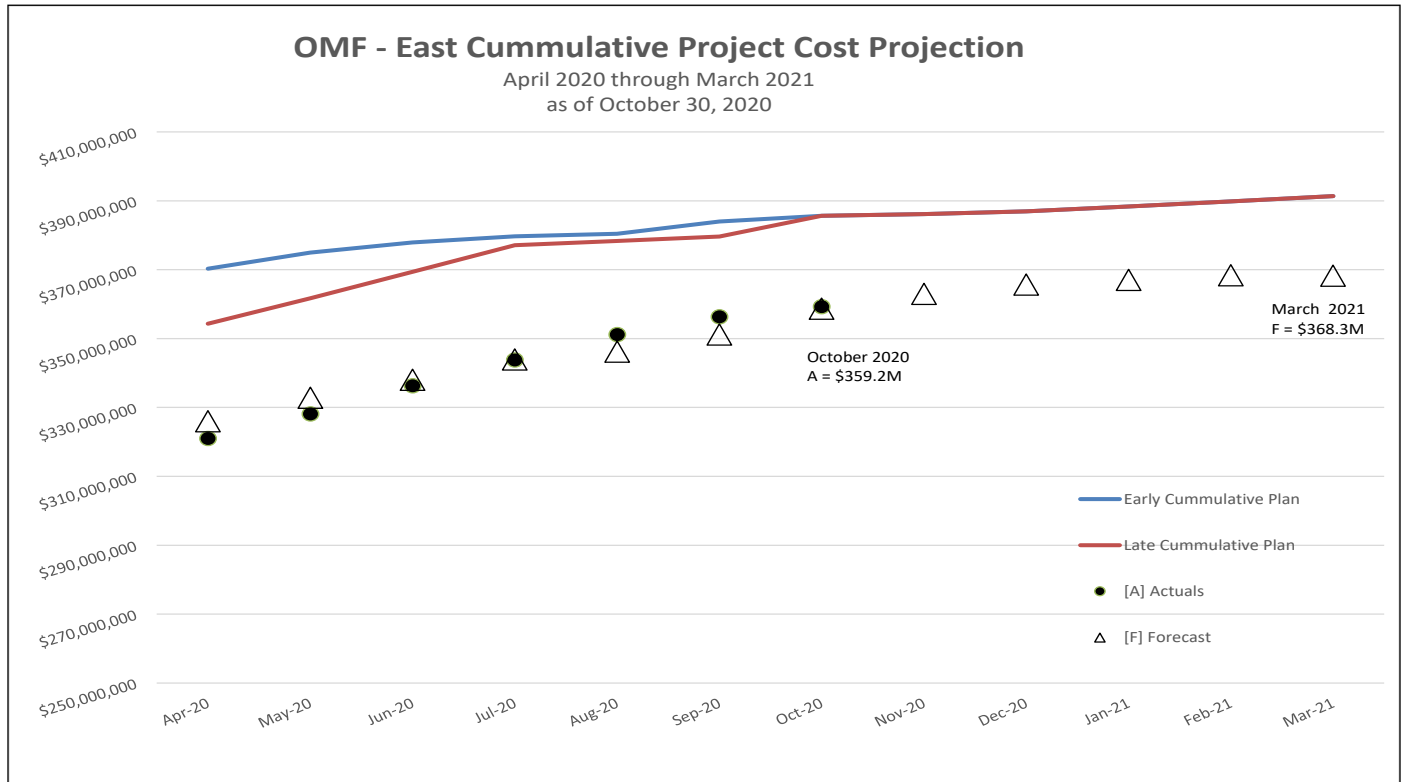
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$8.8	\$8.6	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$9.0	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.5	\$14.7	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$229.7	\$224.6	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
<b>Total</b>	<b>\$449.2</b>	<b>\$449.2</b>	<b>\$368.0</b>	<b>\$359.2</b>	<b>\$449.2</b>	<b>\$0.0</b>

### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$2.6	\$4.4	\$4.2	\$4.0	\$4.2	\$0.2
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$128.2	\$129.2	\$145.0	-\$9.0
40 Sitework & Special Conditions	\$43.6	\$48.5	\$41.2	\$37.7	\$43.6	\$4.9
50 Systems	\$43.0	\$41.6	\$39.7	\$37.7	\$39.5	\$2.0
<b>Construction Subtotal (10 - 50)</b>	<b>\$229.3</b>	<b>\$230.6</b>	<b>\$213.2</b>	<b>\$208.7</b>	<b>\$232.4</b>	<b>-\$1.8</b>
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$71.6	\$70.3	\$52.1	\$48.0	\$68.5	\$1.8
90 Unallocated Contingency	\$13.8	\$13.8	\$0.0	\$0.0	\$13.8	\$0.0
<b>Total (10 - 90)</b>	<b>\$449.2</b>	<b>\$449.2</b>	<b>\$368.0</b>	<b>\$359.2</b>	<b>\$449.2</b>	<b>\$0.0</b>

### 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 \$359.2M with Construction Phase at about 62% and Right-of-Way (ROW) phase at 29%. The project expenditure continues to trend a projection of \$368.3M by March of 2021 which is below the lower bounds of the late planned expenditures as shown in the graph below. The probability of the project to finish under the project budget of \$449.2M is high giving reason to the plateauing of the forecast curve shown below. That said, there continues to be considerable 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 has reached Risk Mitigation Milestone (RMS) 3, the completion of building enclosure and performed a Quantitative Risk Assessment (QRA). The QRA assessed the current risk profile and predicts with a high probability the project to complete on schedule and within budget. The current top actively managed risk areas are as follows:

- **Design:** Late changes made to scope by 3rd Parties and Operations impact the project at this stage.
- **Scope:** Scope Interfaces with E750 Systems when ELE has integrate OMF East with OMF Central through East Link.
- **Construction:** COVID-19 virus pandemic is a fluid situation and the impacts are difficult to assess at this stage.
- **Start Up:** As the project continues progress, the need coordination for testing, acceptance and commissioning with ST Operations is critical. The virus pandemic complicates the preparation and the execution of this phase of the project scope.

### 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 \$63.4M (previous period at \$64.2M).

**Design Allowance (DA):** N/A

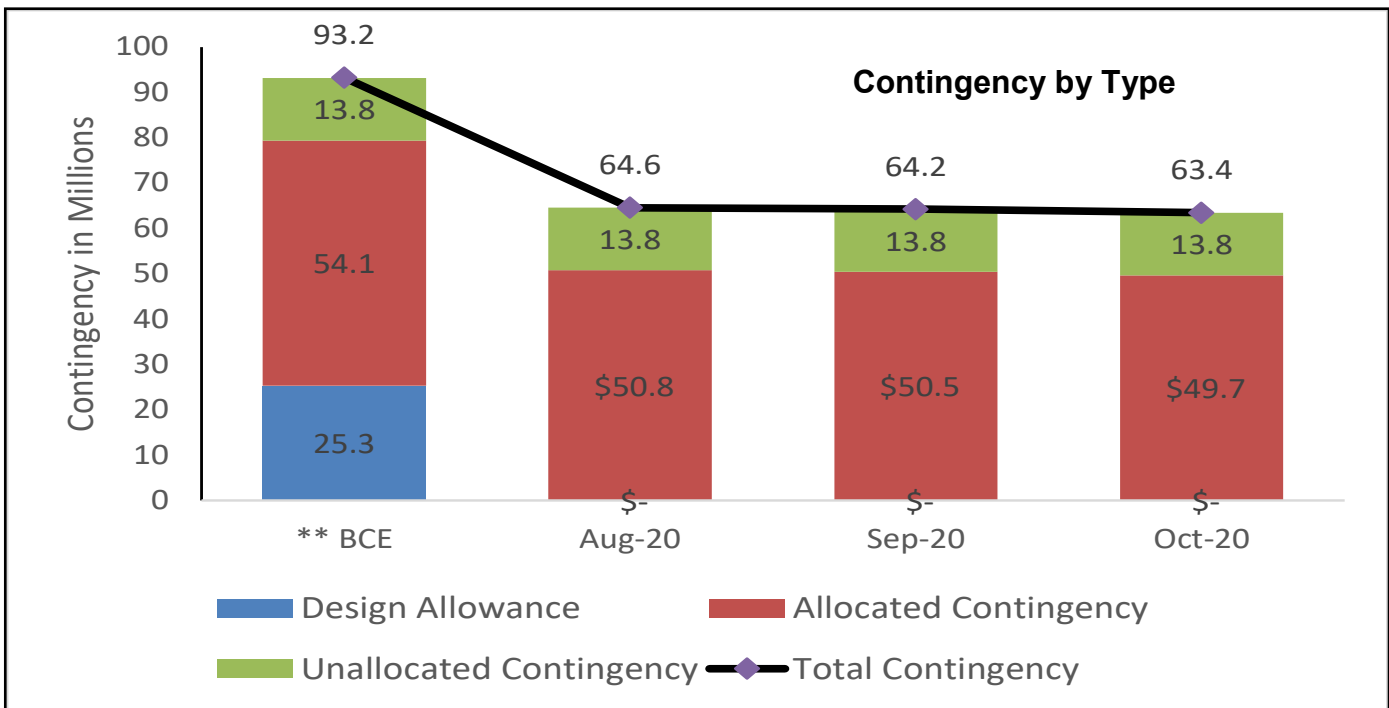
**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. Allocated contingency balance at the end of this period continues to be stable at \$49.7M (the previous period at \$50.5M). The approximately contingency 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%	\$ 49.7	55.2%
Unallocated Contingency	\$ 13.8	3.1%	\$ 13.8	15.3%
<b>Total</b>	<b>\$ 93.2</b>	<b>20.7%</b>	<b>\$ 63.4</b>	<b>70.5%</b>

*Table figures are shown in millions.*

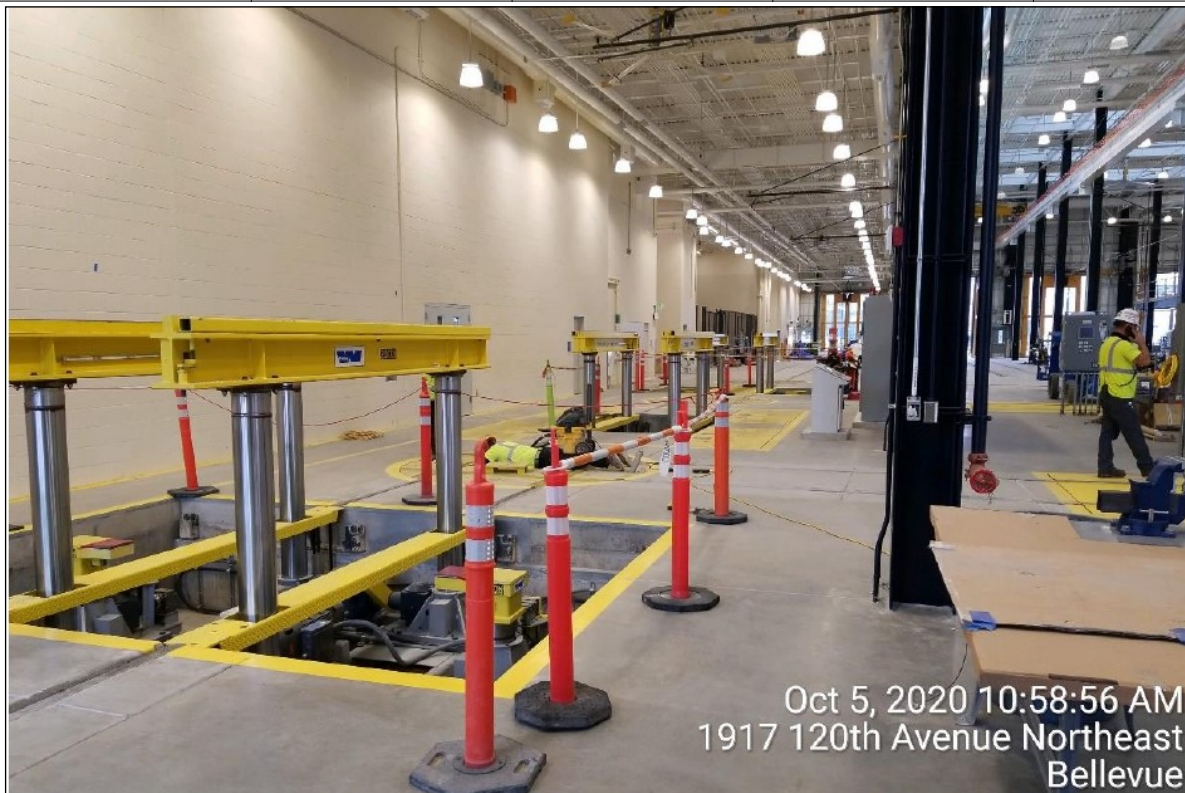
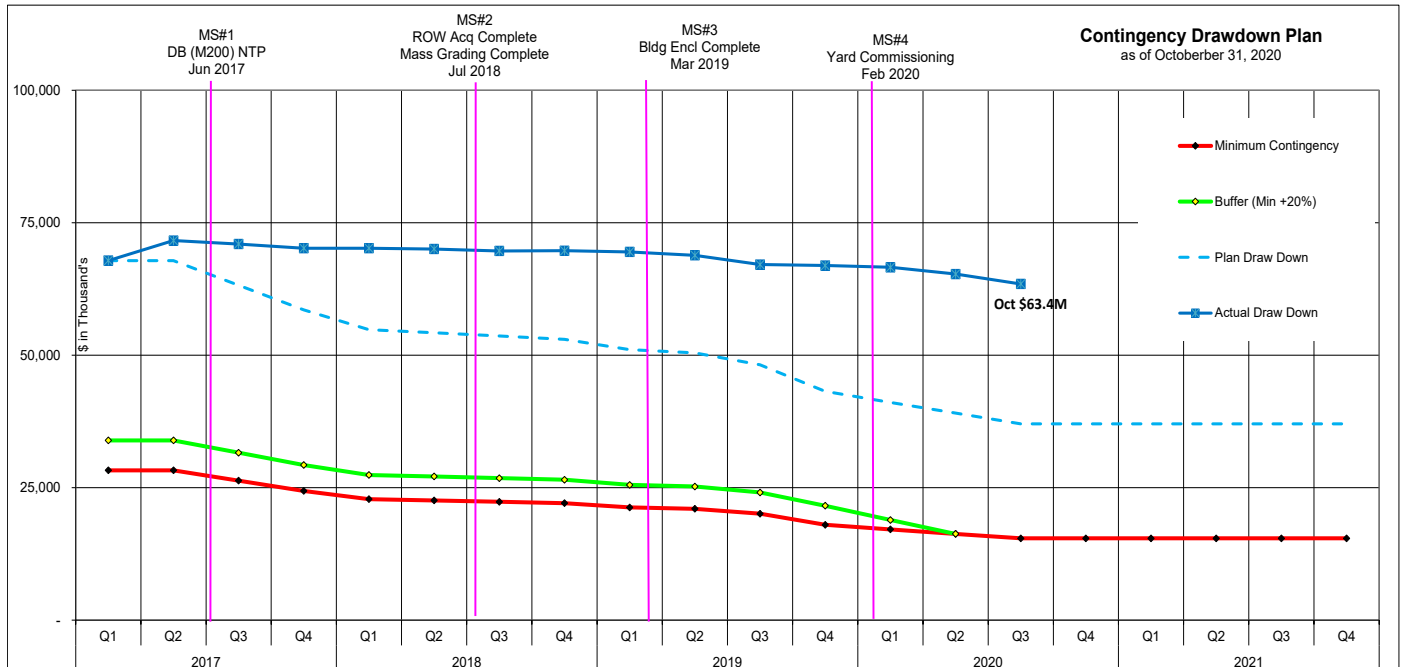


# Link Light Rail

## Link Operations & Maintenance Facility: East

### Contingency Drawdown

At the end of the Q3 2020, OMF East Project's total contingency drawdown plan is trending positively. Total contingencies balance is at approximate \$63.4M (previously quarter at \$64.2M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The next update will be at end of the Q4 2020. Risk Mitigation Milestone #3 was revised and met in Q4 2019.



*In-Floor Lift testing as part of commissioning of OMF*

### Project Schedule

The schedule for OMF East is now entirely within the M200 contract, which is presented below. Critical work has been completed and commissioning and testing are underway. ST requested two changes earlier this year, which added some design, procurement, and construction that will likely push out project completion to late December. The contractor has provided a schedule (shown below) which shows how all remaining commissioning and testing can be completed in parallel with these design changes to preserve Sound Transit's baselined completion target for the project.

Activity Name	Start	Finish	Q4	Q1
<b>Sound Transit</b>	19-Jun-17 A	26-Mar-21		
<b>Sound Transit 2</b>	19-Jun-17 A	26-Mar-21		
<b>East Corridor</b>	19-Jun-17 A	26-Mar-21		
<b>Operating Facilities - East</b>	19-Jun-17 A	26-Mar-21		
<b>LINK Operations &amp; Maintenance Facility: East</b>	19-Jun-17 A	26-Mar-21		
Link OMFE - Construction	19-Jun-17 A	26-Mar-21		
M200 - Link OMFE - Design/Build Contract	19-Jun-17 A	26-Mar-21		
<b>M200 Construction</b>	19-Jun-17 A	26-Mar-21		
Preconstruction & Administration	19-Jun-17 A	23-Dec-20		
Milestones	19-Jun-17 A	23-Dec-20		
Contractual Milestones	19-Jun-17 A	23-Dec-20		
Milestone 1 - Substantial Completion	19-Jun-17 A	23-Dec-20		
Notice to Proceed (6/19/2017)	19-Jun-17 A			
Milestone 1 Extension - RFC 049 (Mezzanine Changes)	07-Oct-20 A	23-Dec-20		
Milestone 1 - Substantial - Scheduled		23-Dec-20		
Milestone 1 - Contractual (1196 CD after NTP +9 CO 038)		23-Dec-20*		
Design	19-Jun-17 A	31-Mar-20 A		
Submittals & Procurement	12-Dec-17 A	23-Dec-20		
Construction	19-Jun-17 A	26-Mar-21		
Mobilization & Early Sitework	19-Jun-17 A	22-Oct-20 A		
Maintenance & Shop Building	23-Jul-18 A	20-Nov-20		
Maintenance of Way Building	22-Jan-19 A	02-Oct-20 A		
Ancillary Structures	08-Jul-19 A	18-Nov-20		
Trackwork	13-Jul-18 A	25-Nov-20		
Site Surfacing & Finishes	01-Nov-18 A	02-Oct-20 A		
Project Closeout	01-Apr-18 A	26-Mar-21		
Link OMFE - Project Completion	23-Dec-20	23-Dec-20		
Link OMFE - Project Closeout	23-Dec-20	23-Dec-20		
Project Float	23-Dec-20	23-Dec-20		
Project Completion (Baseline 23-Dec-20)		23-Dec-20*		

### Critical Path Analysis

The critical path this month runs through the mezzanine plate and fall gate change order work, and then through final commissioning and LEED certification.

Activity Name	Start	Finish	Q4	Q1
<b>Link OMFE - Construction</b>	26-Oct-20 A	31-Mar-21		
<b>M200 Construction</b>	26-Oct-20 A	31-Mar-21		
<b>Preconstruction &amp; Administration</b>	27-Mar-21	31-Mar-21		
Milestones	27-Mar-21	31-Mar-21		
Two Year Energy Performance Guarantee	27-Mar-21	31-Mar-21		
LEED Certification Performance Guarantee	27-Mar-21	31-Mar-21		
<b>Construction</b>	18-Dec-20	26-Mar-21		
Project Closeout	18-Dec-20	26-Mar-21		
<b>Commissioning</b>	18-Dec-20	26-Mar-21		
Commissioning Administration	06-Jan-21	26-Mar-21		
OMF Building	18-Dec-20	05-Jan-21		
MOW Building	18-Dec-20	05-Jan-21		
<b>Change Orders</b>	26-Oct-20 A	17-Dec-20		
CO TBD - Mezzanine Plate and Gate Changes	26-Oct-20 A	17-Dec-20		
CNRFP 047 Mezzanine Plates	26-Oct-20 A	17-Dec-20		
<b>Link OMFE - Project Completion</b>				



# Link Light Rail

## Link Operations & Maintenance Facility: East

### Community Outreach

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

### Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through October of 2020. Utilization of consultants are dependent on the level of effort and the sequence of construction events, 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	13.2	9.7	(3.5)
Consultants	12.3	19.0	6.7
TOTAL	25.5	28.7	3.2

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



OCS Pantograph security check as part of Systems Integration Testing processes

### Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

### Construction Safety

Data/ Measure	October 2020	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	3	9
Days Away From Work Cases	0	1	3
Total Days Away From Work	0	5	36
First Aid Cases	0	9	17
Reported Near Mishaps	0	11	27
Average Number of Employees on Worksite	80	-	-
<b>Total # of Hours (GC &amp; Subs)</b>	14,000	259,949	582,584
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	2.31	3.09
LTI Rate	0.00	0.77	1.03
Recordable National Average	<b>3.00</b>		
LTI National Average	<b>1.20</b>		
Recordable WA State Average	<b>6.00</b>		
LTI WA State Average	<b>1.90</b>		

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

# Link Light Rail

## Link Operations & Maintenance Facility: East

### Contract M200 - OMF East Design Build

#### Current Progress

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

**Construction:**

- *OMF East Building:* Interior and exterior finishes continued; blackout shades installation, internal painting, tile floor cleaning/polishing, exterior metal paneling, removable guard rail installations, drywall punch list resolution and crane installation.
- *Maintenance of Way (MOW):* Interior and exterior finishes continued: exterior metal paneling, ceramic wall tile and shower drain installation, continued internal interior window punch list and sectional door support installations.
- *Systems:* Repaired failed destination board grounds OCS clash of east bound contact wire and messenger wire dead-end. TPSS internal punchlist items continued. Pulling traction power cables for E750 interface.
- *Site Civil & Track Work:* Continued track alignment corrections in ballasted tracks. OCS & Signals punch list work, inspect section insulators, and ground testing. Punch list work on vaults continued. Pouring concrete collars at drainage structures in all track areas.

#### Next Period's Activities

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

- OMF East Building: External and internal finishes continue.
- MOW Building: External and internal finishes continue.
- Systems: Signals testing and punch list items.
- Site Civil & Track Work: Track survey, track alignment corrections, and punch list items.

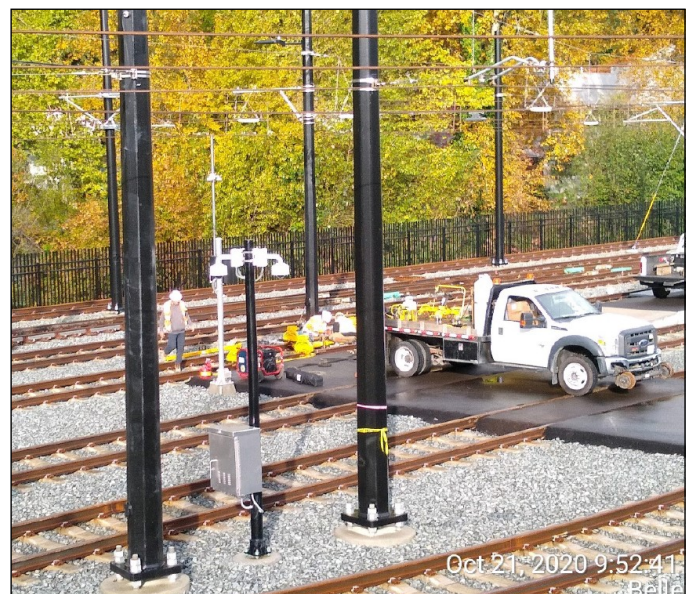
#### Closely Monitored Issues

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

#### Cost Summary

Present Financial Status	Amount
<b>M200 Contractor – Hensel Phelps</b>	
Original Contract Value	\$218,912,000
Change Order Value	\$8,029,706
Current Contract Value	\$226,941,706
Total Actual Cost (Incurred to Date)	\$222,276,404
Percent Complete	97.77%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$8,029,706
*Contingency Index	2.5

\*Excludes Betterments



Track Work Welding Operations.

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# Link Light Rail Light Rail Vehicle Fleet Expansion

## Project Summary

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



*Siemens' LRV on test track.*

## Key Project Activities

- Progressed safety certifiable items, critical Field Modification Items (FMI), operations requirements and ongoing qualification testing prior to the Conditionally Acceptance (CA) of the 1st Light Rail Vehicle (LRV) is planned to occur in the 1st Quarter 2021.
- Car # 201, 258, 259 & 260 were delivered in October 2020. Car 204 was returned to Sacramento, CA for cab mask replacement.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.
- Ongoing operational conformance checks prior to the first LRV ready for revenue service are 89% completed.
- Held Sound Transit – Siemens special tools and spare parts coordination meetings.
- Held October 2020's monthly Safety & Security Certification Review Subcommittee (SSCRS) meeting.



*Delivery of Car 259 at OMF Central, Seattle, WA*



*Car 265 on Test Pit at Sacramento, CA*

### Closely Monitored Issues

- Operation and Maintenance Facility (OMF) Central yard LRV storage capacity continues to be an issue. The timeframe for this concern remained in the 1st Quarter of 2021; LRVs delivery and transportation plan between OMF Central and OMF East has been established and closely monitor.
- Reducing number of documents on Certifiable Items List (CIL) pending approval: Design (7.25%), Qualification (56%).
- Manufacturer has reported 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 \$245.1M to which a majority of the cost is attributed to the vehicles phase of \$233.3M. The current period expenditure is \$4.5M mainly from light rail vehicles of \$4.1M comprised mainly of vehicles production milestone payments to Siemens. The other incurred cost was mostly attributed from engineering and inspection of \$148.1K and staff costs of \$166.2K.

#### Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.6	\$9.6	\$4.0	\$3.8	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$7.9	\$18.0	\$0.0
Vehicles	\$713.1	\$713.1	\$652.7	\$233.4	\$713.1	\$0.0
<b>Total</b>	<b>\$740.7</b>	<b>\$740.7</b>	<b>\$671.8</b>	<b>\$245.1</b>	<b>\$740.7</b>	<b>\$0.0</b>

#### Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
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	\$706.3	\$706.3	\$666.0	\$241.0	\$704.5	\$1.8
80 Professional Services	\$8.2	\$8.2	\$5.8	\$4.1	\$10.0	(\$1.8)
90 Contingency	\$26.2	\$26.2	\$0.0	\$0.0	\$26.2	\$0.0
<b>Capital Total (SCC 10 - 90)</b>	<b>\$740.7</b>	<b>\$740.7</b>	<b>\$671.8</b>	<b>\$245.1</b>	<b>\$740.7</b>	<b>\$0.0</b>

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



# Link Light Rail Light Rail Vehicle Fleet Expansion



## Risk Management

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

The project's qualitative risk register reflects Q4 2019. The 2020 update is being coordinated. There are no changes to the current top risk as listed below based on the last update:

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

## Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$64.3M or about 14.9% of remaining work in the project.

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

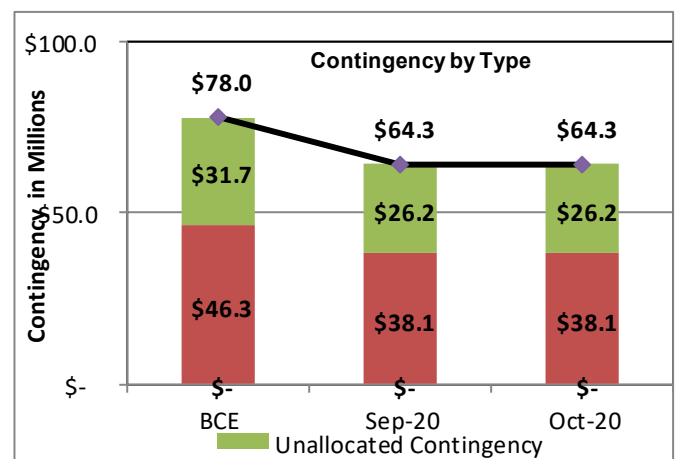
**Allocated Contingency (AC)** is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The AC for October remained unchanged at \$38.1M.

**Unallocated Contingency (UAC)** is used to address general project-wide cost risks and uncertainties. The UAC for October remained unchanged at \$26.2M.

### 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%	\$ 38.1	8.8%
Unallocated Contingency	\$ 31.7	4.3%	\$ 26.2	6.1%
<b>Total</b>	<b>\$78.0</b>	<b>10.7%</b>	<b>\$ 64.3</b>	<b>14.9%</b>

### 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 October 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 July of 2021. Northgate Link Pre-Revenue Service is also now trending towards an April 2021 start. A recovery schedule has been presented by Siemens to address conditional acceptance delays and is currently being implemented and monitored closely

Activity Name	Start	Finish																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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### LRV Delivery and Testing Progress as of October 31, 2020

LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service
Planned	48	48	35	35
Actual	25	25	0	0

### Critical Path Analysis

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

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

# 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 October 2020. The variance between the planned ST Staff and the YTD Actual ST Staff is 3.4. 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	6.1	(3.4)
Consultants	7.8	8.6	0.8
TOTAL	17.3	14.7	(2.6)

\* 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 this period.	

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# Progress Report

## **Sounder Program**

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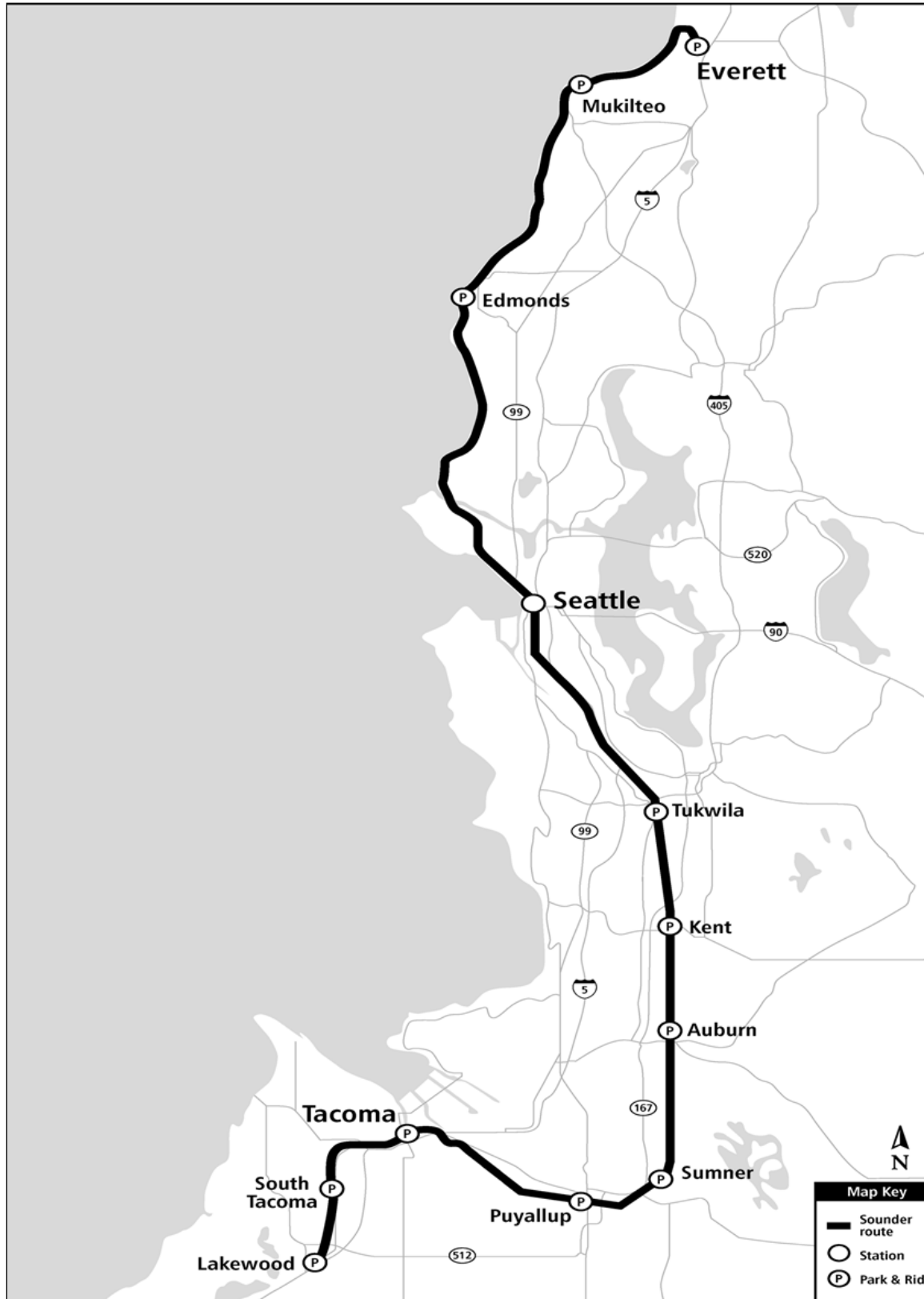


Sounder trains travel between Lakewood and Seattle with regular runs weekday morning and afternoons. Sounder also serves select major weekend events such as Mariners, Sounders, and Seahawk games.

October | 2020



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



*Sounder Commuter Rail Routes*



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

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

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

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

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

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

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

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# Sounder Commuter Rail Program Overview



## Program Budget

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

SOUNDER	Authorized Allocation	Commitment To Date	Incurred to Date	Forecast to Complete	Estimated Final Cost	Authorized Allocation vs EFC
AUBURN STATION ACCESS IMPRVMT	\$11.4	\$4.6	\$4.0	\$6.8	\$11.4	\$0.0
EDMONDS & MUKILTEO STN P&A IMP	\$2.5	\$0.9	\$0.9	\$1.6	\$2.5	\$0.0
KENT STATION ACCESS IMPRVMTS	\$15.6	\$5.1	\$4.3	\$10.5	\$15.6	\$0.0
PUYALLUP STATION IMPROVEMENTS	\$79.1	\$69.0	\$24.8	\$10.1	\$79.1	\$0.0
SOUNDER MAINTENANCE BASE	\$12.9	\$10.6	\$9.7	\$2.4	\$12.9	\$0.0
SOUNDER SOUTH CAPACITY EXPN	\$3.6	\$3.3	\$2.5	\$0.2	\$3.6	\$0.0
SUMNER STATION IMPROVEMENTS	\$17.8	\$16.0	\$10.6	\$1.8	\$17.8	\$0.0
<b>Total SOUNDER</b>	<b>\$142.9</b>	<b>\$109.6</b>	<b>\$56.8</b>	<b>\$33.4</b>	<b>\$142.9</b>	<b>\$0.0</b>

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				
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
◆ Sound Transit	01-May-15	12-Apr-22										
◆ Sound Transit 2	01-May-15	12-Apr-22										
◆ South Corridor	01-May-15	12-Apr-22										
◆ Sounder Commuter Rail - South	01-May-15	12-Apr-22										
◆ Station Access - South	01-May-15	12-Apr-22										
◆ S300017-Puyallup Station Access Improvements - DB	01-May-15	12-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

<b>Scope</b>	<p>The purpose of the project is to improve parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.</p> <p>Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.</p>
<b>Phase</b>	Conceptual Engineering and Environmental Review
<b>Budget</b>	\$11.4 Million
<b>Schedule</b>	Open for Service date will depend on ST Board direction from realignment process.



*Improving access to Sounder Auburn Station*

## Key Project Activities

- Project team continued development of an agreement to provide funding to the City of Auburn for traffic mitigation and continues to address City's comments on the conceptual engineering design.
- Project team also continued development of an agreement to provide funding to WSDOT for traffic mitigation.

## Project Cost Summary

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

This period expenditures increased by \$66K. The incurred cost increased from \$3.92M to \$3.99M. 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	\$1.6	\$1.4	\$1.4	\$1.6	\$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	\$0.0	\$0.0	\$2.0	\$0.0
3rd Party Agreements	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$3.8	\$0.4	\$0.1	\$3.8	\$0.0
<b>Total</b>	<b>\$11.4</b>	<b>\$4.6</b>	<b>\$4.0</b>	<b>\$11.4</b>	<b>\$0.0</b>

### 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 September 2020. The team will review and revise the register on a quarterly basis, the next risk register update is scheduled for December 2020.

### 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 with the Sound Transit Phase Gate 3: Enter Design and Construction currently on hold. The project's Threat Vulnerability Assessment (TVA) was performed in July 2020. Phase Gate 3—Enter Design & Construction, is currently planned for December 2020.

During the September 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. 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.” Approval to issue Design-Build Procurement RFQ and Baselineing will not occur until after Project Requirements are developed and 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.

Activity ID	Activity Name	Start	Finish	2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit		24-Feb-16 A	28-Sep-25												
Sound Transit 2		24-Feb-16 A	28-Sep-25												
South Corridor		24-Feb-16 A	28-Sep-25												
S300040 -Auburn Station Access Improvements - DB M		24-Feb-16 A	28-Sep-25												
Alternative Analysis (Phase I)		24-Feb-16 A	15-Nov-17 A												
Conceptual Engineering (Phase II)		22-Mar-18 A	19-May-21												
Preliminary Engineering (Phase III)		13-Dec-18 A	23-Sep-21												



# Sounder Commuter Rail Auburn Station Parking & Access Improvements



## Community Outreach

- 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 October was focused on advancing the development of a funding agreement for traffic mitigation with the City of Auburn and with WSDOT.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.6	2.2	(3.4)
Consultants	2.3	0.7	(1.6)
TOTAL	7.9	2.9	(5.0)

\* 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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# Sounder Commuter Rail Edmonds and Mukilteo Station Parking & Access Improvements



## Project Summary

### Scope

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

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

### Phase

Planning—Phase 1: Project Definition and Screening

### Budget

\$2.5 Million (Phase 1)

### 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.

This period expenditures increased by \$6.7K due to ST staff costs.

### 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	\$1.3	\$0.5	\$0.5	\$1.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
<b>Total</b>	<b>\$2.5</b>	<b>\$0.9</b>	<b>\$0.9</b>	<b>\$2.5</b>	<b>\$0.0</b>

## 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.

ActivityID	ActivityName	Start	Finish	2020			2021			
				Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>S00087 - Edmonds &amp; Mukilteo Stations Parking and Access</b>		08-Jan-18 A	05-May-23							
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	5.7	0.8	(4.9)
Consultants	4.0	0.3	(3.7)
TOTAL	9.7	1.1	(8.6)

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

## Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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# Sounder Commuter Rail

## Kent Station Parking & Access Improvements



### Project Summary

<b>Scope</b>	<p>The purpose of the project is to improve parking and access to the existing Kent Sounder Station for Sounder riders, bicyclists, bus riders, and drivers.</p> <p>Project includes alternatives identification, screening environmental documentation, design, and construction of station parking and access improvements at or around Kent Station.</p>
<b>Phase</b>	Conceptual Engineering and Environmental Review complete.
<b>Budget</b>	\$15.6 Million
<b>Schedule</b>	Open for Service date will depend on ST Board direction from realignment process.



*Improving access to Sounder Kent Station*

### Key Project Activities

- Project team continued to advance the Development Agreement with the City of Kent.
- Project team continued work to advance a funding agreement with King County Metro for a bus layover area and electric charging stations.

### Project Cost Summary

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

This period expenditure increased by \$63K. The incurred cost increased from \$4.25M to \$4.31M. 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	\$1.7	\$1.5	\$1.5	\$1.7	\$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	\$0.0	\$0.0	\$2.0	\$0.0
3rd Party Agreements	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$7.9	\$0.5	\$0.2	\$7.9	\$0.0
<b>Total</b>	<b>\$15.6</b>	<b>\$5.1</b>	<b>\$4.3</b>	<b>\$15.6</b>	<b>\$0.0</b>

### 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 October 2020. The following are the top project wide risks:

- Real Estate: One of the key acquisitions contain operational concerns. Property owner owns more than one property that are "linked" that may also need to be acquired.
- 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 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. The project’s Threat Vulnerability Assessment (TVA) was completed in July 2020.

During the September 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. Paperwork with HNTB for signature. This will help project continue to pursue “shovel ready.” Approval to issue Design-Build Procurement RFQ and Baselineing will not occur until after Project Requirements are developed and 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.

Activity ID	Activity Name	Start	Finish	2019					2020				2021			
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
Sound Transit		24-Feb-16 A	26-Aug-21													
Sound Transit 2		24-Feb-16 A	26-Aug-21													
South Corridor		24-Feb-16 A	26-Aug-21													
S300035 - Kent Station Access Improvements - DB Maste		24-Feb-16 A	26-Aug-21													
Alternative Analysis (Phase I)		24-Feb-16 A	15-Nov-17 A													
Conceptual Engineering (Phase II)		22-Mar-18 A	04-Jun-21													
Preliminary Engineering (Phase III)		13-Dec-18 A	26-Aug-21													

# Sounder Commuter Rail

## Kent Station Parking & Access Improvements



### Community Outreach

- 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 October was focused on the review of the Development Agreement with the City of Kent and Funding Agreement with King County Metro. Work advanced on the review of the Development Agreement with the City of Kent and Funding Agreement with King County Metro.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.5	2.8	(2.7)
Consultants	3.8	0.7	(3.1)
TOTAL	9.3	3.5	(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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# 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 project design as well as Mobilization and Demolition activities.

### Project Cost Summary

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

This period expenditures increased by \$1.2M. The incurred cost increased from \$23.6M to \$24.8M. This period's costs are attributed to property acquisition and relocation, staff costs, construction management services and \$0.7M for the Design Build construction contract.

#### Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$2.7	\$2.7	\$4.6	\$0.0
Preliminary Engineering	\$2.7	\$2.6	\$2.5	\$2.9	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$5.1	\$4.6	\$1.5	\$5.2	\$0.0
3rd Party Agreements	\$0.3	\$0.1	\$0.0	\$2.2	\$0.0
Construction	\$60.2	\$52.8	\$11.9	\$58.4	\$0.0
ROW	\$6.2	\$6.3	\$6.2	\$5.6	\$0.0
<b>Total</b>	<b>\$79.1</b>	<b>\$69.0</b>	<b>\$24.8</b>	<b>\$79.1</b>	<b>\$0.0</b>

### 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 November 2020. The following are the top project wide risks:

- **Environmental – Inadvertent Discovery Plan (IDP).** The final IDP is currently in its 30-day Tribal review period. Due to COVID-19, Tribal staff is furloughed which will extend receiving approval to October 18, 2020. IDP is required before any deep excavation work may be performed by the Contractor.
- **Environmental – Contamination (Soil &/or Water).** 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 when they are approved to proceed with construction.

### Project Schedule

Sound Transit issued Notice to Proceed (NTP) to the Design-Build contractor Hensel Phelps in late March 2020. Negotiations with the City of Puyallup on the Development Agreement did have a significant impact on the Design-Build NTP date. Potential impacts to baselined Open for Service date continue to be evaluated by project team. Open For Service date may be delayed beyond February 2022.

Hensel Phelps' Baseline design-build schedule was approved August 2020. ROW acquisitions and related easements in support of the project are forecast to complete in advance of when needed to support construction activities. City of Puyallup approval of Street Vacation completed in August 2020. 3rd Ave NW has been closed. Out of the six Design Packages being developed by KPFF/Hensel Phelps, three are currently being developed to a 100% level while three are currently being developed to an IFC Level.

Project team continues evaluating re-sequencing work to mitigate risk to the extent possible of potential delay to deep excavation work due to furloughed Tribal staff impacting Tribal review and approval of Inadvertent Discovery Plan (IDP). IDP approval by FTA issued October 29, 2020. Sound Transit and Contractor continue to work with Burlington Northern Santa Fe (BNSF) railroad on agreement for the 5th Street crossing and also are continue working with PSE and Comcast regarding utility relocations. BNSF crossing agreements to execute a revised easement between the City and Burlington Northern Santa Fe to facilitate crossing improvements are planned to be brought to the Board for approval in November 2020. Hensel Phelps has various permits in with the City of Puyallup (CoP) for review and/or addressing CoP comments on permit submittals. Upcoming planned construction work in November, joint utility trench (JUT) and removal of underground storage tank (UST). The City issued the permit to HP to perform the 100% joint utility trench construction. This trench will include PSE, CenturyLink, and Comcast infrastructure. HP received comments from the City on the DP-1 civil permit. Comments are being incorporated and the revised permit package has been resubmitted to the City. The permit is expected to be issued by 11/6/20.

Activity ID	Activity Name	Start	Finish	2019				2020				2021				2022	
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		Q4
Sound Transit		01-May-15 A	12-Apr-22														
Sound Transit 2		01-May-15 A	12-Apr-22														
South Corridor		01-May-15 A	12-Apr-22														
Sounder Commuter Rail - South		01-May-15 A	12-Apr-22														
Station Access - South		01-May-15 A	12-Apr-22														
S300017-Puyallup Station Access Improvements - DB		01-May-15 A	12-Apr-22														
S300017-Puyallup Station Access Improvements - PE		01-May-15 A	20-Mar-19 A														
S300017-Puyallup Station Access Improvements - ROW		05-Jul-16 A	15-Feb-21														
S300017-Puyallup Station Access Improvements - Permits & Third Party Agreements		15-Jul-16 A	28-Jan-21														
S300017-Puyallup Station Access Improvements - Construction		17-Sep-18 A	12-Apr-22														
S300017-Puyallup Station Access Improvements - Project Completion		04-Jan-22	12-Apr-22														
S300017 - Puyallup Station Access and Improvements - Project Completion		04-Jan-22	12-Apr-22														
Post Construction		04-Jan-22	12-Apr-22														
Project Float		04-Jan-22	10-Feb-22														
Open For Service		10-Feb-22	10-Feb-22														
Transition to Operations		03-Feb-22	12-Apr-22														



# Sounder Commuter Rail

## Puyallup Station Access Improvements



### Community Outreach

- Distributed construction alerts on the closure of 3rd Ave NW, and on 5th Street NW utility work.
- Continued meeting with stakeholders and neighbors.
- Continued planning for fall online open house, scheduled for early November.

### 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 negotiations with the City and Property Owners, the previously forecasted Design Build Notice To Proceed (NTP) is delayed; resulting in a variance.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	5.7	0.7
Consultants	4.7	3.7	(1.0)
TOTAL	9.7	9.4	(0.3)
<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 this period.	

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# Sounder Commuter Rail Sounder Maintenance Base

## Project Summary

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

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

**Phase** Design and Construction

**Budget** \$12.9 Million

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



Sounder Maintenance Base Project Alignment

## Key Project Activities

- The Design Build Project Management (DBPM) consultant developed the initial design build project requirements, building program and other procurement documents. Phase 2 of the DBPM Contract is on hold pending realignment discussions.
- Continued utility coordination with Tacoma Power and Puget Sound Energy to relocate their utilities off Sound Transit's railroad right of way. Puget Sound Energy to start construction in December 2020.
- Board baseline action is on hold pending realignment discussions. Procurement will proceed after Board baseline.



Brake pads are replaced on a Sounder car.



Air filters are changed at the Sounder maintenance base in Seattle

## 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 \$78K. The incurred cost increased from \$9.59M to \$9.67M. 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	\$2.5	\$2.6	\$2.5	\$2.5	\$0.0
Preliminary Engineering	\$3.5	\$3.2	\$2.9	\$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	\$2.0	\$0.3	\$0.1	\$2.0	\$0.0
ROW	\$3.0	\$2.6	\$2.4	\$3.0	\$0.0
<b>Total</b>	<b>\$12.9</b>	<b>\$10.6</b>	<b>\$9.7</b>	<b>\$12.9</b>	<b>\$0.0</b>

## Risk Management

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

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

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

### Project Schedule

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

Sounder Maintenance Base initial draft Design/Build (D/B) Project Requirements (PR's) were completed in June 2020 and will be incorporated into the D/B Request For Qualifications (RFQ). Issuance of the D/B RFQ is currently on-hold. Approval of 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		
				Q	Q	Q	Q	Q	Q	Q	Q	Q
Sound Transit		01-Apr-13 A	26-Aug-21									
Sound Transit 2		01-Apr-13 A	26-Aug-21									
South Corridor		01-Apr-13 A	26-Aug-21									
S300004 - Sounder Maintenance Base - Design/Build MS (Master)		01-Apr-13 A	26-Aug-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	23-Jun-21									
Design Build Project Management Services +		01-Aug-18 A	30-Jun-20 A									
DBPM - Phase 1 - Const Services/Support - DB Project Req'ts (PRs)(Draft)/RF		01-Aug-18 A	30-Jun-20 A									

### Community Outreach

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

## Staffing Summary

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

The variance is due to limited availability of Sound Transit subject matter experts. This limited availability is being supplemented by the Design Build Project Management Consultant, therefore explaining the variance in the consultant projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	8.1	3.9	(4.2)
Consultants	2.3	3.7	1.4
TOTAL	10.4	7.6	(2.8)
* 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 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 access, capacity, and services 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.

Once the Sounder Strategic Development and Implementation Plan is complete then the capital projects included in this representative program will be refined.

### Phase

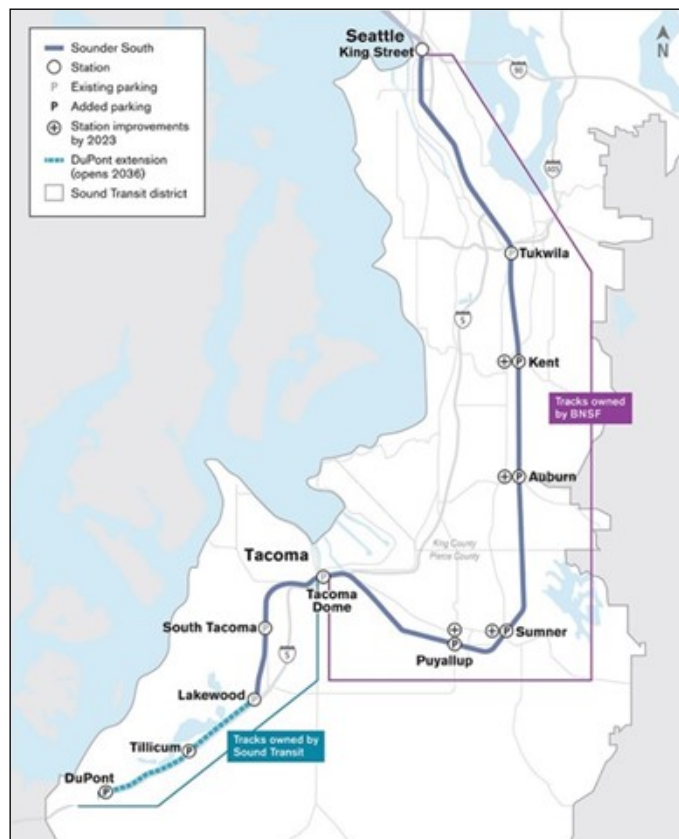
Planning

### Budget

\$3.6 Million

### Schedule

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



*Sounder South Capacity map alignment*

## Key Project Activities

- Due to the economic impacts from COVID-19 pandemic, the Sound Transit Board initiated conversations of conducting a capital program realignment of capital projects. The SSCE Program's anticipated major activities planned for Q2 2020 are on pause.
- Sound Transit and BNSF Railway initiated the Path Finding Study Technical Working Group meeting series in July 2020 and continues to meet bi-weekly.



*Possible platform and track improvements*



*Sounder South Tukwila Station showing access elements*

### 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 \$5K with the majority of the amount coming from staff costs.

#### Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$1.2	\$1.1	\$1.1	\$1.2	\$0.0
Preliminary Engineering	\$2.0	\$1.8	\$1.4	\$2.0	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.4	\$0.0	\$0.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total</b>	<b>\$3.6</b>	<b>\$3.3</b>	<b>\$2.5</b>	<b>\$3.6</b>	<b>\$0.0</b>

### 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.

### Community Outreach

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

# Sounder Commuter Rail

## Sounder South Capacity Expansion



### Project Schedule

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

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

### Staffing Summary

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

Due to the economic impacts from COVID-19 pandemic, the Sound Transit Board initiated conversations of conducting a capital program realignment of capital projects. The SSCE Program's anticipated major activities planned for Q2 2020 are on pause.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.4	2.4	(11)
Consultants	0.7	0.5	(0.2)
TOTAL	14.1	2.9	(11.2)

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

### Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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# Sounder Commuter Rail Sumner Station Access Improvements

## Project Summary

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



*Improving access to Sounder Sumner Station*

## Key Project Activities

- Design-Build procurement documents finalized. Project on hold pending Board re-alignment 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 expenditures increased by \$22K. The incurred cost decreased from \$10.6M to \$10.62M. 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	\$2.1	\$1.7	\$1.7	\$2.1	\$0.0
Preliminary Engineering	\$2.8	\$2.6	\$2.6	\$2.8	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
3rd Party Agreements	\$7.6	\$7.6	\$2.4	\$7.6	\$0.0
Construction	\$0.3	\$0.1	\$0.1	\$0.3	\$0.0
ROW	\$4.6	\$4.1	\$3.8	\$4.6	\$0.0
<b>Total</b>	<b>\$17.8</b>	<b>\$16.0</b>	<b>\$10.6</b>	<b>\$17.8</b>	<b>\$0.0</b>

### 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 November 2020. The following are the top project wide risks:

- Third Party Agreements to be finalized before contract award. ST staff has finalized a draft of the Conditional Use Permit (CUP); 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 when 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.

The project is in the Preliminary Engineering phase, the preliminary engineering work overall is complete, the remaining activities in this phase are to Baseline the project. Approach to Baseline received an exemption from Project Controls in February 2020 to take place post Design Builder highest-ranked proposer selection. 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. 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. Project Procurement documents 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.

Activity ID	Activity Name	Start	Finish	2019				2020				2021							
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3		Q4	Q1	Q2
Sound Transit		01-May-15 A	28-Apr-22																
Sound Transit 2		01-May-15 A	28-Apr-22																
South Corridor		01-May-15 A	28-Apr-22																
S300018 - Sumner Station Parking and Access Improver		01-May-15 A	28-Apr-22																
Alternative Analysis (Phase I)		01-May-15 A	26-May-16 A																
Conceptual Engineering (Phase II)		01-May-15 A	14-Mar-16 A																
Preliminary Engineering (Phase III)		14-Jul-16 A	28-Apr-22																
Permits and Agreements		01-Mar-16 A	31-Jan-21																
Right of Way		22-Sep-16 A	13-Nov-21																



# Sounder Commuter Rail

## Sumner Station Access Improvements



### Community Outreach

- Community Outreach is monitoring outreach needs for the project and is available to answer any questions.

### Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.0	1.5	(4.5)
Consultants	1.6	0.3	(1.3)
TOTAL	7.6	1.8	(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

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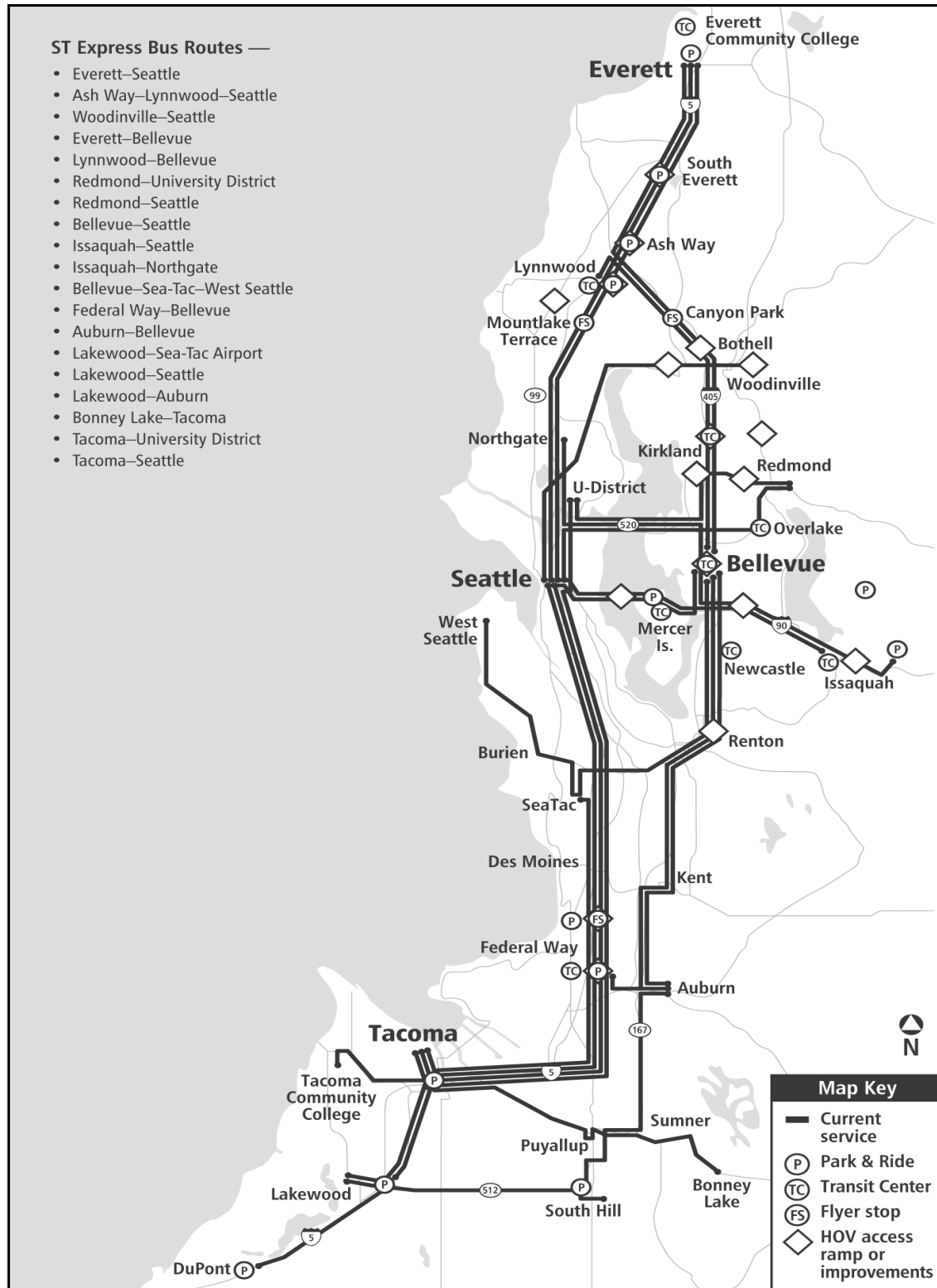
ST Express Bus routes connects major regional hubs throughout the three counties  
(King, Pierce, and Snohomish)

October | 2020



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

# Regional Express & STRIDE Program Overview



*ST Regional Express Bus Routes*

# Regional Express & STRIDE Program Overview

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

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

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

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

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

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

## Program Budget

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

Regional Express and STRIDE	Authorized Allocation	Commitment To Date	Incurred to Date	Forecast to Complete	Estimated Final Cost	Authorized Allocation vs EFC
ST EXPRESS BUS BASE	\$5.8	\$3.1	\$1.2	\$2.7	\$5.8	\$0.0
I-405 BRT	\$226.1	\$196.8	\$77.8	\$29.4	\$226.1	\$0.0
BUS BASE NORTH	\$48.7	\$27.7	\$27.2	\$21.0	\$48.7	\$0.0
SR 522-NE 145th ST BRT	\$69.4	\$45.4	\$31.8	\$24.0	\$69.4	\$0.0
BUS ON SHOULDER PROJECT	\$3.9	\$0.8	\$0.8	\$3.1	\$3.9	\$0.0
NORTH SAMMAMISH PARK & RIDE	\$2.1	\$0.3	\$0.3	\$1.8	\$2.1	\$0.0
<b>TOTAL REX &amp; STRIDE</b>	<b>\$356.0</b>	<b>\$274.1</b>	<b>\$139.0</b>	<b>\$82.0</b>	<b>\$356.0</b>	<b>\$0.0</b>

*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
<b>Total</b>	<b>\$5.8</b>	<b>\$3.1</b>	<b>\$1.2</b>	<b>\$5.8</b>	<b>\$0.0</b>

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# Regional Express & STRIDE I-405 Bus Rapid Transit

## Project Summary

<b>Scope</b>	Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.
<b>Limits</b>	Approximately 37 miles between Lynnwood and Burien
<b>Alignment</b>	I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.
<b>Stations</b>	Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station, Burien Transit Center
<b>Phase</b>	Planning Phase 2: Environmental review and conceptual engineering
<b>Budget</b>	I-405 BRT: \$226.1 Million Preliminary Engineering (Phases 1-3)
<b>Schedule</b>	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.
- Design-Builder proposed project modifications, which includes the NE 44th station, are under review by ST, WSDOT and the City of Renton.
- Working with WSDOT to advance environmental and design at 85th, Brickyard, SR 522/I-405 Transit Hub, and Canyon Park.
- Consultant contract to proceed to 30% design approved by the System Expansion Committee 10/8

## Project Cost Summary

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

This period expenditures are \$0.5M, of which \$0.3M for staff time, \$0.1M for project refinement activities in the PE phase, \$23K for third party costs and \$15K for ROW activities. Project refinement activities include refining and analyzing multiple concepts for speed and reliability improvements, alternative routing options, and station locations throughout the system and various technical memorandums.

### Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.3	\$6.8	\$6.8	\$8.3	\$0.0
Preliminary Engineering	\$49.7	\$45.1	\$20.6	\$49.7	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.8	\$0.0	\$0.0	\$0.8	\$0.0
3rd Party Agreements	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
Construction	\$130.2	\$118.4	\$24.4	\$130.2	\$0.0
ROW	\$36.2	\$25.9	\$25.5	\$36.2	\$0.0
<b>Total</b>	<b>\$226.1</b>	<b>\$196.8</b>	<b>\$77.8</b>	<b>\$226.1</b>	<b>\$0.0</b>

## 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 on-going 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 Q4 2020/Q1 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 it is planned to bring forth to the System Expansion Committee Meeting Motion No. M2020-67: Authorizing the chief executive officer to execute a five-year contract with three one-year options to extend with Jacobs Project Management Co. to provide on-call general engineering consultant services for the Stride Bus Rapid Transit program for an initial total authorized contract amount not to exceed \$2,000,000.

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 select planned elements of WSDOT's I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

*\*Sound Transit contributed construction funding to WSDOT for Sound Transit's portion of the I-405—Renton to Bellevue Widening and Express Toll Lanes project's Design-Build construction. WSDOT awarded this Design-Build contract in 2019 wherein the I-405 NE 44th Interchange will be constructed for the BRT inline station at that interchange. WSDOT is also currently conducting ST funded design efforts for I-405 NE 85th interchange and Brickyard.*

Activity ID	Activity Name	Start	Finish	2019				2020				2021				2022				2023			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit		01-Jan-18 A	31-Dec-23																				
Sound Transit 3		01-Jan-18 A	31-Dec-23																				
ST3 - East Corridor		01-Jan-18 A	31-Dec-23																				
STRIDE - Bus Rapid Transit - East Corridor		01-Jan-18 A	31-Dec-23																				
STRIDE - I-405 Bus Rapid Transit (BRT)		01-Jan-18 A	31-Dec-23																				
I-405 BRT - Preliminary Engineering		02-Mar-18 A	25-Oct-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	24-Feb-21																				
I-405 BRT - Preliminary Engineering - Phase III		22-Oct-20	25-Oct-21																				
I-405 BRT - Final Design - GEC (General Engineering Contract)		31-Jul-19 A	07-Dec-20																				
I-405 BRT - Final Design - Procurement (GEC)		31-Jul-19 A	07-Dec-20																				
I-405 BRT - Construction		01-Jan-18 A	31-Dec-23																				
I-405 BRT - Construction - South		29-Oct-18 A	31-Dec-23																				
I-405 BRT - WSDOT - I-405/NE 44th St. Interchange		29-Oct-18 A	31-Dec-23																				
Administration		29-Oct-18 A	25-Apr-19 A																				
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	19-Nov-20																				
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	19-Nov-20																				
Preliminary Engineering		01-Jan-18 A	19-Nov-20																				

## Community Outreach

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

- Comment period for SEPA checklist opened through Oct. 14<sup>th</sup>
- Elected Leadership Group meeting planning began.

## 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 once Phase 3 begins next month. Consultant FTE is almost in line with FTE planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	16.6	14.1	(2.5)
Consultants	16.2	15.7	(0.5)
TOTAL	32.8	29.8	(3.0)
* 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

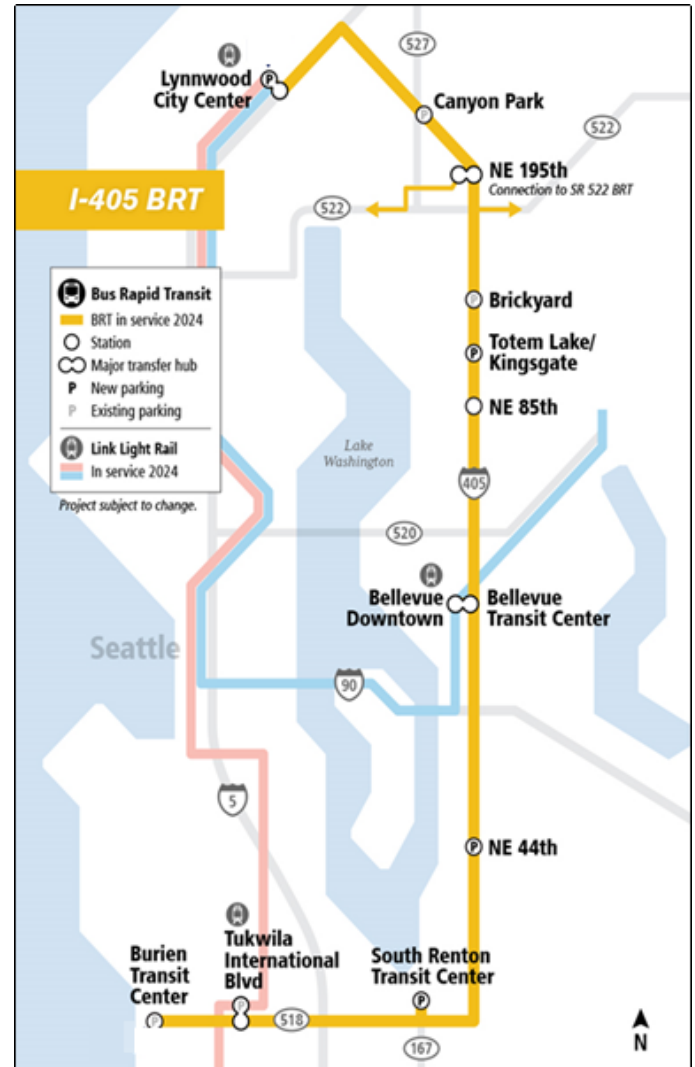
Board Action	Description	Date
M2020-59	Contract Amendment for Phase 3 Preliminary Engineering Services for the I-405 BRT and BBN.	10/8/20



# Regional Express & STRIDE Bus Base North

## Project Summary

<b>Scope</b>	The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.
<b>Phase</b>	Conceptual engineering/environmental review
<b>Budget</b>	\$48.7 Million
<b>Schedule</b>	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.
- Property acquisition settlement complete, addressing the Business Park's Codes, Covenants and Restriction (CCRs) continues.

## Project Cost Summary

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

This period expenditure increased by approximately \$320K primarily due to progress made by the consultant on preliminary engineering and environmental for \$40K by Sound Transit Staff time for \$120K, and ROW administration activities for \$160K

### 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	\$1.2	\$1.3	\$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	\$12.6	\$0.0	\$0.0	\$12.6	\$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	\$29.2	\$24.7	\$24.8	\$29.2	\$0.0
<b>Total</b>	<b>\$48.7</b>	<b>\$27.7</b>	<b>\$27.2</b>	<b>\$48.7</b>	<b>\$0.0</b>

## 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.

# Regional Express & STRIDE Bus Base North



## Project Schedule

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

The current phase, Conceptual Engineering/Environmental review, commenced in Q2 2019 and is now anticipated to complete in Q1 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 Nonsignificance (DNS) was issued on August 10, 2020. City of Bothell 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 plans to present to the November 2020 Sound Transit Board of Directors 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, environmental review, potential compensation to property owners related to acquiring rights to deviate from restrictive covenants that prohibit Sound Transit's proposed use for the property, developing project requirements, permitting/agreements, design-build procurement, design-builder final design, permitting, construction, integration with intelligent transportation system (ITS), preparation for and readiness of Bus Base North for new BRT bus fleet and service line activation.

Activity ID	Activity Name	Start	Finish	2019				2020				2021		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sound Transit		21-Nov-17 A	10-Sep-21											
Sound Transit 3		21-Nov-17 A	10-Sep-21											
ST3 - East Corridor		21-Nov-17 A	10-Sep-21											
STRIDE - Bus Rapid Transit - East Corridor		21-Nov-17 A	10-Sep-21											
STRIDE - I-405 Bus Rapid Transit (BRT)		21-Nov-17 A	10-Sep-21											
STRIDE - BRT - Bus Base North (CUD01)		21-Nov-17 A	10-Sep-21											
BRT - Bus Base North - Preliminary Engineering		08-Apr-19 A	10-Sep-21											
BRT - Bus Base North - Conceptual Engineering - Phase II		08-Apr-19 A	10-Sep-21											
BRT - Bus Base North Right of Way (ROW) / Property Acquisition		21-Nov-17 A	24-Jun-21											

## Community Outreach

Sound Transit is committed to proactively seeking public input during all stages of the BRT Project. The I-405 BRT Community Engagement Guide establishes a stakeholder engagement process that helps ensure priorities of local communities are heard and considered along with the project-wide goals. The BRT team 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.

## 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 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 Realignment Process. Consultant staff are currently working on Phase 2, Phase 3 will start next month.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.5	3.4	(2.1)
Consultants	2.7	2.0	(0.7)
TOTAL	8.2	5.4	(2.8)
* 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
M2020-59	Contract Amendment for Phase 3 Preliminary Engineering Services for the I-405 BRT and BBN	10/08/2020

# Regional Express & STRIDE

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

### Project Summary

**Scope** Launch a Bus Rapid Transit (BRT) system from the Shoreline South/145th light rail station to UW Bothell campus with connecting service to Woodinville, including park and ride, access improvements, and transit centers.

**Limits** Approximately 8 miles between Shoreline and Bothell

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

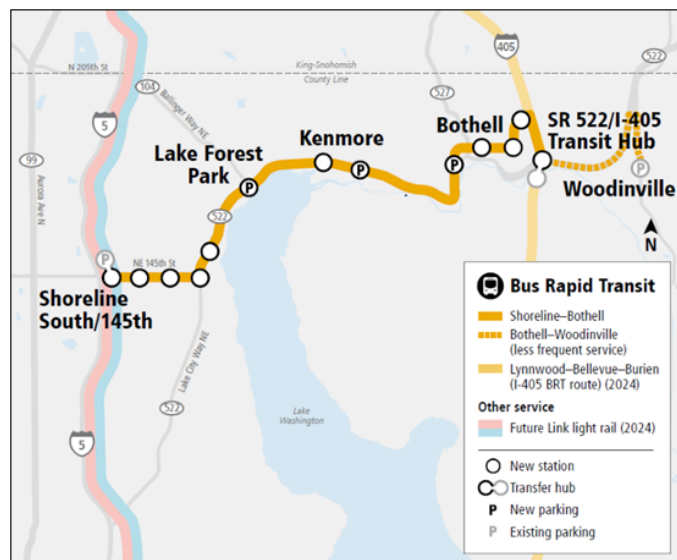
**Stations** Includes 14 BRT stations. Additional parking is included in Lake Forest Park, Kenmore, and Bothell.

**Systems** BRT Operations & Transit Signal Priority

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

**Budget** \$69.4 Million - Preliminary Engineering Phase (1-3)

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



Map of Project Alignment



### Key Project Activities

- Conducting environmental review and advancing preliminary engineering design.
- Continuing stakeholder outreach focused on property owners and businesses.
- Interagency Group met to provide ideas and recommendations to the project team.
- Received comments on 30% plans –Kenmore.

### Project Cost Summary

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

This period expenditures increased for \$5.2M, primarily due to progress made in construction for \$4.6M for construction in Bothell, progress by consultant on conceptual engineering and environmental for \$0.3M, Sound Transit staff time for \$0.2M, and ROW activities for \$40K.

### Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$6.3	\$4.7	\$4.8	\$6.3	\$0.0
Preliminary Engineering	\$17.0	\$15.0	\$11.4	\$17	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.3	\$0.0	\$0.0	\$0.3	\$0.0
3rd Party Agreements	\$6.4	\$0.5	\$0.4	\$6.4	\$0.0
Construction	\$34.0	\$25.0	\$14.9	\$34.0	\$0.0
ROW	\$5.3	\$0.2	\$0.3	\$5.3	\$0.0
<b>Total</b>	<b>\$69.4</b>	<b>\$45.4</b>	<b>\$31.8</b>	<b>\$69.4</b>	<b>\$0.0</b>

### 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.
- The timeline for property acquisition is a risk for this project. Key mitigation thus far has included advancing a change order in Phase 2 to perform work that supports property civil certification and acquisition, conducting focused property owner outreach in the fall/winter of Phase 2, and advancing Phase 3 contract to first quarter 2020 to further expedite design to support property acquisition.
- 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 Jurisdictions 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. The current phase, Conceptual Engineering/Environmental Review, commenced in Q2 2019 and is anticipated to complete in Q4 2020/Q1 2021. Preliminary Engineering is anticipated to complete in Q2/Q3 2021.

In November 2020 it is planned to bring forth to the System Expansion Committee Meeting Motion No. M2020-67: Authorizing the chief executive officer to execute a five-year contract with three one-year options to extend with Jacobs Project Management Co. to provide on-call general engineering consultant services for the Stride Bus Rapid Transit program for an initial total authorized contract amount not to exceed \$2,000,000.

The current critical path for the ST 522/NE 145th BRT project is conceptual engineering, 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		
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
<b>Sound Transit</b>		26-Feb-18 A	30-Jul-21											
<b>Sound Transit 3</b>		26-Feb-18 A	30-Jul-21											
<b>ST3 - North Corridor</b>		26-Feb-18 A	30-Jul-21											
<b>STRIDE - Bus Rapid Transit - North Corridor</b>		26-Feb-18 A	30-Jul-21											
<b>STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)</b>		26-Feb-18 A	30-Jul-21											
SR 522/NE 145th BRT - Preliminary Engineering		26-Feb-18 A	13-Jul-21											
SR 522/NE 145th BRT - Alternatives Analysis - Phase I		26-Feb-18 A	28-Mar-19 A											
SR 522/NE 145th BRT - Conceptual Engineering/Environmental Review - Phase II		26-Apr-19 A	29-Dec-20											
SR 522/NE 145th BRT - Preliminary Engineering - Phase III		03-Apr-20 A	13-Jul-21											
SR 522/NE 145th BRT - Final Design		31-Jul-19 A	07-Dec-20											
SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract)		31-Jul-19 A	07-Dec-20											
SR522/NE 145th BRT - Final Design - Procurement (GEC)		31-Jul-19 A	07-Dec-20											
SR 522/NE 145th BRT - Construction		07-Jan-19 A	30-Jul-21											
SR 522/NE 145th BRT - Construction - Roadway		07-Jan-19 A	30-Jul-21											
City of Bothell SR-522 BAT Lanes Project (Bothell Stage 3)		07-Jan-19 A	30-Jul-21											
<b>Construction</b>		07-Jan-19 A	30-Jul-21											

### Community Outreach

Sound Transit is 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. The BRT team will collaborate with elected officials, partner staff, and local communities throughout project development. Due to COVID-19 outreach efforts have shifted to virtual platforms.

- 2 property owner meetings
- Phase 3/30% design town hall presentations planning started
- City Managers Group meeting Oct. 15
- Bothell City Council presentation Oct. 20
- Project update for the Yakima Fruit Market decision Oct. 22

### 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 explained by executed change orders due to change in design.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.8	11.5	(2.3)
Consultants	24.0	26.6	2.6
TOTAL	37.8	38.1	0.3
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

### Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

# 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 September 2020, the project cost incurred to date increased by \$200 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
<b>Total</b>	<b>\$3.9</b>	<b>\$0.8</b>	<b>\$0.8</b>	<b>\$3.9</b>	<b>\$0.0</b>

## 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												

## 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.

## Community Outreach

- 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	0.7	0.1	(0.6)
Consultants	n/a	n/a	n/a
TOTAL	0.7	0.1	(0.6)

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

## Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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# Regional Express & Bus Rapid Transit North Sammamish Park & Ride



## Project Summary

**Scope** The North Sammamish Park-and-Ride is a planned parking facility with up to 200 spaces in the northern portion of the City of Sammamish.

**Phase** Conceptual Engineering and Environmental Review

**Budget** \$20 Million

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



North Sammamish Park & Ride project area

## Key Project Activities

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

## Project Cost Summary

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

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

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

## Risk Management

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

The following are the top project wide risks:

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

## Project Schedule

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

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

Activity ID	Activity Name	Start	Finish	2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
<b>Sound Transit</b>		03-Aug-18 A	14-Oct-21												
<b>Sound Transit 3</b>		03-Aug-18 A	14-Oct-21												
<b>ST3 - East Corridor</b>		03-Aug-18 A	14-Oct-21												
<b>North Sammamish Park-and-Ride Master Schedule</b>		03-Aug-18 A	14-Oct-21												
<b>Preliminary Engineering</b>		03-Aug-18 A	14-Oct-21												
<b>Alternative Analysis - Phase I</b>		03-Aug-18 A	14-Oct-21												

## Community Outreach

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

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# Capital Program Support Grants



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

Line of Service	Grant ID	Project	Award Amount	Date Executed	Life to Date Drawdowns (thru Sept. 2019)
<b>Federal Transit Administration (FTA)</b>					
Link	WA-03-0237	University Link FFGA	\$ 684,370,641	9/16/15	\$ 612,915,262
Link	WA-95-X061	Tacoma Link Expansion	\$ 5,599,943	8/27/15	\$ 5,312,208
Link	WA-95-X067	East Link: Overlake Village Ped Bridge	\$ 6,606,585	8/8/14	\$ 6,606,566
Link	WA-95-X073	East Link: Bellevue Way HOV Improvements (S Bell P&R to I-90)	\$ 2,200,000	8/8/14	\$ 444,950
Link	WA-2016-007	Links to Opportunity: Enhancements to Tacoma Link	\$ 2,000,000	8/11/16	\$ 1,589,328
Link	WA-2016-012	Tacoma Link Expansion light rail vehicles	\$ 6,000,000	5/17/17	\$ 1,239,493
Sounder	WA-2018-015	Sounder Rolling Stock	\$ 3,700,363	3/8/18	\$ -
Link	WA-2018-024	Northgate Link Extension	\$ 25,758,494	5/9/18	\$ 25,758,494
Link	WA-2018-030	Federal Way Link Extension	\$ 4,509,494	6/5/18	\$ 4,509,494
Link	WA-2017-006	Tacoma Link Expansion (TIGER)	\$ 15,000,000	3/28/17	\$ 15,000,000
Link	WA-2018-013	Tacoma Link Extension	\$ 74,999,999	5/15/18	\$ 18,221,696
Sounder	WA-2018-081	Puyallup Station Access Improvements	\$ 6,700,000	11/16/18	\$ 1,542,126
Link	WA-2018-082	Downtown Redmond Link Ext	\$ 600,000	11/16/18	\$ -
Link	WA-2019-001	Linkwood Link Extension	\$ 300,000,000	12/19/18	\$ 158,260,613
REX	WA-2019-023	Bus Replacements	\$ 1,375,000	4/19/19	\$ -
REX	WA-2019-024	Bus Replacements	\$ 4,920,406	4/19/19	\$ 4,920,406
REX	WA-2019-018	HIMB Bus Preventative Maintenance	\$ 9,241,266	4/16/19	\$ 9,241,266
Link	WA-2019-025	HIFG Rail Prev Maint	\$ 20,756,842	4/20/19	\$ 20,756,842
<b>Other Federal</b>					
Systemwide	EMW-2017-RA-00018	Video Monitoring System and Security Program	\$ 662,238	11/2/17	\$ -
Systemwide	EMW-2019-RA-00014	Systemwide Security	\$ 1,315,813	9/1/19	\$ -
<b>State</b>					
Link	GCB2114	Tacoma Link Expansion	\$ 5,000,000	3/28/17	\$ 4,999,999
<b>TOTAL ALL GRANTS</b>			<b>\$ 1,062,899,717</b>		<b>\$ 813,571,344</b>

*Above table as of 3rd QTR 2020. This section is updated every quarter.*

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## Sustainability

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

In 2020, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

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

### Key Q3 2020 Accomplishments and Activities

- Completed Environmental and Sustainability Management System internal audit.
- Conducted internal staff engagement on Sustainability Progress Report.
- Presented Sustainability Progress Report to the Sound Transit Board of Directors.
- Attended and presented at APTA Sustainability Workshop.
- Attended and presented at Seattle Go Green conference.
- Held sustainability charrette for West Seattle to Ballard Link Extension.

### Key Upcoming Activities for Q4 2020

- Conduct ISO 14001 Registration Audit.
- Conduct staff outreach on Efficiency and Sustainability Program.
- Begin developing Environmental and Sustainability targets for 2021.



# Progress Report

# **Acronyms**

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



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