Agency Progress Report Capital Programs



Christian Moeller's Nails Artwork at the OMF East

May | 2020



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

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









Executive Summary Sound Transit Capital Program

Installing the pedestrian bridge at Overlake Village

Over the course of May, Sound Transit crews laid both steel trusses for the Overlake Village Station pedestrian bridge over SR 520. The structure will connect the future Overlake Village Station to the neighborhoods and businesses west of SR 520 and to Redmond's planned TOD.

The bridge, funded and owned by the City of Redmond, will also provide a direct connection to the SR 520 trail and a pedestrian and bicycle path between the Bridle Trails and Overlake neighborhoods, separated by the freeway.

When complete, the pedestrian bridge will span approximately 240 feet over SR 520, and with approaches and ramps, will total nearly 500 feet in length. It will feature an art installation by local artist Leo Berk.



Completed placement of the pedestrian bridge over SR 520 at the future Overlake Village Station.



Affordable Housing TOD at Roosevelt

In mid-May, Bellwether Housing and Mercy Housing Northwest started construction on Cedar Crossing, an affordable housing development adjacent to our future Roosevelt light rail station. As part of our equitable TOD policy, we worked with the FTA's joint-development program, foregoing \$11.7 million by selling the property at a discount to ensure it would be used to generate much-needed regional affordable housing.

This affordable housing TOD project was the first to move forward under a new state statute and Board policy allowing us to sell below market rate as a way to make affordable housing projects more feasible. It will represent the largest number of affordable housing units created by a single project in Seattle to date.

In addition to partnering with the FTA, who allowed us the additional flexibility to achieve this result, we also partnered with the Seattle Office of Housing, who pre-committed \$15 million in affordable housing funds to the site, and with the Roosevelt community, who guided the process since advocating for a station location that would serve the center of their community.

When completed in 2022, Cedar Crossing will contain 254 units affordable to households earning 0-60% of the region's median income. In a partnership between Mary's Place and Seattle Children's Hospital, 20 units will be reserved for families experiencing homelessness who also have a chronically ill child. Affordable child care will be provided on site by Centro de la Raza.

Early Work on Federal Way Link Extension

In another sign of continued construction progress, we began clearing right-of-way along I-5 to prepare for the Federal Way Link Extension groundbreaking.

We'll be clearing 8,600 trees along the alignment, removing invasive weeds and shrubs, and ultimately replanting 16,000 trees and native species. The contractor will also donate 4,000 trees to local jurisdictions and provide lumber to Habitat for Humanity.

Agency Response to COVID-19

In response to the extraordinary circumstances of the global COVID-19 pandemic, Sound Transit made a series of significant decisions in May.

Service and Fares

In mid-May, as we began the process of iteratively increasing service levels from COVID-19 reductions, we implemented efficiency improvements on ST Express routes operated by Pierce Transit.

Additionally, as the month came to a close, we announced that, starting June 1, we would improve Link train headways from current 30 minute frequencies to every 20 minutes.

We also announced that on June 1, we will resume collecting fares on Link and Sounder while also temporarily providing a reduced fare option. Scheduled to be in place through June 30, these special

Recovery Fares on Link (\$1) and Sounder (\$2) will recognize the hardships facing many in our community face.

Realignment

In our May Board meeting and in a Webex call with regional mayors, we described the coming realignment process, including a look back at the values and criteria we used to screen projects back in 2010. Through a series of workshops and regular committee and Board meetings, the Board will soon affirm the criteria they will use this time around.

Staff are supporting the Board process with ongoing economic analysis.

Federal Funding

In May, as expected, we received \$166 million in Federal CARES Act funding.

We were thankful for the emergency aid, but we are still facing drastic revenue shortfalls.

Earlier in the month, I signed a joint letter to Congress with New York City (MTA), Philadelphia (SEPTA), Atlanta (MARTA), Chicago (CTA), CalTrain, King County Metro, and many other agencies requesting more financial support, noting that our transit agencies serve populations that produce 35% of national GDP.

Following the joint-letter, APTA requested \$23.8 billion in additional emergency funding for transit generally.



Progress Report Link Light Rail Program



Lynnwood Link Extension: Continued concrete placement of columns for the aerial guideway along I-5.



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

May 2020







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

Lynnwood Link Extension: Lynnwood Link Extension extends light rail 8.5 miles to Snohomish County along I-5 from Northgate Mall in Seattle to the Lynnwood Transit Center, with four new light rail stations. The configuration includes at-grade, elevated, and retained cut/fill alignment. The Sound Transit Board adopted the baseline capital budget of \$2.77B on May 24, 2018.

East Link Extension: East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red corridor, Overlake Village and the Redmond Technology Center (formerly Overlake Transit Center). Revenue service to the Redmond Technology Station is forecast for June 2023 with a tunnel route in Downtown Bellevue. The Sound Transit Board adopted the baseline capital budget of \$3.67B in April 2015.

Downtown Redmond Link Extension: This project builds a new light rail from the Redmond Technology Station to downtown Redmond by 2024. Light rail will travel along SR-520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond. The ST Board adopted the baseline capital budget of \$1.53B on October 25, 2018.

West Seattle and Ballard Link Extensions: The West Seattle & Ballard Link Extensions are voter-approved projects under the ST3 Plan. West Seattle segment includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes five light rail stations. The route will run primarily on elevated guideway with a new rail-only bridge over Duwamish River. The Ballard segment includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area. It includes nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, elevated guideway, and a rail-only bridge over Salmon Bay. The current budget for these projects through completion of Preliminary Engineering is \$286M.

Federal Way Link Extension: The Federal Way Link Extension adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center. The extension generally parallels SR 99 and I-5 freeway with stations at Kent/Des Moines, South 272nd Star Lake park-and-ride and the Federal Way Transit Center. The Sound Transit Board adopted the baseline capital budget of \$2.45B on September 27, 2018.

Hilltop Tacoma Link Extension: The Hilltop Tacoma Link Extension is a 2.4 mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way. The Sound Transit Board adopted the baseline capital budget of \$217.3M in September 2017.

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	Commit- ment to Date	Incurred to Date	Forecast to Com- plete	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Northgate Link Extension	\$1,899.8	\$1,696.1	\$1,623.8	\$151.2	\$1,847.3	\$52.5
Lynnwood Link Extension	\$2,771.6	\$2,223.3	\$779.3	\$548.3	\$2,771.6	\$0.0
I-90 Two– Way Transit & HOV	\$225.6	\$209.6	\$195.7	\$16.0	\$225.6	\$0.0
East Link Extension	\$3,677.2	\$3,101.9	\$2,490.8	\$575.2	\$3,677.1	\$0.0
Downtown Redmond Link Ext.	\$1,530.0	\$871.3	\$179.2	\$658.7	\$1,530.0	\$0.0
West Seattle and Ballard Link Ext.	\$285.9	\$101.0	\$72.6	\$184.9	\$285.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,653.1	\$462.7	\$798.4	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$217.3	\$195.4	\$121.5	\$22.0	\$252.7	(\$35.4)
Tacoma Dome Link Extension	\$125.7	\$58.2	\$31.4	\$67.5	\$125.7	\$0.0
Link O & M Facility: East	\$449.2	\$364.0	\$328.1	\$85.2	\$449.2	\$0.0
LRV Fleet Expansion	\$740.7	\$670.7	\$206.9	\$69.8	\$740.7	\$0.0
Total Link	\$14,374.6	\$11,144.5	\$6,492.2	\$3,177.3	\$14,357.4	\$17.1

Program Schedule

Schedules for active projects are summarized below.

Activity Name	Start	Finish	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034 2	035
Northgate Link Extension (BASELINED)				qqqq	aaaa			GGGG			qqqq		0000	qqqq	quad		qqqq	9999	qqqq		10
Final Design	04 Oct 40 A	10 May 17 A																			
Final Design	04-Oct-10 A	19-May-17 A																			
Civil/Systems Construction (incl Procurements)	10-May-12 A	15-Oct-20																			
Systemwide Startup/Testing/Float	21-May-19	24-Sep-21																			
Revenue Service Date		24-Sep-21					•														_
Lynnwood Link Extension (BASELINED)																					
Alternatives Analysis/EIS Scoping	25-Apr-10 A	31-Dec-11 A																			
NEPA/SEPA/Draft EIS	02-Jan-12 A	27-Dec-13 A																			
Preliminary Engineering/Final EIS/ROD	02-Jan-14 A	30-Jun-15 A																			
Final Design (incl Procurement)	02-Jan-15 A	27-Mar-20		-		5															
Civil/Systems Construction	02-Feb-19 A	17-Sep-23		i.,																	
Systemwide Startup/Testing/Float	18-Sep-23	17-Jul-24							╘╺═												
Revenue Service Date		17-Jul-24								*											
East Link Extension (BASELINED)																					
Final Design (incl Procurement)	16-Sep-11 A	31-Jan-18 A		•																	
Civil/Systems Construction (incl GCCM Procure)	03-Jun-14 A	31-Dec-21						<u> </u>													
Systemwide Startup/Testing/Float	01-Jan-22	30-Jun-23					-														
Revenue Service Date		30-Jun-23							+												
Downtown Redmond Link Extension (BASELIN	ED)																				
Preliminary Engineering	03-Jan-17 A	30-Jul-18 A																			
Design-Build Procurement	25-May-18 A	24-Aug-19	1	4	-																
CivI/Systems Construction	25-Aug-19	24-Nov-23			-																
Systemwide Startup/Testing/Float	25-Nov-23	19-Nov-24							-		6										
Revenue Service Date		19-Nov-24								•	ļ										



Program Schedule

Schedules for active projects are summarized below.

Activity Name	Start	Finish	2017 0000	2018	2019 aaaa	2020	2021 ddddo	2022	2023 0000	2024	2025	2026	2027	2028	2029 2000	2030	2031	2032	2033 2 0 0 0 0	2034 2035
West Seattle/Ballard Extension																				
Alternatives Analysis/Conceptual Engineering	17-Mar-17 A	17-Dec-20	-				9													
Preliminary Engineering	18-Dec-20	25-May-22				-	-			-										
Final Design (WS)	16-Jun-21	31-Dec-24					+		1											
Civil/Systems Construction (WS)	01-Jan-25	30-Sep-29								-	-	-				<u></u>				
Systemwide Startup/Testing/Float (WS)	01-Oct-29	31-Dec-30													-	-	- 1			
Revenue Service Date (WS)		31-Dec-30														1	-			
Final Design (Ballard)	16-Jun-21	25-Apr-26						-	1	-							1			
Civil/Systems Construction (Ballard)	01-Jul-25	30-Sep-33										-	-	-	-		-	-		1.1
Systemwide Startup/Testing/Float (Ballard)	01-Oct-33	31-Dec-35												1 1 1 1						
Revenue Service Date (Ballard)		31-Dec-35	_		_										_		_	_	_	
Federal Way Link Extension (BASELINED)												111								1
Phase 1/2 - Alternatives Analysis/DEIS/CE	30-Jun-12 A	31-Dec-14 A																		
Phase 3 - FEIS and PE	30-Apr-15 A	03-Dec-18 A			-															
Design-Build Procurement	12-Apr-18 A	01-Aug-19		-																
Civil/Systems Construction	02-Aug-19	05-Feb-24							T	1										
Systemwide Startup/Testing/Float	06-Feb-24	31-Dec-24								-	h .									
Revenue Service Date		31-Dec-24			·	-	_			1.1.1	-									
Tacoma Link Extension (BASELINED)					1				11.2	1.1		2.1	10.0		21				- 1.	111
Preliminary Alternatives Analysis/Scoping/AA	25-Apr-10 A	13-Nov-13 A																		
EA/Preliminary Engineering	01-Apr-14 A	04-Nov-16 A	-	- T																
Final Design (incl Procurement)	04-Jan-16 A	22-Jan-18 A		-																
Civil/Systems Construction (incl Procurement)	23-Jan-18 A	15-Jan-21				L L							1.1			1	-			
Systemwide Startup/Testing/Float	16-Jan-21	23-May-22					1													
Revenue Service Date		23-May-22	-	-			*	•	-	-	-	-	-	-	-	-			-	-
Tacoma Dome Link Extension			1																	
Phase 1/2 - Alts Analysis/Conceptual Engr	15-Oct-12 A	25-Feb-21		1.00			ľ													
Phase 3 - Preliminary Engineering	26-Feb-21	23-Jun-22		1.01	-															
Final Design	24-Jun-22	29-Nov-24							1	T E			-	_	_					
Civil/Systems Construction	30-NOV-24	29-Sep-29													C.	_				
Systemwide Startup/ lesting/Float	30-Sep-29	31-Dec-30															1			
Link OME Fast (DASELINED)		51-Dec-30	-	100			-	-		*	-	-	-	-		-		-		
LINK OWIFERST (BASELINED)	00 100 100	17.1.10.10.1		1																
NEPA/SEPA/Preliminary Engineering	02-Jan-14 A	1/-Jun-16 A	L																	
Design-Build Procurement	18-Jun-16 A	18-Jun-17 A	<u> </u>																	
Civil/Systems Construction	11-Jan-18 A	26-Sep-20		-		C.														
Project Float	27-Sep-20	25-Dec-20					þ													
Froject Completion Date		25-Dec-20		-		-		-		-	-	-	-	-	-	-		-	_	
LIGDERGIT VENICIES (BASELINED)													0.11							
Vendor Procurement	24-Feb-15 A	11-Oct-16A		-			1													
LRV Design, Build, Deliver (thru 122nd LRV)	12-Oct-16 A	22-Aug-22			-			E	L.											
LRV Final Acceptance (thru 122nd LRV)	23-Aug-22	24-Feb-23							ť	Ц										
LRV Manufacturing, Delivery (30 LRV Options)	25-Feb-23	22-Feb-24							1 10	T_										
LRV Final Acceptance (30 LRV Options)	23-Feb-24	22-Aug-24								-			111							



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



SoundTransit

Map of Project Alignment

Key Project Activities

- U District Station/UW Campus (N140): Contractors commenced normal construction activities with COVID safety protocols in place. Within the station, crews commenced tile installation on the mezzanine. On site, crews continued grading, layout and placement of sidewalks on the southeast corner of Brooklyn Avenue to south 45th Avenue. The Electrical contractor commenced electrical installation of platform lighting and continued installing fire alarm cabling on the platform.
- **Roosevelt Station (N150):** Hoffman Construction commenced work under Phase 1 guidelines from the Governor's proclamation starting 5/4/20. Construction crews recommenced work on punchlist items and continued with preventative maintenance activities on emergency fans, mechanical equipment and escalators. Crews also completed fire extinguisher, cabinet modifications and fire alarms speaker testing.
- Northgate Station (N160): Station: Absher resumed work under COVID-19 guidelines including health screenings of every employee, every morning. At the main station, Absher is grading final area of concrete pavement at the bottom of escalators 2/3 and installed door hardware at Elevator 2 equipment room. The electrical contractor has workers organized in groups of two, finalizing communication conduit and fire alarm conduits.
- Systems (N830): Systems installations continue across the alignment and stations including overhead catenary system within the tunnels.
- Environmental: Environmental and safety site walks conducted on all Northgate contracts.



Closely Monitored Issues

N140 U District Station: Hoffman Construction submitted an updated hazard mitigation plan for remobilization. ST construction management is working closely with Hoffman to monitor all safety protocols.

N160 Northgate Station – Return to work is successful with new COVID-19 guidelines being monitored. Work impact and restart delays are not yet finalized.

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 \$7.7 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	\$84.7	\$84.3	\$125.4	\$4.9
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$124.7	\$121.8	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$103.4	\$94.0	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$8.4	\$7.5	\$11.4	\$0.4
Construction	\$1,343.0	\$1,352.5	\$1,258.3	\$1,199.6	\$1,340.8	\$11.7
ROW	\$112.3	\$112.3	\$101.5	\$101.5	\$110.9	\$1.4
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
Total	\$1,899.8	\$1,899.8	\$1,696.1	\$1,623.8	\$1,847.3	\$52.5

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$595.6	\$523.2	\$518.3	\$512.2	\$530.5	-\$7.3
20 Stations	\$376.1	\$439.6	\$443.8	\$432.1	\$459.8	-\$20.3
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	\$170.6	\$165.5	\$191.6	\$40.6
50 Systems	\$110.9	\$101.5	\$107.0	\$72.7	\$117.2	-\$15.7
Construction Subtotal (10 - 50)	\$1,228.7	\$1,302.6	\$1,246.3	\$1,188.9	\$1,305.6	-\$3.0
60 Row, Land, Improvements	\$119.9	\$110.9	\$101.5	\$101.5	\$110.9	\$0.0
80 Professional Services	\$420.7	\$424.9	\$348.3	\$333.4	\$424.9	\$0.0
90 Contingency	\$130.4	\$61.4	\$0.0	\$0.0	\$5.9	\$55.5
Total (10 - 90)	\$1,899.8	\$1,899.8	\$1,696.1	\$1,623.8	\$1,847.3	\$52.5



Project Cash Flow Projection

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

Total project cost to date reached \$1.62 B of which about \$1.15 B (71%) is attributed to construction. The project cost is forecast to reach \$1.64 B by December 2020, reflecting continued active construction activities.



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, N150, 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.
- N160 and N830: Slow progress on some of the N160 electrical work caused delays on both the N160 and N830 contracts.
- N140 & N150: Insufficient illumination at escalators (in violation of code) prevents approvals of the L&I of permits and subsequent delays.
- N140: Seattle Department of Construction & Inspections (SDCI) or Seattle Fire Department (SFD) will revise fire and life safety codes, or other issues such as different code interpretations that result in additional requirements at stations.
- N140: EVS Level 3 commissioning requires re-work or changes based on testing results which causes lack of resources for EIC support from KCM/Ops.
- 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 \$22.2 M in project contingency is counted. Previously counted as AC, it is now counted as UAC. In addition, \$18.0 M in AC was transferred to UAC as part of the 2020 budget update.

In this period, AC decreased by \$2.6M, due to change orders on construction services and construction contracts. The overall contingency balance remains well above both the minimum and the buffer zone contingency levels.

Contingency Status (Monthly)						ency by	/ Туре		
	Base	eline	Currren	t Status					
Туре	Amount	% of Total Budget	Remaining Amount	% of Work Remaining	\$400 -	\$113.9			
Design Allowance	\$113.9	6.0%	\$0.0	0.0%	\$300 - 2 ≣ \$200 -				
Allocated Contingency	\$184.0	9.7%	\$77.1	34.5%	≌ ⊆ \$100 -	\$184.0	\$82.9	\$79.7	\$77.1
Unallocated Contingency	\$98.3	5.2%	\$61.4	27.5%	\$0 -	\$98.3 BCE	\$61.4 Mar-20	\$61.4 Apr-20	\$61.4 May-20
Total:	\$396.2	20.9%	\$138.5	62.0%		■Unalloca □Design A	ted Contingency Nowance	All ocated	Contingency

Table figures are shown in millions.

Contingency Drawdown (Quarterly)





Project Schedule

In May 2020, the physical percent complete for all Northgate Link construction contracts increased from 94.9% to 95%.

Completion of the civil construction remains in late Q3 2020. The contractors returned to work in May. Both the N140 and N160 civil contractors are working on time impact analyses for the April shutdown. The N830 Systems contractor is working to resolve issues with their March update, that resulted in two revisions. The Revenue Service Date remains late September 2021.

Activity Name	Start	Finish	2015	2016	2017	2018	2019	2020	2021
Northgate Link Extension Master Schedule - V	24-Deo-10 A	05-Nov-21							
Final Design	24-Dec-10 A	04-Nov-16A							
Construction	01-Aug-12.A	20-Apr-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	1	1					1
N111 Advance Utility Relocation, Northgate Area - DBB	17-Feb-14 A	22-Jun-16A	-	-		-			
N112 Advanced Demolition & Site Prep, U District & Roosevelt - DBB	01-Aug-12 A	31-Aug-13A	11 m						1
N113 115kV Relocation at Northgate - DBB	31-May-16 A	21-Feb-17A		4	•	1.5			1.
N125 TBM Tunnels (UW Station to Maple Leaf Portal) - DBB	30-Sep-13 A	26-Feb-18A	-			-			
N140 U District Station Finishes - GC/CM	07-Apr-17 A	01-Jun-20	11	1 - 1	-			-	
N150 Roosevelt Station Finishes - GC/CM	02-Dec-16 A	24-Oct-19 A	1		-	1	~	1	1
N160 Northgate Station and Elevated Guideway - DBB	02-Sep-16 A	06-Jul-20	1	-				-	
N180 Trackwork - DBB	25-Aug-18 A	31-Oct-19A					-		
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17 A	19-Jan-21		1	-		N 1		-
Vibration & EMI Testing	04-Aug-17 A	20-Apr-21	1		-		· · · · · ·		-
Testing & Startup	20-Feb-18 A	05-Nov-21	1.0			0			
Lvl 1 - 2 Testing - Civil Contracts	20-Feb-18 A	02-Jul-20	1			-			
Lvl 1 - 3 Testing - Systems Contract	13-Feb-19 A	05-Nov-21	1.	1 1	1.1.1.1		e		~
NLE Rail Activation	16-Jan-21	26-Sep-21							
Pre-Revenue Service	16-Jan-21	12-May-21		*					-
Northgate Link Level 4 Pre-Revenue Service	16-Jan-21	12-May-21			22.2.2		_		
Revenue Service	26-May-21	26-Sep-21	1.						-
Project Float & Revenue Service	28-May-21	26-Sep-21	1					1	-
Revenue Service - Roat	28-May-21	26-Sep-21	1.000						
Northgate Link Extension - Revenue Service	1	26-Sep-21			11.11				•

Project Float

Project float for the Northgate Extension appears to have increased from 88 days to 124 days. The lack of updated N830 Systems installation schedules currently hampers the accurate calculation of remaining Project Float. This introduces a significant out-of-sequence issue in the Master Schedule since the Data Dates of the schedules are no longer in sync.

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





Critical Path Analysis

The N830 Systems contract remains the critical path for Northgate Link. The driving issue is the signals procurement and installations. The path then continues into completion of work that allows the start of the Vibration and EMI testing. ST is currently work with the N830 contractor to bring their schedules up to date. The critical path retains 124 days of float prior to Revenue Service.

Activity (D A	Activity Name	Start	Finish	귀			2020						2021			
					М	AM.	J Jul	AS	ONI	L C	FM	AM	JJL	I A S	ON	D
Northgate Link	Extension Master Schedule - V1	14-Feb-18A	05-Nov-21	-30												
Construction		14-Feb-18 A	18-May-21	-30								-				
N830 Traction Ele	ctrification, Signal & Communications -	14-Feb-18 A	11-Jan-21	-28		-				-						
Vibration & EMI Te	esting	19-Oct-20	18-May-21	-30						-						
Testing & Start	up	13-Feb-19 A	05-Nov-21	-30												
Lvl 1 - 3 Testing -	Systems Contract	13-Feb-19 A	05-Nov-21	-30		-	-			-						
N830/E750 - Sys	stems	12-Jun-17 A	11-Jan-21	-25												
General		18-Jan-20 A	05-Jun-20	-43												
Engineering		18-Jan-20 A	05-Jun-20	-43												
N830 Project		12-Jun-17 A	11-Jan-21	-25												
N830 Engineering	1	03-Nov-20	11-Jan-21	-42	77		1000		_							
N830 Constructio	n	20-May-19 A	11-Jan-21	-25			the second									
N830 Change Ord	lers / Provisional Sums	12-Jun-17 A	11-Jan-21	-25		_				+						
NLE Rail Activat	tion	04-Sep-19 A	26-Sep-21	-42												
TASK 00 - Trans	sition To Operations - Project De	11-Jan-21	11-Jan-21	-42			1.1		1							
Project Delivery -	Milestones/O&M/Spare Parts/Training/	11-Jan-21	11-Jan-21	-42												
TASK 07 - Safet	ty and Security	12-Jan-21	27-Apr-21	-42												
Training		13-Feb-21	13-Apr-21	-42												
Equipment/Materi	als	15-Mar-21	27-Apr-21	-42												
Safety Certificatio	ons - By Project	12-Jan-21	05-Feb-21	-42							P.					
TASK 09 - Exter	mal Agreements	04-Sep-19 A	26-May-21	-42												
Bus-Rail Integrati	on	04-Sep-19 A	26-May-21	-42		-					-	-				
Pre-Revenue Se	ervice	16-Jan-21	12-May-21	-42												
Revenue Servic	e	28-Apr-21	26-Sep-21	-42								100				
Revenue Service	Preparation	28-Apr-21	26-May-21	-42					10000				G			
Project Float & Re	evenue Service	26-May-21	26-Sep-21	-42								-				

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.99 for this period, and the late SPI is at 0.99, showing that in general, performance continues to be 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 late projection as drawn from the master schedule.



Community Outreach

N140

- Worked with businesses and U Manor apartments to coordinate access throughout roadway and sidewalk restoration.
- Worked with our CM team to adjust lighting at the station after hearing concerns from nearby neighbors.

N150

• Responded to request for schedule information from the Roosevelt Neighborhood Association.

N160

- Notified neighbors and businesses about Saturday NE 103rd closures.
- Responded to request from Simon properties for schedule update and ridership projections.



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 consultant FTEs, we planned four for 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	33	-9
Consultants	29	47	18
TOTAL	71	80	9

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

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

May 2020



Construction Safety

Data/Measure	May-20	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	1	114
Days Away From Work Cases	0	0	6
Total Days Away From Work	0	0	397
First Aid Cases	5	16	201
Reported Near Mishaps	1	6	153
Average Number of Employees on Worksite	257	-	-
Total # of Hours (GC & Subs)	40,500	235,526	5,313,650
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	4.94	0.85	4.29
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		





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.

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—Elevated Guideway at Northgate Station with newly planted landscaping.





Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, is continuing work on site as follows:

- Continued installation of smoke curtain wall on BL2 mezzanine.
- Continued installation of metal panels in the north headhouse.
- Commenced removal of Water Treatment System from southwest corner of site.
- Continued installation of sidewalk panels at north end of the site.

Next Period's Activities

- Continue cleaning and punchlist corrections.
- Commence installation of metal panels at exterior of south headhouse.
- Continue installation of concrete curbs.
- Commence installation of hardscapes.
- Continue installation of electrical trim at the north headhouse.

Closely Monitored Issues

• In response to the extraordinary circumstances of the global COVID-19 pandemic, Sound Transit made significant decisions in April. See the Executive Summary article on COVID-19 for further details.

Cost Summary

Present Financial Status		Amount		
N140 Contractor—Hoffman Construction				
Original Contract Value		\$159,836,688		
Change Order Value	\$	9,049,405		
Current Contract Value	\$	168,886,093		
Total Actual Cost (Incurred to Date)	\$	161,046,674		
Percent Complete		97.2%		
Authorized Contingency	\$	15,491,834		
Contingency Drawdown	\$	9,049,405		
Contingency Index		1.7		



Metal Panels in South Lobby.





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 May:

- Continued to work on puchlist items.
- The contractor continued preventative maintenance activities on emergency fans, mechanical equipment and escalators.
- The contractor and CMC staff continued to work remotely on all administrative functions including change management and close-out documentation.

Next Period's Activities

- Continue completing change management and close-out activities.
- Re-install metal panels removed by the Systems Contractor.
- Complete installation of bird control.
- Continue relocation of System BDA cabinet to closet.
- Complete installation of access hatches at TVMs.

Closely Monitored Issues

- Lighting at Escalators 1-4: Contractor resubmitted shop drawings which are under review by Design and Sound Transit (ST). A tentative schedule has been provided to ST to commence the work in August and complete the work mid October 2020.
- Switchgear Issue: Contractor provided a tentative schedule for work to commence in July and complete the work by early August 2020.
- In response to the extraordinary circumstances of the global COVID-19 pandemic, ST made significant decisions in April. See the Executive Summary article on COVID-19 for further details.

Cost Summary

Present Financial Status	Amount			
N150 Contractor - Hoffman Construction				
Original Contract Value	\$152,291,184			
Change Order Value	\$ 15,105,087			
Current Contract Value	\$167,396,271			
Total Actual Cost (Incurred to Date)	\$166,369,724			
Percent Complete	99.8%			
Authorized Contingency	\$ 17,614,559			
Contingency Drawdown	\$ 15,105,087			
Contingency Index	1.2			



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 May include:

- Forming for lightweight concrete transitions from emergency walkway and cleaning of columns for application of antigraffiti coating. Installation of tactile tiles into sidewalk.
- Installation of irrigation system and bark mulch in planting areas.
- Final wiring of fire alarm system; finalizing communication conduits, Building Management System (BMS), and fire alarm conduits.

Schedule Summary

The project schedule for May forecasts a Substantial Completion date of July 6, 2020, negative 44 days beyond the current contract date of 23-May-20. Both ST and Absher are continuing to develop Time Impact Analyses of the impact from the Stop Work Order and will be working to establish the recognized impact, mitigations, and revised forecast milestone dates. The schedule does reflect actual progress through the month of May incorporating the resumption of work.



Schedule Performance Index

This period, the SPI early is 0.97 (unchanged from 0.97 last period) and the SPI late is at 0.97 (unchanged from 0.97 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 0.07 of its current trend over the last year.





Next Period's Activities

- Additional work for groundwater infiltration control at parking garage.
- Installation of lightweight concrete transitions at emergency egress crossings.
- Continue working on the Mezzanine level fire alarm wiring, and BMS, lighting and power into the Platform level closets.
- Continue installing metal panels at Elevators 2 and 3.
- Continue tiling work at mezzanine level.
- Continue to place remaining concrete pavement.
- Continue planting and irrigation.

Closely Monitored Issues

• Potential delay in completion of training of Operations staff. Coordination ongoing with other Northgate Link contracts.

Cost Summary

Present Financial Status	Amount			
N160 Contractor - Absher Construction				
Original Contract Value	\$174,000,000			
Change Order Value	\$12,548,983			
Current Contract Value	\$186,548,983			
Total Actual Cost (Incurred to Date)	\$181,098,457			
Percent Complete	96.8%			
Authorized Contingency	\$17,400,000			
Contingency Drawdown	\$12,548,983			
Contingency Index	1.3			



N160 Project Site as station construction near completion.





Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones on Oct. 31, 2019.

Remaining work are the punch list items for all work areas and documentation prior to closeout is almost complete, with an exception of few documents which is ongoing.

Next Period's Activities

• In the process of 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			
N180 Contractor - Stacy and Witbeck, Inc.				
Original Contract Value	\$71,455,950			
Change Order Value	\$4,797,503			
Current Contract Value	\$76,253,453			
Total Actual Cost (Incurred to Date)	\$75,362,234			
Physical Percent Complete	100.0%			
Authorized Contingency	\$10,718,393			
Contingency Drawdown	\$4,797,503			
Contingency Index	2.21			



Punchlist work on elevated guideway.



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

Current Progress

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

- Installed cabling, speakers and feeders at Roosevelt Station (RVS).
- Installed feeders, cabling, and equipment testing at U District Station (UDS).
- Installing cabling, and feeders Northgate Station.
- Continued vibration monitoring and testing at International District Station (IDS) / Downtown Seattle Transit Tunnel (DSTT).

Schedule Summary

MEC's March update, revision 2 has been reviewed and given a Code 2 grade. This will allow MEC to provide updates for April and May. The impact of the ST-ordered Stop Work Order can now be evaluated against the accepted update for March 2020. MEC has included the Demising Wall removal in the schedule updates, with no critical path impact. A separate detailed Systems Integrated Test (SIT) schedule has also been provided and is currently in review.



Schedule Performance Index

This period, the SPI-Early is 0.81 (same as last period) and the SPI-Late is 0.86 (decreased from 0.88 last period). Activities decreased in response to the COVID-19 pandemic. On April 3rd, Sound Transit issued a Stop Work order until May 4, 2020, which limited work that was allowed on site.




Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems, and Communications.
- Ongoing coordination meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation of TPSS equipment in train control room, and signal racks in train control equipment room and communication cables/devices at University District Station.
- Ongoing installation of TPSS wiring, cables and conduit. Continue cabling, 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.
- In response to the extraordinary circumstances of the global COVID-19 pandemic, Sound Transit has made a significant decisions in April. See reference in the Executive Summary Article on COVID-19.

Cost Summary

Present Financial Status	Amount					
N830 Contractor - Mass Electric Construction Co.						
Original Contract Value	\$104,660,444					
Change Order Value	\$975,263					
Current Contract Value	\$105,635,707					
Total Actual Cost (Incurred to Date)	\$69,405,781					
Percent Complete	70.1%					
Authorized Contingency	\$5,233,022					
Contingency Drawdown	\$975,263					
Contingency Index	3.7					



Wiring installation and testing at UDS

*The N830 and E750 Systems is a joint procurement. The Cost Sum-



Link Light Rail Lynnwood Link Extension

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Link Light Rail Lynnwood Link Extension

Project Summary

Scope

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



SoundTransit

Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Resumed field work on both civil construction contracts following a month-long suspension of work related to the COVID-19 pandemic.
- Continued concrete placement for columns (L200 and L300) and caps (L200) for the aerial guideway.
- Continued drilled shaft installation on both L200 and L300, with five drilled shaft crews between the two contracts.
- Continued wall construction work, including soldier pile walls adjacent to the King County Metro north bus base ramps.
- Completed the temporary bus staging lot development at the Edmonds School District site south of Scriber Creek to allow mobilization and guideway construction across the site.
- Continued integration of contract modification scopes into the schedules for each active heavy civil GC/CM contract.
- Continued final design for widening of 200th Street SW in Lynnwood.
- Continued negotiation of 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)
- Continued compilation of documentation required to exercise the Lynnwood option to integrate the L800 Systems GC/CM scope into the existing N830/E750 contract. The contract amendment is being prepared for ST Board review and potential approval later this year.



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 May 2020, \$103.3 M was incurred. The major project expenditures were for civil construction, construction management and work toward completion of civil & systems final design. The remaining expenditures were for right of way, third party coordination, permits, staff, legal and other direct charges.

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	\$39.8	\$39.6	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$141.1	\$118.2	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$92.3	\$38.1	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$14.6	\$10.5	\$9.0	\$14.6	\$0.0
Construction	\$1,921.4	\$2,091.6	\$1,721.8	\$373.4	\$2,091.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$235.7	\$178.7	\$162.1	\$235.7	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,223.3	\$779.3	\$2,771.6	\$0.0

Cost Summary by Phase

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	\$676.7	\$133.6	\$715.2	\$287.0
20 Stations	\$333.8	\$333.8	\$409.1	\$16.6	\$432.0	-\$98.2
30 Support Facilities	\$2.0	\$2.0	\$0.0	\$0.0	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$579.7	\$218.3	\$639.7	-\$213.6
50 Systems	\$244.4	\$244.4	\$46.1	\$2.3	\$219.7	\$24.7
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,711.7	\$370.9	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$235.7	\$178.7	\$162.1	\$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	\$332.9	\$246.3	\$447.4	\$0.0
90 Unallocated Contingency	\$292.2	\$78.6	\$0.0	\$0.0	\$78.6	\$0.0
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,223.3	\$779.3	\$2,771.6	\$0.0



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 for Final Design was reduced by \$0.5M for 3 change orders and AC for Construction was reduced by \$8M for 6 change orders.

Contingency Status

Contingency	Base	eline	Current Status					
Туре	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%	\$168.0	8.4%				
Unallocated Contingency	\$292.2	10.5%	\$78.6	3.9%				
Total	\$737.7	26.6%	\$246.6	12.4%				

Sontingency by Type



Table figures are shown in millions.

Contingency Drawdown





Risk Management

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

Please see the "Executive Summary article on COVID-19" which addresses project impacts/risks related to COVID-19.

The following are the top project risks:

- Inefficiencies in construction resulting from ongoing safety protocols instituted in response to the COVID-19 pandemic, including long lead material supplier delays and/or delays in permit issuance and inspections.
- Relationship with GC/CM contractors and culture of each contract.
- Tight budget, limited contingency, and changes during construction that impact cost and schedule.
- Adequacy and consistency of design documents for the civil contracts.
- Quality of CPM schedule submittals from the L200 civil contractor impairs master schedule clarity and reliability.
- Delays in long lead procurement of girders and other key material/equipment/resources.
- Obtaining permits Cities of Seattle and Shoreline, WSDOT.
- Timely completion of utility relocations, ROW acquisition (including CC&Rs) and ROW relocations necessary for construction.
- Coordination of civil/systems interface and potential for civil construction delays to systems construction.
- Increase in elevated work activity as girders are placed, and the associated night work and safety implications that come with the increase.

Project Schedule

The May update maintains the July 2024 revenue service date, with a increase in project float from 93 days to 139 days. The project float amount continues to remain variable as both civil contractors work to submit updated project schedules based on the accepted baseline schedules. Sound Transit reached agreement on handover milestones for the L200 contract, paving the way for submission of an acceptable baseline schedule. The L800 construction schedule submission based on the 100% systems design package has also been integrated in the master schedule, replacing the previously used schedule based on 90% design. The critical path for the project remains in the L200 contract, shifting within that contract to Work Zone 11 and the handover of the north half of the L200 guideway to the L800 systems contract.

		the second second	IOLAI	2010	1	2020	2021	2022	2023	2024	- Dente
NA			Float	Q2 Q3 Q4	Q1	Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1
LLE Master Schedule	20-May-10 A	05-Apr-24	146			1		· · · · · · · · · · · · · · · · · · ·	1 A		
Project Administration	20-May-10 A	05-Apr-24	.146	1				-			
Final Design/Preconstruction	01-Sep-15 A	06-Deo-22	480		-				,		
Permitting & Agreements	07-Jan-15 A	12-Feb-21	935				-				1
Utilities	D2-May-16 A	29-Jun-22	590			-		-			
L200 ROW Acquisitions	04-Jan-18 A	28-Oct-20	893	·		~			1		
L300 ROW Acquisitions	14-Jan-16A	10-Jül-21	318		-			1.00			
L300 Construction	25-Sep-18A	26-Jun-23	341								T
L200 Construction	07-Dec-16 A	12-Oct-23	54			1000	1				
L800 Systems Construction 100%	06-Aug-20	05-Jan-24	0			¢.				•	
LLE Rail Activation	29-Oct-20	17-Jul-24	106			ę					1
Contracts	26-Jun-23	04-Jan-24	1			1	11			•	
RA Tasks	01-Apr-21	01-Mar-24	245				-			-	
Pre-Revenue Service	29-0ct-20	01-Mar-24	175			¢				-	11
Revenue Service - FFGA	01-Mar-24	17-Jul-24	106	-							
Program Wide Float (139 CD)	01-Mar-24	17-Jul-24	106				1 · · · · · · · · · · · · · · · · · · ·				
Revenue Service - 7/17/2024		17-Jul-24	106							•	

Link Light Rail Lynnwood Link Extension



Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently the project has 139 days remaining between completion of work and the July 2024 revenue service date. At this time, the project has not formally committed to the use of any of the baselined 245 days. A determination of how much project float to use remains dependent on acceptance of main package L200 and L300 schedules for civil construction, the L800 systems schedule, and incorporation of the full rail activation schedule.

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



Critical Path Analysis

The critical path for the project remains in this update with the L200 contract, driven by the Work Zone 11 site development permit and the construction of the at-grade segments, trackwork and handover to the L800 systems contract. The critical path continues through the overhead catenary system installation, to systems integrated testing, and then into simulated revenue service, that precedes revenue service.

This path may change with completion of accepted baseline schedules and the assessment of COVID-19 impacts.

Activity ID Activity Name	OD	RD	Start	Finish	TF	20	020		20	21		20	22		20	23		202	24	
							J			J			1	J		J	J	J	\square	Π
LLE Master Schedule	35	21	11-May-20 A	29-Jun-20	-799			—												Γ
Permitting & Agreements	35	21	11-May-20	29-Jun-20	-799															
L200 Construction	559	559	30-Jun-20	14-Sep-22	-773															
Project Wide	559	559	30-Jun-20	14-Sep-22	-773															
WZ-11 At Grade (1661+78 to 1694+01	496	496	30-Jun-20	15-Jun-22	-770															
L800 Systems Construction 100%	317	317	15-Sep-22	04-Jan-24	-751			Γ					•							
L800 Systems	317	317	15-Sep-22	04-Jan-24	-751								•							
LLE Rail Activation	139	139	01-Mar-24	17-Jul-24	106															
Revenue Service - FFGA	139	139	01-Mar-24	17-Jul-24	106															



Community Outreach

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

- Distributed handouts to two multi-family properties (approximately 150 units combined) to inform them of night work at 1st Ave NE for girder setting in Seattle.
- Distributed handouts to 30 properties to inform them of night work at the NE 145th St off-ramp area.
- Distributed handouts to 26 properties to inform them of night work at NE 185th St. in Shoreline.
- Night work along both directions of I-5.
- Closure of on-ramp from eastbound SR 104 to Northbound I-5 and off-ramp to westbound SR104.
- 220th Street SW right turn lane closure and pedestrian detour in Mountlake Terrace.
- Construction at the Edmonds School District parking lot.
- Parking restrictions and heavy equipment mobilization at Lynnwood Transit Center.
- Full intersection closure at 200th Street SW and 44th Ave W in Lynnwood.
- Night work to place concrete girders for guideway.

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									
	ACQUISIT	RELOCATION							
Total Acquisitions	Board Approved	Offers Made to date	Closings to date *	Relocations Required	Relocations Completed to date				
364	393	720	637	432	367				

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 = 321.

Sound Transit Board Actions

Board Action	Description	Date
R2020-11	Authorizes the CEO to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Lynnwood Link Extension.	5/22/2020



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.

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.6	36.0	(6.6)
Consultants	87.0	6.0	
TOTAL	129.6	129.0	(0.6)

An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.3.

Construction Safety

Data/Measure	May-20	Year to Date	Project to Date				
Recordable Injury/Illness Cases	0	3	4				
Days Away From Work Cases	0	0	0				
Total Days Away From Work	0	0	0				
First Aid Cases	1	6	14				
Reported Near Mishaps	1	3	12				
Average Number of Employees on Worksite	203	-	-				
Total # of Hours (GC & Subs)	32,655	207,380	413,409				
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date				
Recordable Injury Rate	0.00	2.89	1.94				
LTI Rate	0.00	0.00	0.00				
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. Data includes the L200 and L300 contracts.



Link Light Rail Lynnwood Link Extension

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Link Light Rail Lynnwood Link Extension



Systems Final Design Overview

Sound Transit executed a professional services contract with LTK Engineering in July 2016 to perform systems final design along the entire Lynnwood Link alignment. Design services include preparation of comprehensive contract documents for construction, design coordination and cooperation with the civil final designer and GC/CM contractors, permit support, third party coordination support, risk assessment support, value engineering and constructability support, schedules and cost estimating.

Current Progress

- Completed the Issued for Construction (IFC) set of documents for the L800 systems contract.
- Systems Final Design is substantially complete. This will be the last update on this contract in the Agency Progress Report.

Cost Summary

Present Financial Status	Amount							
LTK Engineering								
Original Contract Value	\$9,293,684							
Change Order Value	\$864,615							
Current Contract Value	\$10,158,299							
Total Actual Cost (Incurred to Date)	\$10,053,481							
Financial Percent Complete	98.9%							
Physical Percent Complete	98.0%							
Authorized Contingency	\$864,679							
Contingency Drawdown	\$864,615							
Contingency Index	0.97							



Light Rail Train run by the Overhead Catenary System (OCS) powered from the Traction Power Substation (TPSS).



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: formed and poured column caps A10-A13; continued traffic signal buildout at 1st Ave NE and NE 107th St.
- WZ-2: Installed Mechanically Stabilized Earth (MSE) walls and forms/rebar for Cast In Place (CIP) walls.
- WZ-3: Completed structures access for NE 130th St. Station; completed columns and cap C02-C04.

Schedule Summary

The May update is under currently review. Sound Transit and SKH have reached agreement on the baseline milestones for the main package work. ST's construction management and scheduling staff are currently working with SKH to gain an acceptable baseline schedule the incorporate the agreed upon milestones. Subsequent to that, SKH will provide updates for both April and May. Analysis of potential COVID-19 disruptions and the stop work order will also be forthcoming.

Activity Name	Start	Finish	Total	2020	2021	2022	2023	2024
			Float	Q2 Q3 Q4	Q1 Q2 Q3 Q4			
L200 Construction	07-Dec-16A	12-Oct-23	54					
Project Wide	07-Dec-16A	12-Oct-23	54					
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19A	02-May-23	167					-
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19A	10-Aug-23	57					1
WZ-3 Elevated Seattle (1492+45 to 1542+75)	23-Mar-19 A	10-Aug-23	97		1		-	
WZ-3 Elevated Shoreline (1542+75 to 1559+17)	26-Mar-19A	12-Apr-23	181					
WZ-4 145th Station & Garage	08-Apr-19.A	03-Aug-23	62					
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	10-Aug-23	97				-	
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19A	08-Nov-22	247					
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	10-Aug-23	97					
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19A	22-Nov-22	277	-			1	
WZ-9 At Grade - Cut (1631+25 to 1667+50)	15-Apr-19A	10-Aug-23	57	1			0	
WZ-10 185th Station & Garage	15-Apr-19A	22-May-23	153					
WZ-11 At Grade (1667+50 to 1694+01)	09-Apr-19.A	09-May-23	143					
Ronald Bog	12-Jun-19A	29-Jun-20	843	-				-
					-		V	

Schedule Performance Index

Through May, the earned value represents only the early work portion of the contract. The major contract modification is not yet integrated into the earned value plan.

The cumulative SPI is at 0.87, meaning the cumulative amount of work accomplished is lower than the value of work planned. This is due to a 30-day stop work order starting in early April for COVID-19.



Link Light Rail Lynnwood Link Extension



Work Zone Overview



Next Period Activities:

- Continue column caps A09-A11 in WZ-1.
- Continue column cages and caps C02-C07 in WZ-3.
- Continue temporary power vaults and conduit for 145th station garage in WZ-4.
- Continue guideway excavation and WSDOT wall demolition in WZ-7.
- Continue guideway and wall excavation in WZ-9.
- Continue mass excavation and temporary power installation for 185th station in WZ-10.
- Begin placement precast concrete girders in WZ-1.

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 dry season. Dust mitigation and control measures.

Cost Summary

Financial Status	Amount			
L200 Contractor - SKH				
Original Contract Value	\$ 88,147,258			
Change Order Value	\$ 754,983,201			
Current Contract Value	\$ 843,130,459			
Total Actual Cost (Incurred to Date)	\$ 199,357,278			
Percent Complete	24.9%			
Authorized Contingency	\$ 44,052,732			
Contingency Drawdown	\$ 3,132,195			
Contingency Index	3.1			



Removing steel forms for Bent Cap on 125th St. & 5th Ave.



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

Current Progress

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

- Continuing drilled shaft placement, column and cap construction for the aerial guideway.
- Completed temporary bus lot construction at the Edmonds School District and completed the transfer of buses to the new temporary lot.
- Commenced excavation and foundation work for the ancillary building at the future Mountlake Terrace Station.
- Critical nighttime closure of 44th Ave W in Lynnwood to allow drilled shaft equipment to cross from the west side to the east side, to continue column work.

Schedule Summary

An update for May has not yet been submitted by Skanska. Skanska has completed the baseline schedule for the main package work. The focus is now on completing updates for both April and May. ST is working with Skanska on how to provide both the updates and time impact analyses for changes that have occurred in both April and May.

Activity Name	Start	Frish	Total	2020	10-000	1.000	2021		0	00	2022	2022 2023					2024			
			Float	Q2	Q3 Q4	Q1	02	Q3 Q4	0	21 0	22 0	13 0	4 Q1	Q2	Q3	Q4	Q1	02	Q3	Q4
L300 Construction	25-Sep-18A	26-Jun-23	331	-																
L300 Construction		-	0																_	
MILESTONES	25-Sep-18A	26-Jun-23	331																_	
ROW ACQUISITIONS (PARCELS & TCE'S)	04-Jun-19A	27-Oct-20	772	-		1							1							
PERMITTING	01-Feb-19A	01-Sep-20	489	-	-								1							
SUB-CONTRACTS	07-Aug-19 A	01-Apr-20	203	•												_		_		
SUBMITTALS	12-Apr-19A	05-Sep-20	149	-			-													
MATERIAL PROCUREMENT	19-Aug-19 A	04-Apr-21	109			-	-		1						_					
EARLY WORK	12-Apr-19A	11-Jan-21	448			-														
3RD PARTY UTILITIES	03-Oct-19A	21-Apr-20	149	-											_				_	
CONSTRUCTION	25-Oct-19A	25-Jun-23	332		_									_	φ					-
CHANGE ORDERS	09-Sep-19A	28-Jan-20 A	1																_	

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.90 (increase from 0.78 last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.76 (decrease from 1.78 of last period).

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



Link Light Rail Lynnwood Link Extension



Work Zone Overview



Next Period's Activities

- Begin securing east lot at Edmonds School District by the shifting of 138 buses to new temporary lot.
- Commence all work at Scriber Creek.
- Complete all necessary work in G04 area and restriping of I-5 to allow work to begin in the median.
- Begin wall work north of Mountlake Terrace station.
- Continue with ancillary building construction at the Mountlake Terrace station.

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 early work pricing and Issue for Construction (IFC) sets.
- Coordination of temporary parking at Lynnwood Transit Center.
- Erosion and sediment control during the dry season, including dust mitigation and control measures.
- Monitoring closure date for Mountlake Terrace freeway station and associated service revisions.

Cost Summary

Present Financial Status	Amount			
L300 Contractor—Skanska				
Original Contract Value	\$ 56,886,631			
Change Order Value	\$ 785,987,366			
Current Contract Value	\$ 842,873,997			
Total Actual Cost (Incurred to Date)	\$ 107,572,093			
Percent Complete	15.5%			
Authorized Contingency	\$ 42,888,048			
Contingency Drawdown	\$ 7,873,997			
Contingency Index	0.7			



Ancillary building construction at Mountlake Terrace Station.



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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.

Mitigation

Major Contracts

Construction		Scope	Agreement/Contract Amount
\$225 () ('))'	WSDOT	PE	\$ 1,549,003
\$225.6 Million	WSDOT	Final Design	\$ 22,120,999
Construction Complete: May 2020 (tent)	WSDOT	CM Services	\$ 43,192,664
	IMCO	Construction	\$132,409,000
	City of Mercer	Transportation	\$10,050,000

Island

Key Project Activities

Phase

Budget

Schedule

- Civil Construction Complete remaining ancillary construction items (ongoing; anticipated completion December 2020).
- Physical Completion, IMCO Contract Notification to be issued by WSDOT (pending).
- Third Party Oversight (City of Mercer Island) Ongoing.

Closely Monitored Issues

WSDOT executed a clear-all settlement change order with their contractor in May for the major construction contract work; granting of Substantial Completion for that work is retroactive to June 2017. The following issues are being resolved:

- Commissioning Agent Certification (pending acceptance by WSDOT).
- COVID-19 mandatory work shutdown for ancillary construction.



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 May were \$60.0K. Tables below are in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$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	\$173.4	\$198.3	\$0.0
Total	\$225.6	\$225.6	\$209.6	\$195.7	\$225.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC	
40 Sitework & Special Conditions	\$180.6	\$190.7	\$187.0	\$173.4	\$190.7	\$0.0	
80 Professional Services	\$26.3	\$26.3	\$22.6	\$22.3	\$26.3	\$0.0	
90 Unallocated Contingency	\$18.7	\$8.7	\$0.0	\$0.0	\$8.7	\$0.0	
Total	\$225.6	\$225.6	\$209.6	\$195.7	\$225.6	\$0.0	

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

Cost Contingency Management

In the table below, the Allocated Contingency includes both WSDOT-controlled construction contingency and total STcontrolled allocated contingencies. Allocated payment to WSDOT for the pending clear-all settlement with their contractor was accrued in December; the change order was executed in May, with receipt of billing anticipated in July. Payments to WSDOT for administration and reimbursement of contractor payments resulted in a decrease of the remaining Project budget; percent of overall Current Contingency, when compared to the Remaining Work Budgeted, is relatively unchanged from last period.

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%	\$1.6	5.2%
Unallocated Contingency	\$18.7	8.3%	\$8.7	28.9%
Total	\$35.7	15.8%	\$10.2	34.1%

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

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 Down- town Seattle to the Overlake Transit Cen- ter area of Redmond.
Stations	Judkins Park, Mercer Island, South Belle- vue, East Main, Bellevue Downtown, Wilburton, Spring District/120th, Bel- Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).
Systems	Signals, traction electrification, and com- munications (SCADA).
Phase	Construction
Budget	\$3.677 Billion (Baseline April 2015)
Schedule	Revenue Service: June 2023



SoundTransit

Map of East Link Extension Alignment.

Key Project Activities

- Floating Bridge Retrofit (E130): Continued installation of plinth/rail, ballasting and cathodic protection system.
- Mercer Island (E130): Resumed interior/exterior finishes at Mercer Island Station platform and plaza; ongoing utility & fire protection installation and commissioning.
- **IDS to Mt. Baker Tunnel (E130)**: Resumed mechanical/electrical installations, Mt. Baker Tunnel & Judkins Park Station (JPS); direct fixation track installation continues in Mt. Baker Tunnel; construction of JPS structures & plaza.
- South Bellevue (E320): Resumed trench work on Bellevue Way SE, garage and station finishing including conveyance work was ongoing, as well as, rail tie and ballast work.
- **Downtown Bellevue Tunnel (E330)**: Completed removal and replaced sidewalks at 110th intersection with 2nd and 4th St. Commenced and completed 110th Ave grinding and lay over asphalt.
- **Downtown Bellevue to Spring District (E335)**: Resumed mechanical/electrical/plumbing rough in for Downtown Bellevue and Wilburton Stations. Set canopy structural steel at the east and west platforms and poured platform curbs at East Main Station.
- Bel-Red (E340): Resumed aerial guideway work, installed fire protection system, erected maintenance stair tower structure. Continued station buildout, install rebar, forms, and pour track slab.
- SR520 to Redmond Technology Station (E360): SR520 shoulder restoration, OVS plaza paving and landscaping, and RTS Garage stop work notice issued. OVS Ped Bridge east and west bound truss erection.
- Systems (E750): Continued with submittals, component design/manufacturing/fabrication. Delivered the first TPSS to location and commenced OCS pole installation.



Closely Monitored Issues

- Cracks in Redmond Technology Station Garage's structural elements.
- Design change during construction phase particularly at our most technically challenging stations.
- Quality, construction safety and environment compliances.
- Bellevue Downtown Station (E335) and the Bel-Red Segment (E340) challenges and schedule delay. Contractor performance and level of confidence in turning over access to follow on Systems contract.
- COVID-19 pandemic continues to challenge 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 under \$39.3M, increasing the total expenditure to date from \$2.45B to \$2.49B. Project commitment approaches \$3.1B with all major construction contracts in place. This period's expenditures under performed to the largely due to the challenges of contractors' remobilization after lifting of work suspension. Impacts continues to be assessed, despite the suspension being lifted.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$95.7	\$95.2	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$246.6	\$227.7	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$196.7	\$133.7	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.3	\$29.9	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,198.6	\$1,679.3	\$2,544.3	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$298.2	\$271.1	\$270.3	\$298.2	\$0.0
Total	\$3,677.2	\$3,677.2	\$3,101.9	\$2,490.8	\$3,677.1	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$949.7	\$896.2	\$775.8	\$954.7	(\$210.1)
20 Stations	\$397.7	\$474.2	\$442.2	\$320.8	\$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	\$488.2	\$402.4	\$567.3	\$241.2
50 Systems	\$353.8	\$367.9	\$347.5	\$159.3	\$369.0	(\$15.2)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,174.1	\$1,658.3	\$2,359.6	(\$55.0)
60 Row, Land	\$288.5	\$288.5	\$271.2	\$270.3	\$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	\$656.6	\$562.2	\$889.5	\$8.9
90 Unallocated Contingency	\$182.9	\$130.0	\$0.0	\$0.0	\$136.6	\$46.2
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,101.9	\$2,490.8	\$3,677.1	(\$0.0)

Link Light Rail East Link Extension



Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project to date expenditure topped out at approximately \$39.3M where Construction Phase is responsible for about 83% or approximately \$32.6M of May's expenditure. Total project cost incurred to date topped \$2.49B, to which about \$1.68B were recorded in the Construction Phase. The project expenditures continue to pick up and is predicted to rise to approximately \$2.73B by December 2020.



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 Q1 2020 risk registers is completed. The next risk mitigation milestone is in 2021 but an interim risk "milestone" has been added for 2020. The workshop for the interim milestone is being scheduled at time of writing. The following are the top project risk and risk areas:

- Compliance with quality, safety and environmental requirements.
- Design changes during construction, particularly at technically complex stations such as Mercer Island, Bellevue Downtown and Redmond Technology.
- Interfaces between contracts, agency supplied equipment and third party jurisdictions.
- Additional COVID-19 pandemic impacts.
- Cracks in Redmond Technology Station Garage's structural elements.



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 \$352.5 (previously \$353.1M). 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 \$3.3M 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 \$0.6M due to predominantly construction changes.

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

Baseline **Current Status** Contingency Amount % of Total % of Work Туре Amount Remain-ing Budget Remaining Design \$184.1 5.0% \$3.3 0.3% Allowance Allocated \$428.9 \$219.2 11.7% 18.5% Contingency Unallocated \$182.9 5.0% \$130.0 11.0% Contingency Total \$795.9 21.6% \$352.5 29.7%

Contingency by Type



Table figures are shown in millions.

Contingency Drawdown

Contingency Status

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance at proximately \$352.5M (previously \$353.1M) 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 May represented the monthly draw of about \$0.6M due to various construction change orders.



Contingency Drawdown as of May 31, 2020



Project Schedule

The Integrated Master Schedule is presented below.

E130 continued installing plinths and rail on the HMH floating bridge; commissioning of Mercer Island Station; mechanical/electrical work at Judkins Park Station.

E320 resumed pouring the track wall for the 112th undercrossing; conveyance work at the station and parking garage; mechanical and electrical work on the I-90 flyover.

E330 resumed concrete work at the South Portal.

E335 resumed structural work at E. Main station; mechanical and electrical work at Bellevue Downtown Station and Wilburton Station; vertical conveyances at 120th station.

E340 resumed installation of guideway storm drainage and fire protection system; ceiling and canopy work at the station; paving and grading along Spring Blvd.

E360 resumed work on sidewalk and decorative paving at OVS plaza; enclosures at the Leased Office Building; truss erection for OVS pedestrian bridge.

E750 Systems contractor commenced setting TPSS houses; long-lead procurement continues.

All contracts are forecast to complete in time to perform pre-revenue simulation as planned. Revenue Service is forecasted in June 2023.

AdultyName	Start	Start Finish									
			2017	2018	2019	2020	2021	2022	2023		
Sound Transit	18-Jan-15 A	30-Jun-23	alala	alalala	alalala	alalala	alalala	alalala	alalala		
Sound Inalisit			_								
Sound Transit 2	18-Jan-15 A	30 Jun-23		1.1.1.1							
EastCorridor	18-Jan-15 A	30-Jun-23	-		-						
LRT Extension - East	18-Jan-15 A	30-Jun-23			-	-	-	-			
EastLink	18-Jan-15 A	30-Jun-23									
East Link Construction	18-Jan-15 A	30Jun-23									
EL 130 - Seattle to I-90 Overpass (GCICM)	01-Mar-17A	07-Mar-21					-				
EL 320 - 1-90 Overpass to S. Bellevue (DBB)	05-Dec-16A	14-Nov-20		-	-						
EL 330 - Downtown Bellevue Tunnel (DBB)	18-Jan-15 A	02-Sep-20		-		-					
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	16-May-21	-			-		1000			
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17A	26-Jul-20						1			
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	20-Oct-20		-	-						
EL 750 - Systems	12-Jun-17 A	31-Mar-22		-		-		-			
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	31-Mar-22		-	-	-					
ELRACT - East Link Rail Activation/System Integration Project Closeout	01-Apr-22	30-Jun-23	1.00					-			
East Link Rail Activation/System Integration/Project Close out	01-Apr-22	30Jun-23									
Pre-Revenue Testing & Start Up	01-Apr-22	30-Sep-22									
East Link System Integration Testing (3 Mo)	01-Apr-22	30-Jun-22						-			
East Link Pre Revenue Operations (3 Mo)	30-Jun-22	30-Sep-22						-			
Revenue Service Window	30-Sep-22	30Jun-23									
East Link Program Float - 9 Months	30-Sep-22	30-Jun-23	-					-			
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*							+		

Project Float

East Link was baselined with 273 days of program float. To date, zero days of float has been used.





Critical Path Analysis

The East Link critical path this month is currently driven by the E130 handover interface East of Mercer Island Station, followed by E750 signal work. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.

Activity Name	Start	Finish		2	20		2021				2022				2023		
			Q1	02	Q3	Q4	Q1	Q2	03	Q4	01	02	03	Q4	01	02	Q3
EL 130 - Seattle to I-90 Overpass (GC/CM)	01-Jun-20	01_Jun-20														-	
E130 Construction	01-Jun-20	01-Jun-20		1		1		1				1	1				
Miestones	01-Jun-20	01-Jun-20			1	1						5					
Area Complete Milestones	01-Jun-20	01-Jun-20		1		2						ê					
Floating Bridge Area Milestones	01-Jun-20	01-Jun-20		į		1											
EL 370 - 1-90 Overpasa to 5. Bellevue (066)				1	1	1						£					
EL 330 - Downtown Bellevue Tunnel (DBB)						1											
EL 335 - Downtown Bellevue to Spring District (GC/CM)				10										8			
EL 340 - Spring District to SR 520 (DBB)				1 U		1						£ - 1					
EL 360 - SR 520 to Overlake Transit Center (DS)				1.0		į						£					
EL 750 - Systema	01-Jun-20	19-Mar-22		1		2		· · · · · ·			10.000	érorone E			a	alond.	
E750 Construction	01-Jun-20	19-1/#-22		1		i.						1					
E750 Project	01-Jun-20	19-Mar-22		£ 1		÷						5					
E750 Engineering	18-Jan-22	19-I/lar-22		1		1					-						
E750 Construction	01-Jun-20	19-Mar-22										1					
E750 Milestones	01-Jun-20	19-Mar-22				1					1	¢ .		N			
E750 Signals	01-Jun-20	(12-Aug-21	- 6						•								
E750 Te sting and Commissioning	02-Aug-21	18-Jan-22				ŧ.					•						
East Link Master Schedule - Construction Interfaces	01-Jun-20	31-Mar-22		E F		1						ŧ					
ELRACT - East Link Rail Activation/System Integration/Project Closeout	01-Apt-22	30-Jun-23	L and	h. d		i.		Èse 19				1		0.11			
East Link Rail Adivation/System Integration/Project Closeout	01-Apr-22	30-Jun-23									1	1					
Pre-Revenue Testing & Start Up	01-Apr-22	30-Sep-22				8						<u> </u>					
East Link System Integration Testing (3 Mo)	01-Apr-22	30-Jun-22		£		£					1.16			1			
East Link PreRevenue Operations (3 Mo)	30-Jun-22	30-Sep-22															
Revenue Service Window	30-Sep-22	30-Jun-23		Laura			him	Summe					anda				
East Link Program Float - 9Months	30-Sep-22	30-Jun-23	_			1										_	
East Link Revenue Service Date (Basidine 30-Jun-23)	1	30-Jun-23	1	ŝ.	£	1		1				ť .					

Schedule Performance Index

The early Schedule Performance Index (SPI) for East Link's Major Construction Packages is at .89 for this period, which indicates steady performance. The late SPI of .99 reflects the project-wide underperformance due to April's Stop Work Order.



Link Light Rail East Link Extension



Project Cash Flow Projection

The overall East Link Major Construction physical percent complete for East Link construction is 80.1%.

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. At the end of this report period, performance is slightly below the late projection as drawn from the master schedule due to April's Stop Work Order and remobilization in May. This trend may continue due to restrictions on working conditions but will be monitored closely.





E335 Downtown Bellevue to Spring District: Bridge spanning over Highway I-405 and NE 6th Street toward Spring District in the horizon.



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. May's focus: construction easement closeouts and extensions; preparation for Mercer Island online open house; mitigation parking leases; coordination of ongoing TPSS 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	236	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 from the first five months 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. That said, with COVID-19 pandemic's 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	56.9	(0.6)					
Consultants	106.8	167.5	60.7					
TOTAL	164.3	224.4	60.1					
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.								

Link Light Rail East Link Extension



Sound Transit Board Actions

Board Action	Description	Date
	None to Report	

Construction Safety

Data/ Measure	May 2020	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	6	78
Days Away From Work Cases	0	1	15
Total Days Away From Work	31	187	1276
First Aid Cases	5	31	248
Reported Near Mishaps	5	16	262
Average Number of Employees on Worksite	984	-	-
Total # of Hours (GC & Subs)	125,779	812,464	5,576,679
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	1.48	2.80
LTI Rate	0.00	0.25	0.54
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: Contractor continues with critical submittal, reviews of plans, component and product designs as well as offsite work. Commenced TPSS delivery and OCS pole setting in E130 segment



E130 Seattle to South Bellevue: Track Bridge - allows for trains' smooth transition from land onto the floating bridge.



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

Current Progress

As of May 4th, the COVID-19 work suspension was lifted; contract work resumed under prescriptive guidelines, including:

West Segment: Progress mechanical/electrical installations, Mt. Baker Tunnel & Judkins Park Station; direct fixation track installation continues in Mt. Baker Tunnel; advance construction of Judkins Park Station structures & plaza.

Center Segment: Continue modified plinth/rail installation, pontoon ballasting, & west bound rail on floating bridge; advance installation of cathodic protection system.

East Segment: Progress interior/exterior finishes at Mercer Island Station/platform/plaza; ongoing utility & fire protection installation and commissioning.

Schedule Summary

The critical path for this project currently runs through cathodic protection on the floating bridge. The contractor's April update is presented below. The E750 Systems contractor has been granted access to all areas but one east of the HMH floating bridge included under Milestone 1.

Activity Name	Stat	Finish				
			02	QS .	.04	01
E130 Construction	10-Mar-17 A	07-Mar-21				
Milestones	10-Mar-17A	07-Mar-21				
Access Milestones	10-Mar-17 A	12-May-17A		1		
16. Notice to Proceed - Package 1	10-Mar-17 A			1		
16. Notice To Proceed - Remaining Scope	12-May-17 A					
Major Project Complete Mile stones	21-Aug-19A	07-Mar-21				
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20 A		-		
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		15-Mar-20 A		-		
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (29-Jan-20)		16-Nov-20*	1	1	•	
16, MS#01 -Acceptance		16-Dec-20			· · · · · · · · · · · · · · · · · · ·	
16. MS#04 - Substantial Completion A I Work (12-Dec-20)		05-Feb-21*		1		+
16. Acceptance	100 C 100 C 100 C	07-Mar-21				•
Milestone 1 Interim Dates	21-Aug-19A	15-Noy-20		1		
Construction	20-Mar-17 A	03-Fab 21				
PreliminaryActivities	03-Apr-17A	20-Jul-20				
Site work.	23-Aug-17A	14-Oct 18A				
Demolition	20-Jul-17 A	18-Jun-20		• 1		
Tunnel Modifations	18-Sep-17A	16-Dec-20				
Station s	31-May-17.A	15-Dec-20				
OCS Bases Frames	02-Apr-18A	15-Sep-20				
CMIUtities	05-Jul-17.A	14-Jan-21				-
Bectrical	20-Mar-17.A	02-Nov-20				
Structure s Revolit	20-Mar-17 A	30-Nov-20				
Trac kwork	29-Jan-18 A	03-Feb-21				
System s	25-Jun-17.A	31-Dec-20				
D 5 Modification	15-Jan-19A	05-Oct 20			7	

Schedule Performance Index

Review of the May progress schedule has not been completed; information provided is through April. Cumulative SPI-Early is reported as 0.89, with SPI-Late reported as 0.98. This indicates the contractor is primarily on schedule with their late start/finish performance, while remaining behind schedule with their early start/finish performance. The COVID-19 temporary work stop order ended May 4th under prescriptive health-safety guidelines. COVID-19 delay impacts are under review at this time, and strategies to identify & mitigate other non-COVID related delays are ongoing.





Next Period's Activities

- West Segment: Begin IDS rail grinding; continue direct fixation plinths, Mt. Baker Tunnel; progress structures, utilities, landscaping at Judkins Park Station.
- Center Segment: Ongoing floating bridge track installation, ballasting, cathodic protection, & utilities work; advance double crossover installation at approaches.
- East Segment: Continue utilities installation, interior/ exterior finish work, and commissioning activities at Mercer Island Station.

Closely Monitored Issues

- COVID-19 impacts.
- East Segment activity progress to reach Milestone 1 & 4 and resultant impacts to E750.
- Requirement for shielding non-conductive wires for the cathodic protection on floating bridge.



E130 Construction Segments

Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (<i>incl. Phase 2 MACC</i>)	\$665,000,000
Change Order Value	\$27,570,476
Current Contract Value*	\$691,615,476
Total Actual Cost (Incurred to Date)	\$564,554,067
Percent Complete	80.97%
Authorized Contingency	\$46,660,541
Contingency Drawdown	\$27,570,476
Contingency Index	1.4

* Contract Value excludes Betterments



Eastbound track installation along the D2 roadway



Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Civil work included continued landscape and restoration. Electrical work continued with raceway and lighting work and on the structure, stanchions and standpipe work continued as well.

Bellevue Way SE (BWSE): Form, rebar and pour (FRP) moment slab work continued as did installation of access stairs in trench area two and landscaping and pigment sealer work in trenches.

S. Bellevue Sta./P&R: Garage plumbing and electrical work was ongoing, as well as, finishing work. Parking lot finishes ongoing as well as, drywall work in the station and conveyance work in both the garage and station.

Wye-to-East Main and Track Work: FRP track wall work continued, as did excavation and backfill work on track walls. Approach slab to undercrossing work began and tie work continued.

Schedule Summary

The critical path for this project continues to run through the track wall for the 112th undercrossing, followed by trackwork. The March update from the contractor was reviewed and returned for revision a second time. As a result ST has not received an update for April or May. Work is progressing as planned and the contractor is currently forecast to achieve substantial completion in time to hand over the station and guideway to the E750 systems contractor.

Activity Name	Start	Finish			2	120	
			0	21	Q2	Q3	Q4
E320 Construction	05-Dec-16 A	25-Nov -20					•
Milestones and Summary	05-Dec-16 A	25-Nov -20				:	
Contract Milestones	05-Dec-16 A	25-Nov -20					
Limited Natice to Proceed	05-Dec-16 A						
Natice to Praceed	13-Feb-17 A						
Miestone 3A - Clear & Grub Sweyolocken (Stat. of "Wetland Fill" Work+365D)		21-Dec-18 A		i			
Miestone 1 - (Atemate) Phase B 2 1 Not Used		31-May-19 A					
Miestone 3B - Clear & Grub Coal Creek		22-Nov -19 A					
Miestone 2 - Final Restoration of Belevue Way (Stari+897D)		09-Aug-20*				•	
Miestone 4 - SIDT & SCADA Complete (NTP+1160D)		17-Aug-20*				<u>+</u>	<u>.</u>
Miestone 5 - Acceptance of South Belevue Station (NTP+1225D)		25-Sep-20*				•	
Miestone 8 - Required Substantal Completion (NTP+1384D)		25-Nov -20*					•
Construction-1	21-Apr-17 A	06- Nov -20					
Mobilization	21-Apr-17 A	16-Jul-18 A					
Area A - 1-90 Mainline to Bellevue Interchange - Sta E B405+54 to EB438+20	16-Jun-17 A	25-Sep-20					
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	06-Nov -20				!	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	28-Sep-20					
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	28-Aug-20				, , , , , , , , , , , , , , , , , , ,	
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov -19 A					
Area F - Sweyolocken Mitigation	23-Apr-18 A	21-Dec-18 A					

Schedule Performance Index

The SPI early is at 0.93 in March and the SPI late is 1.03. The contractor continues to remain ahead of their late finish plan and are slightly behind their early plan. Affecting the schedule are the station and 600' sound wall that is running behind. Also affecting the schedule is continued resequencing of work. Critical path remains the work on 112th with ballasted track install, weld and de-stress and eastbound track wall work.





Next Period's Activities

- **I-90 Flyover**: Continue civil restoration and landscape work as well as expansion join work on structure.
- **Bellevue Way SE**: Continue pigment sealer work, as well as, traffic barrier and wall work in trench.
- S. Bellevue Sta./P&R: Continue conveyance and electrical work in garage and station.
- Wye-to-East Main and Track Work: Continue trench work and foam concrete backfill on walls. Continue tie and double crossover work.

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount*					
E320 Contractor - Shimmick/Parsons JV.**						
Original Contract Value	\$319,859,000					
Change Order Value	\$5,300,763					
Current Contract Value	\$325,159,763					
Total Actual Cost (Incurred to Date)	\$282,818,773					
Percent Complete	85.99%					
Authorized Contingency	\$38,532,000					
Contingency Drawdown	\$5,300,763					
Contingency Index	6.0					



Workers social distancing around guideway work

•\$ Amount excludes betterments and STArt.



Contract E330 – Downtown Bellevue Tunnel

Current Progress

- Completed removal and replace sidewalks at 110th Ave. intersection with 2nd St. and 4th St. Commenced and completed 110th Ave grinding and lay over asphalt. Detection loops were installed at the intersection of 4th St. and 110th Ave. The mid -tunnel shaft site was cleaned and is ready for turnover to E335 contract.
- South Portal: Completed shoring tower installation. Continued rebar installation, form and concrete placement for soffit. Reinforcement was finished in 4 segments out of 7 segments and concrete placement completed one segment and continued for in segment 4. The bottom mat of reinforcement was installed in all 7 segments.

Schedule Summary

The critical path for this contract follows the completion of the South Portal structure. In January, the contractor achieved Milestone #3 (Completion of the SEM Tunnel) and granted access to the E335 contractor, who will complete trackwork. Although work was delayed by the Stop Work Order issued in April, there was no impact to any interfacing or follow-on work.

AdultyName	Start	Finish	2020			
			02	03		
E330 Construction	15-Dec-16A	05-Aug-20				
CONSTRUCTION	15-Dec-15 A	05-Aug-20				
MILESTONE S/CONSTRUCTION EASEMENTS	15-Dec-15A	05-Aug-20				
MILESTONES	15-Dec-15A	05-Aug-20				
CALCULATED MILESTONES	15-Dec-15A	05-Aug-20				
LATP	15-Dec-15A					
NTP	08-Feb-16A	Contract of the				
MLST 1 - Acceptance of the 110th Ave Controlled Low Strength Material Work		14-Oct-16A				
MLST 2 - Acceptance of CO #006 Work		14-Oct-16A				
MLST 3 - Substantial Completion of all Work from Station EB 542+64.52 to Station EB 562+47.91		21-Jan-20 A				
MLST 4 - Substantial Completion Total Contract		05-Aug-20		•		
MOBILIZATION	08-Feb-16A	19-Feb-20A				
SITEWORK	29-Feb-16A	05-Aug-20				
PRECONSTRUCTION	21-Mar-16A	14-Jul-20				
TRAFFIC CONTROL	25-Mar-16A	14-Jul-20				
SURVEY & MONITORING	29-Feb-16A	03-May-18A				
NORTH PORTAL AREA	13-Jun-16A	14-Oct-16A				
CASTIRON PIPE REPLACEMENT	08-Feb-17A	08-Apr-17 A				
SOUTH PORTAL AREA	29-Feb-16A	05-Aug-20				
SKYLINE BUILDING RETROFIT	17-Jan-17A	18-Oct-17A				
TUNNELING	01-Feb-17A	06-Feb-20A				
DEMOBE	13-Mar-17A	23-Jul-20				

Schedule Performance Index

In May, the SPI-Early is at 0.97 and the SPI-Late is at 0.98. The lag on the SPI curves are not important at this stage of the project. That said, there are some weather and COVID-19 delay days that have not been incorporated into the schedule.





Next Period's Activities

- South Portal: Continue and complete rebar installation and concrete placement for soffit. Commence shoring tower removal and woofing the cut and cover lid.
- Continue Maintenance Temporary Erosion and Sediment Control (TESC) for South Portal. Commence demobilization of South Portal yard.

Closely Monitored Issues

• Impacts from the COVID-19 coronavirus and Washington State Governor Proclamations, started to affect the project since the month of March. Impacts included but are not limited to the following: reduced work force, availability of subcontractors, availability of materials, and additional work restrictions affecting productivity.



E330 Downtown Bellevue Tunnel Cut and Cover Progress (5/29/2020)

Cost Summary

Preset Financial Status	Amount				
E330 Contractor- Guy F Atkinson Construction, LLC.					
Original Contract Value	\$121,446,551				
Change Order Value	(\$502,489)				
Current Contract Value	\$120,944,062				
Total Actual Cost (Incurred to Date)	\$118,238,862				
Percent Complete	98.37%				
Authorized Contingency	\$12,647,144				
Contingency Drawdown	(\$502,489)				
Contingency Index	N/A				



Cut and Cover shoring and rebar installation in progress.



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

Current Progress

The COVID-19 work suspension was lifted on May 4th . Work resumed with startup of critical activities primarily at stations.

East Main Station: Continued subgrade electrical conduit, raceway installation, form and pour foundation slab and pour center wall. Set canopy structural steel at the east and west platforms and poured platform curbs.

Bellevue Downtown Station (BDS): Continued Mechanical Electrical Pluming rough-in from platform to mid-level, installation mid-level wall, concrete placement and formwork removal.

Wilburton Station: Continued MEP rough in, elevator framing and installation and escalator buildout. Placed support steel for stairs 1, 2 and 3.

120th Station: Continued elevator and escalator installation. Continued head-house finishes work and wall and platform tile work. Completed Electrical rough-ins.

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 follows access to E330 tunnel in Area 2 and goes through the South Portal and its electrical building. Although work was suspended throughout the month of April, the contractor will likely be able to provide access to the E750 contractor in time to preserve the overall schedule.

ctivity Name	Start	Finish		20	20				2021
the second s			02		03	Q4	01	Q2	
E335 Construction	24-Apr-17 A	16-May-21	_					1	1
Milestones	044/ <i>ay-</i> 18A	16-May-21					-		1
Contract Milestones	30-Sep-18A	16-May-21	-	-	-				1
Milestone#1 - Complete North Port al Head wall Temporary Shoring	1	30-Sep-18A	1						1
Mitestone#2 - Complete SIDT's for Interface to SCADA		14-Jan-20 A						1	1
Milestone#3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP		01-Jun-20*							
Mitestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access		16-Jan-21*						1	1
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access		16-Mar-21*							1
Milestone#6 - Substantial Completion of all Work		16-May-21*					1	•	1
Calculated Milestones	04May-18A	16-Apr-21		-		1			1
E335Achieves Miestone #1		04-May-18A							
E335Achieves Miestone #2	1	14-Jan-20 A						1	1
E335Achieves Miestone #4		08-Jan-21					•	1	:
E335A chieves Milestone #3		18-Jan-21				1		1	1
E335Achieves Milestone #5		04-Mar-21							
E335Achieves Miestone #6		16-Apr-21					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	•	1
Mobilization	24.Apr-17.A	24-Apr-17-A						1	1
Construction	24.Apr-17.A	17-Mar-21		1					1
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-0d-17A	29-Jan-21		-				1	1
Area 2: South Portal to SEM Tunnel (538-00 - 562-47.91	24-Aug- 18A	02-Feb-21	-	-					1
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17A	17-Mar-21							
Area & Aerial Guideway (568+45 - 606+59)	24.Apr-17.A	04-Mar-21	-	-				1	1
Area & Pine Forest to 120th (606+59-619+00)	07-Jul-17 A	01-Feb-21	-	_				1	1
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17A	21-Jan-21		-					1
Testingand Commissioning	01-Jun-20	18-Dec-20	1. 1	-		-		-	- 3

Schedule Performance Index

This period, the SPI-Early is at 0.89 and the SPI-Late is at 1.09. The variance is primarily due to the delay in installation of handrail on the 120th trench walls, in the SEM tunnel, and throw fence on NE 12th. All three stations in progress (BDS, Wilburton, and 120th) are also behind schedule compared to the baseline schedule. In addition, roadwork at intersections and paving and restoration is lagging behind the baseline, completion of Sturtevant Creek is also an impact.


Link Light Rail East Link Extension



Next Period's Activities

East Main Station: Continue set canopy structural steel at the east and west platforms and poured platform slab.

BDS: Continue Mechanical/Electrical/Plumbing rough-ins at platform level and pour Elevator shafts walls and continue misc. concrete placement. Continue install electrical conduits and platform structural steel canopy.

Wilburton Station: Commence install curtain walls at south entrance. Continue MEP and HVAC rough-ins and complete elevator 1 framing and continue elevator 2 framing and installation.

Track Work: Continue plinths placement on aerial guideway working towards BDS and special track work thermite welds. Continue ballast placement at BNSF Wye area.

Closely Monitored Issues

- COVID-19 pandemic is an ongoing impact on the entire project. Minor impacts have occurred in March. Given this is a fluid situation additional impacts are likely to occur. ST is monitoring the situation. Continued impacts due inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- Procurement and selection of switchgear equipment and jet fans have delayed procurement. This switchgear may now not be procured until late 2020, and PSE will not connect power until this equipment is installed and terminated. ST closely monitor the procurement process.



E335 In- Progress Graphic: Work at the Wilburton Station east face

Cost Summary

Present Financial Status	Amount								
E335 Contractor– Stacy & Witbeck/Atkin ture (SWA-JV).	E335 Contractor- Stacy & Witbeck/Atkinson Joint Ven- ture (SWA-JV).								
Original Contract Value (includes station scope)	\$393,798,210								
Change Order Value	\$10,751,172								
Current Contract Value	\$404,549,382								
Total Actual Cost (Incurred to Date)	\$295,816,901								
Percent Complete	81.13%								
Authorized Contingency	\$19,689,911								
Contingency Drawdown	\$10,751,172								
Contingency Index	1.5								



Ongoing track thermite welding NP.



Contract E340 – Bel-Red

Current Progress

Aerial Guideway. Installed guideway storm drainage, fire protection system. Installed rebar, form and pour crossover plinths. Erected maintenance stair tower structure.

130th Ave Station. Applied high performance coating. Repaired southeast entry precast panels. Installed metal ceiling, roof, and soffit panels. Installed sloped glazing and windscreen. Installed entry canopy conduit.

NE Spring Blvd. Installed metal safety railing. Performed storm drain testing and inspection. Paved along Tennis Academy parking lot. Fine grade sidewalk and place curb, gutter and sidewalk on north and south sides of roadway.

Schedule Summary

Critical path of this project segment now runs through the illumination poles on Spring Blvd. The contractor's February update is presented below. March and April updates are currently under review. ST and the contractor continue to negotiate schedule impacts and recovery options in order to preserve the scheduled interface with the E750 systems contractor.

AdimlyName	Start	Finish			2020
			01	02	03
E340 Bel-Red February 2020 Update	24-Feb-17A	07-Aug-20			
CONSTRUCTION	24-Feb-17A	07-Aug-20			
-MILESTONES/EASEMENTS-	24-Feb-17A	07-Aug-20			
~~Milestones	24-Feb-17A	07-Aug-20			
Contract Milestones	24-Feb-17A	07-Aug-20			
Limited Notice to Proceed (LNTP - Feb 24 2017)	24-Feb-17A		1	**********************************	
Notice to Proceed (NTP - March 27, 2017)	27-Mar-17A				
MS #1 West Tributary Mitigation Site - NTP + 537 DAYS (September 15, 2018)		14-Sep-18A]		
MS #2 Substantial West Tributary Mitigation Site - NTP + 826 DAYS (July 1, 2019) Ref. CO 0	3	10-Jun-19A			1
MS #3 Acceptance of SDIT- NTP + 976 DAYS- (Nov 27, 2019)	-	26-Nov-19A	1		
MS #4 Substantial Completion - NTP + 1156 DAYS - (May 26, 2020)		07-Aug-20*			•
~SUBMITTALS/PRELIMINARY ACTIVITIES~	24-Feb-17A	21-May-20			
-MOBILIZATION-	24-Feb-17A	29-Jul-19 A			
-SITEWORK-	04-Apr-17A	30-Jun-20			
-RETAINING WALLS-	12-Feb-18A	21-Apr-20			
-AERIAL STRUCTURES-	15-May-17A	03-Apr-20			
-STATIONS-	D1-Aug-18A	07-Jul-20			
~ELECTRICAL/ITS~	02.Jan-18A	16-Jun-20		,	
-FINISHES-	31-Dec-19A	22-Jun-20			• i
~TRACKWORK~	13-Jul-18 A	02-Jul-20			
~LAND SCAPING/FLATWORK~	22-May-18A	15-Jun-20			
~TESTING AND COMMISSIONING~	27-Aug-19A	19-Jun-20			
~DEMOBILIZATION~	01-Aug-18,A	10-Apr-20		-	

Schedule Performance Index

The Schedule Performance Index chart has been updated as of February 2020 which is the latest approved update. Contractor has been tardy with their schedule. The SPI early is at 0.80 and the SPI late is at 1.01. These numbers indicate that the contractor continues to lag.





Next Period's Activities

124th Ave NE. Install track slab and plith rebar, plinth templates, form bulkheads and install continuity jumpers.

130th Ave Station. Form, place rebar, and pour footings and curb. Install enclosure grounding. Install forms and rebar at east and west entry slabs. Install entry canopy and lighting.

136th Pl NE, Ballasted Track along 136th Pl NE. Form and place bike ramp. Install landscaping. Install systems dutcbank and vaults. Place track wall curb. Remove and repour track wall segments in conflict with utilities.

Closely Monitored Issues

- There have been confirmed delays in Contractor obtaining their pre-suspension crews for both self-performed and subcontract work due to COVID-19. The work suspension is expected to result in cost and schedule impacts to E340, which are currently undetermined.
- Due to conflicts with overheads PSE power lines, 8 of 35'tall concrete roadway illumination poles will need to be replaced with 25'-tall poles. Contractor has indicated a 14-16 week lead time for the poles, with an additional week for delivery.



E340 Construction Work Areas

Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$4,520,187
Current Contract Value	\$97,690,199
Total Actual Cost (Incurred to Date)	\$84,785,795
Percent Complete	85.35%
Authorized Contingency	\$9,317,000
Contingency Drawdown	\$4,520,187
Contingency Index	1.78



Installing panel north platform canopy facing west.



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

Current Progress

Design: Notice of Design Change work is still ongoing to include ST and KH initiated changes. Design changes include Sweeper Site Access Road and Clear Zone Protection. ST is conducting a third party review of the RTS garage design.

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

- Work Area (WA)#1: SR520 Shoulder restoration complete.
- WA #2: ST and KH performed rail survey for duct bank conflicts with track equipment. Shoulder restoration complete.
- WA #3/4: OVS Plaza grading, sidewalk and decorative paving. MEP, landscape walls and station finishes ongoing.
- WA #5: SR520 shoulder restoration complete. Track awaiting punchlist.
- WA #6: Fascade and MEP trim out of garage ongoing. Garage stop work notice issued. Leased Office Building enclosure activities ongoing. Garage entry ramp, site preparation, and landscaping activities are ongoing.
- WA #7: East and west bound truss erection complete.

Schedule Summary

The critical path currently goes through the Leased Office Building near the station. As work resumed, the contractor was preparing the site for primary access by the E750 systems contractor and little disruption to the overall East Link schedule is anticipated.

tivity Name	Start	Finish	2020				
	1-1		Q2	Q3			
E360 Construction	13-Jul-16A	20-Sep-20					
Base Contract	13-Jul-16A	20-Sep-20					
Design	13-Jul-16A	17-Jul-20					
Construction	13-Jul-16A	20-Sep-20					
General	13-Jul-16A	20-Sep-20					
Project Milestones	13-Jul-16A	20-Sep-20					
Notice to Proceed	13-Jul-16A	1					
Civi/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A					
Milestone 3Afor E750 Work (03-Feb-2020)		06-Mar-20 A					
Milestone 3B Substantial Completion (31-Jul-2020)		20-Sep-20*		•			
WA #1 - Track Slab Guideway	22-May-17A	15-Jul-20					
WA #2 - Aeria I Guide way	01-Jun-17A	14-Jul-20					
WA #3 - Ballasted Guide way Block #1	01-May-17A	12-Jun-20					
WA #4 - Overlake Village Station	14-Jul-16A	20-Aug-20					
WA #5 - Ballasted Guide way Block #2	15-Aug-17 A	06-Jul-20		++			
WA #6 - Overlake Transit Center	01-May-17A	21-Aug-20	************	······			
WA #7 - OVS Pedestrian Bridge	01-Od-18A	13-Aug-20					
WA #8 - OTC Pedestrian Bridge	18-Sep-20	18-Sep-20					

Schedule Performance Index

The March schedule has been accepted, April and May Pay Apps are currently under review. Early and late SPI are currently .84. 164 days have been added to the schedule to accommodate City of Redmond permitting delays. The original contractual baseline finish of February has been surpassed. The removal of the RTS Pedestrian Bridge is currently being negotiated and is still reflected in the EV (Earned Value).





Next Period's Activities

- WA #1: Final grading and landscaping.
- WA #2: Valley Creek Vault Access road construction TPSS yard paving.
- WA#3/4: Continue station/kiosk finishes, site lighting and site work concrete. Ramp/stair handrail and finishes ongoing.
- WA#5: No Activities.
- WA #6: Continue finishes at Vertical Circulation Tower & ancillary rooms and elevator installation. Station platform finishes & MEP trim. Complete Leased Office building enclosure. Garage on hold.
- WA#7: Concrete deck placement and MEP rough-in.

Closely Monitored Issues

- Commercial issues for RTS Pedestrian Bridge, As-Built Specification, Safety/Security, City of Redmond CDF Trench Backfill, Ped Bridge Artwork & Garage Lighting.
- Schedule delays for Building Management Systems E340/E360 Interface, Jan & Feb Weather Events.
- Design development of access road to Valley Creek vault. No longer sweeper site disposal area.
- E750 System access discrepancies (duct bank and OCS).
- RTS Garage cracking and 3rd party structural analysis.



Cost Summary

Present Financial Status	Amount						
E360 Contractor— Kiewit-Hoffman							
Original Contract Value	\$225,336,088						
Change Order Value	\$6,106,697						
Current Contract Value	\$231,189,873						
Total Actual Cost (Incurred to Date)	\$198,823,870						
Percent Complete	93.02%						
Authorized Contingency	\$22,533,609						
Contingency Drawdown	\$6,106,697						
Contingency Index	3.4						



Work Area 7 OVS Ped Bridge - EB Truss Placement

May 2020

Excludes Betterment

E360 Construction Work Areas



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 between systems and civil contractors for interface and access points for respective contracts.
- Delivery of TPSS and testing, Commenced OCS Poles installations on the E130 (Seattle to South Bellevue) segment.

Schedule Summary

The contractor's March update is presented below. The April update from the contractor was reviewed and returned for revision a second time. As a result ST has not received an update for May. The critical path for this project is driven by signal 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 10	Activity Name	Stat	Finish	1	2020			2	021		
				02	03	04	Q1	02	Q3	Q4	Q1
E750 Construct	ion	12-Jun-17.A	30-Mar-22	_	1	1				-	
General		12-Jun-17 A	12-Jun-17 A		1	1		1	1		1
KeyDates		12-Jun-17.A	12-Jun-17A		4	1		1	1		1
GMAAM-0000	NTP-Notice to Proceed (NTP) Northgate and East Link	12-Jun-17A			9	-	1.1		1	1	1
E750 Project		11-Jul-17A	30-Mar-22	1	-	1	1.000	-	1	1	-
E750 Engineering		11-JU-17A	12-Jan-22		1			1		2	7
E750 Construction		12-Sep-18A	30-Mar-22		-	1	-				
E750 Construction (Ger	neral)	15-Mar-19A	19-Mar-19 A		-	1	1.000	1		1	1
E750 Milestones		12-Mar-19 A	11-Jan-22	-	-	1	-		:	1	T
E750 Contract Miles	stones	09-Feb-20 A	11-Jan-22		1	1		÷		-	7
EA.A.AM-1010	MS#06a East Link Substantial completion of IDS Station Tie-in Work For North Bound (39/20)	1.000	09-Feb-20 A		1			1	1	in the second second	1
EAAAM-10101Add	MS#06b East Link: Substantial completion of IDS Station Tis- in Work (CNR FP 27)		22-Mar-20 A	+	1	1		1		1	1
EA.A.M - 1030	MS#08EastLink: Limited systems, Overlake transit center parking garage (CCTV, Tele) (7/29/20)		17-Sep-20*		1	•		1	1	î.	
EA,A,AM-1020	MS#07 EastLink: Limited systems, South Bellevue parking garage (CCTV, Telephone) (3/13/21)		26-Feb-21*		1	1	•	1	1	1	1
EA,A,AM-1040	MS#09Eastlink: Substantial completion of East Link Systems (12/31/21)		11-Jan-22			1					•
E750 Access Dates		12-Mar-19 A	19-May-21		1	;		-	1	-	
E750 SCCCRM		25-Jan-19 A	17-May-21		-	+	-	-	1	1	
E750 OCS		14-Feb-19A	03-Jun-21	-		:	-		1	1	1
E750 Traction Power /	Substations	01-Oct-18A	15-Jun-21		1	1	-	-		1	
E750 Signals		12-Sep-18A	22-Jul-21							1	
E750 Communications		13-Nov-18A	26-Jul-21		1	1		:		1	1
E750 Radio		28-Jan-19 A	01-Jun-21		+	1	-	-	1		3
E750 SCADA		24-May-21	22-Jun-21		1	1	1.1			1	1
E750 Trunk Fiber		19-Dec-18A	16-Aug-21		1			i i			
E750 Testing and Comm	mis sioning	14-Jul-20	30-Mar-22			1				:	

Schedule Performance Index

This period's SPI early is 0.67 and SPI late is 0.94. Both index indicates the contractor is behind the early and late plans. This lag has been seen coming due to access issues on from the civil segments especially E130 and E360 and not just due to the suspension of activities in response to COVID-19 pandemic in April. While the suspension was lifted on May 4th, the challenges to comply with pandemic protocols remains a challenge and directly impacts the efficiency of work. This lagging trend against the plan curves will persist in the near future.





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 for respective contracts.
- Ongoing installation and delivery of TPSS and Factory Acceptance Testing (FAT).
- Ongoing installation of OCS cabling and pole installation at Seattle to South Bellevue.

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount						
E750 Contractor - Mass Electric Construction Co.							
Original Contract Value	\$255,768,128						
Change Order Value	\$446,824						
Current Contract Value	\$256,214,951						
Total Actual Cost (Incurred to Date)	\$86,030,360						
Percent Complete	43.3%						
Authorized Contingency	\$12,788,406						
Contingency Drawdown	\$446,824						
Contingency Index	12.3						

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



Placement Traction Power Sub-Station at the Kirkland Wye between Willburton and 120th St Stations



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Link Light Rail Downtown Redmond Link Extension

Project Summary

Scope

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



Map of Downtown Redmond Link Extension

Key Project Activities

- Reviewing Contractor 60% design submittals.
- King County Council approved purchase and sale agreement for property needed for project.
- Received approval for the second Utility Relocation Task Order with Microsoft.
- Completed an online project video presentation which will launch on June 3.
- Preparing an update to the APE (Areas of Potential Effect).
- Working with Corps on schedule options to move permit forward.
- Held Preliminary Hazard Analysis workshop.
- Ongoing field exploration including survey.

Closely Monitored Issues

- Utility relocation by Microsoft delayed and overlapping construction schedule.
- Relocation of cell tower facilities.
- Timely Right of Way Acquisitions.
- Tribes are working at a reduced capacity influences several project interfaces and permits
- 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 \$8.5M of expenditure. This period expenditure incurred primarily in the Construction phase for approximately \$6.4M for mostly progress design build. The rest of the expenditures for about \$2.1M in May are expended largely to ST staffing and Consultants in Administrative and Construction Services phase and support for ROW phase. Total cumulative expenditure to date is at \$179.2M.

Cost	Summary	by Phase
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Project Phase	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77.0	\$77.0	\$10.1	\$10.0	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.4	\$18.6	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$0.7	\$0.4	\$4.5	\$0.0
Construction Services	\$58.0	\$58.0	\$49.7	\$67.3	\$58.0	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$3.0	\$17.0	\$0.0
Construction	\$1,151.5	\$1,151.5	\$726.8	\$88.7	\$1,151.5	\$0.0
ROW	\$199.0	\$199.0	\$54.0	\$51.2	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$871.3	\$179.2	\$1,530.0	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$229.5	\$30.1	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$182.5	\$12.6	\$261.9	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.1	\$181.2	\$12.6	\$287.1	\$0.0
50 Systems	\$108.6	\$108.6	\$65.2	\$4.5	\$108.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$990.0	\$658.4	\$59.8	\$990.0	\$0.0
60 Row, Land	\$168.5	\$168.5	\$54.0	\$51.2	\$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	\$158.9	\$68.2	\$289.3	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$871.3	\$179.2	\$1,530.0	\$0.0



Risk Management

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

The project completed its quantitative risk assessment risk workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment report is completed and finalized with good probability that supported the DRLE 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. While the Q1 joined qualitative risk assessment with the contractor was completed for Q1, the risk register is still being edited for quality. 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. The contractor's baseline schedule was accepted in March and is being updated monthly. The contractor submitted their first 60% design package and is engaging in the permitting process with the City of Redmond and King County. The majority of ongoing work is design-related so the contractor has experienced minimal schedule disruptions due to COVID-19. The project is forecast for completion toward the end of 2024.

Adhilly Name	Start	Finish							
			020	2021	2022	2023	2024		
Sound Transit	27 Dec-17 A	31-Dec-24	1 43 44	01 02 05 04	41 42 45 44	41 42 45 44	41 42 45 44		
Sound Transit 3	27-Dec-17A	31-Dec-24	-						
ST3 - East Corridor	27-Dec-17A	31-Dec-24	<u> </u>	-		-			
LRT Extension - East Confidor	27-Dac-17A	31-Dec-24	-			-			
Downtown Redmond Link Extension	27-Dec-17 A	31-Dec-24							
Downtown Redmond Link Extension - Right of Way	27-Dec-17A	27-Sep21							
Downtown Redmond Link Extension - ROW Acquisitions	27-Dec-17A	27-Sep.21				and the second second			
Downtown Redmond Link Extension - Construction	09-Sep-19A	31-Dec-24	-						
Downtown Redmond Link Extension - D-B Contract	09-Sep-19A	19-Aug-24							
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19A	19-Aug-24	_			-			
CONTRACT MILESTONES& INCENTIVES	09-Sep-19A	19-Aug-24		1250.00000000000000000000000000000000000		177100.5100.510777741101			
NTP (9/9/19)	09-Sep-19A	1							
SWK Construction Complete	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	03-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					•		
. OWNERTLON	2.Word	174.00.74							
PRE-CON STRUCTION	09-Sep-19A	23-Sep-21					1.1.1.1.1.1.1.1.1		
CONSTRUCTION	09-Sep-19A	21-May-24							
OCC	03-Aug-23	28-Sep-23		1			1		
PUNCHLIST	04-Nov-23	01-Feb-24							
TESTING INTEGRATION / REVENUE SERVICES	18Jul-22	20-34-24							
SAFETY & SECURITY CERTIFICATION	01-Jun-20	19 Aug 24							
Downtown Redmond Link Extension - Rail Activation	20-Sep-23	31-Dec-24							
Downtown Redmond Link Edension - Rail Activation/Closeout	20-Sep-23	31-Dec-24							
Systems Integration & Testing	20-Sep-23	05-Feb-24							
Safety and Security Certification	06-Nov-23	26 Jan-24							
Pre-Revenue Service	224May-24	19-Aug-24					_		
Revenue Service Project Float	20-Aug-24	31-Dec-24							
Project Float	20-Aug-34	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*									
	ACQUISIT	RELOCATION							
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date				
93	93	84	36	1574	1473				
* 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.

Community Outreach

- Continued coordination with ST Communications, City of Redmond and consultant on recording and producing the 60% design video.
- Ongoing engagement with the public and businesses on potential construction impacts.

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 from the first five months 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	21.1	(9.7)
Consultants	25.9	26.3	0.4
TOTAL	56.7	47.4	(9.3)

* 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 this period.	

Link Light Rail West Seattle and Ballard Link Extensions

Project Summary

Scope

- Limits The West Seattle extension includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. The Ballard extension includes 7.1 miles of light rail from downtown Seattle to Ballard's Market Street area.
- Alignment The West Seattle extension route is assumed to run primarily on elevated guideway with a new rail-only bridge over the Duwamish River. The Ballard extension route is assumed to run through a new downtown Seattle rail-only tunnel, elevated guideway, and a rail-only bridge over Salmon Bay.
- Stations Five stations planned for West Seattle Segment. Nine stations planned for the Ballard Segment. Phase Planning Budget \$286M through completion of Preliminary
- Schedule Revenue Service: 2030 (West Seattle), 2035 (Ballard)



2035



Key Project Activities

Continued production of the Draft EIS.

Engineering

- 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, waterway users, 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	\$13.0	\$12.8	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$84.1	\$58.4	\$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	\$1.4	\$0.5	\$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	\$0.9	\$6.0	\$0.0
Total	\$285.9	\$101.0	\$72.6	\$285.9	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$5.0	\$2.5	\$0.9	\$5.0	\$0.0
80 Professional Services	\$263.4	\$98.5	\$71.7	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$101.0	\$72.6	\$285.9	\$0.0



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. Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.

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;
- ROW and property impacts.
- Potential budget risk due to higher current real estate costs and construction costs.

Project Schedule

The project schedule can be found below. ST Board identified preferred alternatives (to be studied in the Draft EIS) on May 23, 2019. FTA issuance of ROD and Final Design are expected to begin in 2022. Revenue Service between West Seattle and Downtown Seattle is targeted for 2030, and revenue service between Ballard and Downtown Seattle is targeted for 2035. However, these milestones might be at risk due to potential impacts associated with COVID-19 Pandemic as well as West Seattle High Bridge Safety Project.

Activity Name	Start	Ensh	Finish															
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Sound Transit	17-Mar-17 A	31-Dec-35					alala	GGGG	alalala		99999	aqua	9999	444			aaaaa	99999
ST3 - Central Corridor	17-Mar-17 A	\$1-5e-15	-			-		-	-	-	-	_	-			-	-	-
West Seattle and Ballard Link Extension	17-Mar-17.A	31-Dec-85	-	-	-	-	-					-	-	-		-		
West Seattle and Ballard Link Extension	17-Mar-17 A	31-Dec-35	-	-	-	-	-			-	-	-	-	-	-	-	-	-
West Seattle and Ballard Link Extensions	17-Mar-17 A	22-Sep-22	-		-				i la		L.L.J.		Sec.		a.com			
Alternative Analysis - (Phase) Conceptual Engineering - (Phase II)	17-Mar-17 A 24-May-19 A	23-May-10A 22-Apr-21		-					10000									
Conceptual Engineering - Milestones	22-Apr-21	22-Apr-21																
WSBLE - Board Reaffirms Preferred Alternative	22-Apr-21	22-Apr-21																
Conceptual Engineering	24-May-19 A	09-Dec-20	-			4.4		1.00	1							· · · · ·		
Geotech Investigation - Phase II	24-May-19 A	12-Oct-20													1			
Preliminary Engineering - (Phase III)	17-Feb-22	22-Sep-22		1.6		10.1	101		1.01	1000	1000	1.01	1000	4.11	1.00			
West Seattle to Downtown Link Extension	23-Apr-21	31-Dec-30		-									1	*				
Final Design	20-Oct-21	02-May-25						-	1.1-1				1.000					
Permitting /Agreements	23-Apr-21	19-Aug-25		-				-										
Right of Way	31-Oct-22	26-Feb-25	11.					7	1	1		1			and c.		000	
Construction	03-May-25	30-Jan-30									1.1.1							
Post Construction	31-Jan-30	31-Dec-30										1.5		1				
System Integration Testing	31-Jan-30	04-Jul-30																
Project Float	05-Jul-30	31-Dec-30											-	1				
Revenue Service	31-Dec-30	31-Dec-30											1.000		and the second			
Ballard to Downtown Link Extension	20-Oct-21	31-Dec-35				-	-		-	-		-		-	-	-	-	-
Final Design	20-Oct-21	22-Aug-26			-	-			-		1.0	10.00			100		1.00	1000
Right of Way	28-Oct-22	23-Feb-25						7									1.2	
Permits and Agreements	28-Oct-22	15-Dec-25				1.111.57		ETTODO		dine.								
Construction	20-Apr-24	22-May-34				1	-					-	-	-			-	
Post Construction	23-May-34	31-Dec-35				1		1.000	1.1	1.00	1.0		1.00				-	
System Integration Testing	23-May-34	22-May-35															-	-
Project Float	23-May-35	31-Dec-35																-
Revenue Service	31-Dec-35	31-Dec-35			10	1	1.24	HE I	1.1		1.00		1.	- T				



Community Outreach

- Prepared and staffed one community briefing in May 2020 for the communities to learn more about light rail route and station location options being studied in the Draft EIS.
 - University of Washington Medicine May 14, 2020
- Prepared and staffed two property owner meetings.
- Began effort to contact stakeholders throughout project corridor to offer briefings.

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—May actuals. As design activity increases through the year, the monthly average will trend closer to the plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance					
ST Staff	44.8	34.4	(10.4)					
Consultants	125.0	116.7	(8.3)					
TOTAL	169.8	151.1	(18.7)					
* An ETE is the equivalent of 2080 hours. VTD performance ETE hours are divided by a monthly factor of 172.22								

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Link Light Rail Federal Way Link Extension

Project Summary

Scope

Limits	The Federal Way Link Extension adds approximately 7.8 miles of light rail from the Angle Lake Station in the City of SeaTac to the Federal Way City Center.
Alignment	The extension generally parallels SR 99 and I-5 freeway.
Stations	Stations at Kent/Des Moines, South 272nd Star Lake Park –and-Ride and the Federal Way Transit Center
Systems	Signals, traction power, and communica- tions (SCADA)
Phase	Proceed to Final Design/Construction
Budget	\$2.45 Billion (Baseline Sep 2018)
Schedule	Revenue Service: December 2024



Map of Federal Way Link Extension.

Key Project Activities

- Task force meetings with project team and City of Federal Way are underway for the alternative design of Federal Way Transit Center.
- Continue preparing task order scope of work for advanced utility relocation with Century Link ,Comcast and PSE.
- Continue negotiations with Lakehaven for Developer Extension Agreements (utility relocation).
- Continue discussion of interagency coordination for Midway Landfill agreement is progressing forward with Seattle Public Utility (SPU), WSDOT, Ecology, EPA and FTA; goal to reach agreement resolution in Q2 2020.
- 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.



SoundTransit



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 \$25.2M was incurred for May of which \$6.8M incurred was for Right-of-Way; \$1.8M incurred for Construction Services; \$14.6M for Construction phase comprised mainly of \$13.2M for Design Build construction contract, \$0.2M for Construction Permits from Cities . Remaining major expenditures of \$2.0M were for 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	\$24.1	\$24.2	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$44.9	\$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	\$16.2	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$21.2	\$6.0	\$27.7	(\$0.0)
Construction	\$1,831.9	\$1,829.4	\$1,290.5	\$202.1	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$173.6	\$168.4	\$338.8	(\$0.0)
Total	\$2,451.5	\$2,451.5	\$1,653.1	\$462.7	\$2,451.5	(\$0.0)

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$451.1	\$395.9	\$46.4	\$521.0	(\$69.9)
20 Stations	\$318.9	\$297.7	\$244.4	\$28.4	\$316.1	(\$18.4)
30 Support Facilities	\$5.3	\$11.8	\$11.5	\$1.4	\$5.3	\$6.5
40 Sitework & Special Conditions	\$558.4	\$489.5	\$415.6	\$55.4	\$545.6	(\$56.2)
50 Systems	\$153.8	\$170.4	\$116.5	\$13.5	\$153.0	\$17.4
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,184.0	\$145.1	\$1,541.0	(\$120.6)
60 Row, Land	\$341.6	\$338.8	\$173.6	\$168.4	\$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	\$295.5	\$149.2	\$393.7	\$120.6
90 Unallocated Contingency	\$178.1	\$176.3	\$0.0	\$0.0	\$176.3	\$0.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,653.1	\$462.7	\$2,451.5	(\$0.0)



Risk Management

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

Below are the top project risks:

- Federal Way Transit Center design refinements and improvements could impact cost and schedule of Design-Build (DB) contract.
- PSE: Obtain easements, service connections and system upgrade request for advanced utility relocation could impact DB contractor schedule.
- Midway Landfill crossing agreement may not reach timely execution with WSDOT & SPU prior to DB contract submittal permit package.
- Known third party utility relocations may not occur as scheduled, delaying DB construction activities.
- FTA environmental review of design refinements could cause DB construction schedule delays.
- Delays could result of external reviews and approvals by municipalities.
- ROW trial for condemnation could delay DB construction schedule.



Ongoing soil remediation



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 \$408.1M.

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 reduced by \$0.6M due to two F200 construction change orders.

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.



Table figures are shown in millions.





Project Schedule

The project schedule is presented below. Right-of-Way acquisitions and relocations continue and additional detail has been added to the master schedule to monitor impacts to the project. LNTP was issued June 7, 2019. The baseline schedule submittal was approved in January 2020. Our Full Funding Grant Agreement was awarded on January 22, 2020. A limited construction NTP was issued in early May 2020. Kiewit is assessing the impacts for this delay and looking for opportunities to mitigate at this time. Revenue Service is on schedule for Q4 2024. The schedule submittal for May has not been accepted at this time and no schedule update has been made.

Activity Name	Start	Finish									
			2020	2021	2022	2023	2024	02			
Sound Transit	01-bi-16A	31-Dec-24	1 02 03 04	01 02 03 0	24 01 02 03 04	1 01 02 03 04	01/02/03/04				
Sound Hansie											
Sound Transit 2	DI-JU-TEA	31-Dec-24						1			
South Corridor	DIAMPIEA	314Dec-24				-	_	1			
Federal Way - Master Schedule	01-Jul-16A	31-Dec-24			-			1			
Federal Way Link Extension -Integrated Master Schedule	01-Jul-16 A	31-Dec-24	-	Contractor		1		1			
Milestones	27-Sep-18A	31-Dec-24						1			
MS 01 - Baseline Project (Q3 2018)		27-Sep-18A				1					
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19A				1.000					
MS 03 - ROW Acquisitions Complete (Q1 2020)		11-Nov-20	•		17.00						
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		11-Feb-22			•						
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		27-Jun-22	a acce	6	•						
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		17-Sep-23	1		1.1	•					
MS 07 - Revenue Service w/Float (Q4 2024)		31-Dec-24*	1			1 A A					
Preliminary Engineering	01-Jul-16A	22-Jan-20 A									
Third Party Agreements and Permitting	01-Jul-16 A	30-Mar-20 A	-								
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	17-May-24				-					
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19A		1277		1					
Federal Way - Right of Way	10-May-17 A	05-Nov-20			1.6						
FWLE ROW Acquisitions	10-May-17 A	05-Nov-20				· · · · · · ·	1.1				
Federal Way - D/B Construction	03-Jun-19A	18-Apr-24				Page more and	-				
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	03-Jun-19 A	18-Apr-24									
Contract Milestones	07-Jun-19A	18-Apr-24	-	-	-						
Design	07-Jun-19A	20-Jun-23	-		-						
Construction	03-Jun-19 A	29-Mar-24	-		-						
Provisional Sums	01-Dec-19A	26-Sep-23	-								
Change Orders	01-Jul-19A	29-Dec-23			-						
Federal Way - Rail Activation	31-Oct-22	31-Dec-24						1			
Federal Way Link Extension - Rail Activation	31-Oct-22	31-Dec-24				-		1			
Rail Activation	31-Oct-22	31-Dec-24			1.0	-	-	1			
Systems Integration & Testing	14-Aug-23	19-Jan-24					7				
LRV Conditional Acceptance - FWLE	31-Oct-22	05-Dec-23			-						
Pre-Revenue Service	20-Jan-24	19-Mar-24				11 1 23	-				
Project Float	19-Apr-24	31-Dec-24					-				
Revenue Service	31-Dec-24	31-Dec-24									

Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently the project is reporting 257 days remaining between Pre-Revenue Service and Revenue Service in December 2024.





Critical Path Analysis

The critical path for Federal Way Link Extension currently runs through the Elevated Guideway Design at Star Lake Station through drilled shafts, columns and deck to KDM station deck and finishes, systems and commissioning to Pre-Revenue Service. We are starting to see ROW access show up on near critical site work at KDM station in this update. No schedule update has been provided this period.

ctivity Name	Start	Finish	2020	2021 202	2 2023	2024	202
Sound Transit	17-Jan-20 A	31-Dec-24	11 02 03 04 01	Q2 Q3 Q4 Q1 Q2	03 04 01 02 03 04 0	1 02 03 04	Q1
Sound Transit 2	17-Jan-20 A	91-Des-24				-	ŕ.
South Comittor	17-Jan-20 A	31-Dec-24					1
Federal Way - D/B Construction	17-Jan-20 A	18-Apr-24				-	
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	17-Jan-20 A	18-Apr-24	_			-	
Contract Milestones	19-Jan-24	18-Apr-24			-		
Substantial Completion		19-Jan-24	· · · · · · · · · · · · · · · · · · ·		•		
60-Day Pre-Revenue Operations	20-Jan-24	19-Mar-24					
30-Day Sound Transit–Controlled Float	20-Mar-24	18-Apr-24					
MS 5 - Acceptance of All Work (19-April-24)		18-Apr-24			ennen ersterner z. b	•	
Design	17-Jan-20 A	30-Jul-20					
Design Packages - Star Lake Segment 2	17-Jan-20 A	30-Jul-20					
Design S2.01 - Elevated Guideway - Structure B	17-Jan-20 A	30-Jul-20					
Permits	18-May-20	15-Jun-20	-				
Construction	31-Jul-20	19-Jan-24				1	
General-1	31-Jul-20	03-Oct-20					
Procurement	31-Jul-20	03-Oct-20					
Shaft Rebar (Initial Shafts) - Procurement	31-Jul-20	03-Oct-20					
Shaft Casing (Initial Shafts) - Procurement	31-Jul-20	03-Oct-20					
Segment 1 Construction [STA 990+10 to 1112+99]	05-Oct-20	19-Nov-21	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 		and a second sec		
Work Area 1.3 Construction [STA 1095+13 - 1113+00] (ELEVATED)	05-Oct-20	19-Nov-21			•••••••		
Structures (WA-1.3)	05-Oct-20	15-Jul-21		-			
Example City	19-0 0.4	19-385-		-			
Guideway Drilled Shafe (WA-1.3)	05-Oct-20	26-Deo-20	_	-			
Guideway Capitale (WA-1.3) Culdaway Clarker Eraction (MA.1.3)	01-Mar-21	17-Jun-21					
Guidaway Daek & Disninam (WA-1.3)	18-JUN-21	15-507-21					
KDM Station (WA-1.3)	21-Jun-21 28-Dec-20	19-Nov-21					
NDM State	1001020	111/10/11					
KDM Station - Aurier Cast Pile and Grade Beams - North	28-Dec-20	28-Eeb-21					
KDM Station - Platform Concrate (Kiewit)	18-10/21	10-Nov-21					
Soument 2 Construction (STA 1227+29 to 1401+07)	Di Mar 21	10 Jan 24	-				
Work Area 2.9 Construction [STA 1269425 1401407]	D1 Mrs 21	11 Aug 22					
Suctory (Segment 2)	01-Maf-21	11-Aug-23					
oystenis (organizing)	17-Jan-23	11-Aug-23					
Commissioning (segment 3)	14-Aug-23	18-Jan-24					
Federal Way - Kail Activation	19-Apr-24	31-Dec-24				-	
Federal Way Link Extension - Rail Activation	19-Apr-24	31-Dec-24					
RailActivation	19-Apr-24	31-Dec-24				1	
Project Hoat	19-Apr-24	31-Dec-24					
Revenue Service	31-Dec-24	31-Dec-24					[

Right-of-Way

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

Federal Way Link E	Extension Proper	RELC							
Total Acquisitions	Board Approved	Dard Approved Offers Made to Closings to date date		Relocations Required	Relocations Completed to date				
269	353	298	224	432	415				
* 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.
- Continued development of ways to remotely inform public of project progress due to COVID-19.
- Continued activating TCEs and partial takes via three way calls with DB and property owners.
- Completed public input aesthetic design review of the S 272nd St station area via online survey with 944 responses.
- Presented to the System Expansion and Delivery Governance Council around tree removal and replacement.
- Drove alignment regularly to monitor and document project progress.



Pond B excavation progress in Des Moines.



Joint utility trench progress in SeaTac.

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 30.4 (or 44%) over staffing plan. The main cause for this overrun is due to the consultant plan not being aggressive enough this year for the DBPM services overseeing Design Build contractor. DBPM plan is overrun by 28.8 FTE (or 100%) as they address change management issues and oversee other activities involving design and minimal construction (demo and utility relocations) performed by the Design-Build contractor.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance						
ST Staff	39.8	41.4	1.6						
Consultants 28.7 57.5		57.5	28.8						
TOTAL	68.5	98.9	30.4						
* An ETE is the equivalent of 2080 hours. YTD performance ETE hours are divided by a monthly factor of 173 33									



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Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Construction Safety

Data/ Measure	May 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	95	-	-
Total # of Hours (GC & Subs)	14,577	48,133	48,133
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	3.57	2.14
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average		3.00	
LTI National Average		1.20	
Recordable WA State Average		6.00	
LTI WA State Average		1.90	

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



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

- Continued follow-up Environmental Site Assessment (ESA) and Hazardous Building Material (HBM) work and 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 addressing comments from WSDOT continued.

Schedule Performance Index

The cumulative Schedule Performance Index (SPI) is 0.99 through May 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, Environmental works including 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 May 2020 totaled \$36.67M, approximately 98.5% of the amended total contract. The Phase 3 percent complete is reported at 99.3%, with an earned value of \$37.0 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	\$36.67M
% Spent	98.5%
Earned Value	\$37.0M
% Complete	99.3%
SPI	0.99
СРІ	1.01



F200 Design Build Contract

Current Progress

The F200 Contractor, Kiewit, is continuing work on as follows:

• Continue Design Task Force meetings and design package submittal reviews are in various stages (60%, 90%, 100%, IFC) for S1 (Kent/Des Moines-KDM), S2 (Star Lake), S3 (Federal Way Transit Center-FWTC)

Design: The progress of design packages are summarized below:

- 60% S3 Roadway, Site Grading and Walls
- 90/100% S1 Early Site Prep and MOT; S2 bridge structure C; Midway Civil North/South
- IFC Alignment Wide: General Specifications and Track; S1 32nd Ave Roadway, MOT, Drainage and Utilities; S2 Midway Landfill Civil; S3 FWTC Foundations, Site Grading and Drainage

Construction:

- Performing 66 potholes to verify as-built conditions for design and required borings for design has been completed.
- Continue early property demolition of commercial and residential buildings and 30" Highline Water District (HWD) water line replacement work is nearly complete.
- Water Handling / Site Access and Soil Remediation at KDM; Install Pond B and Clear & Grub S 208th to S 221st

Schedule Summary

LNTP was issued June 7, 2019. The baseline schedule was approved in January 2020. The progress schedule for April 2020 has been accepted; Construction NTP is now expected in May 2020. Kiewit is assessing these impacts at this time. Below is a summary schedule from the contractor's April 2020 schedule update.

ivity Name	Start	rt Finish											
				2020		2021	10110	2022	20	23	202		
Sound Transit	03-Jun-19A	18-Apr-24			a. a.				ut ut	40 41	-		
Sound Transit 2	03-Jun-19 A	18-Apr-24	-	-	-	-	-		-	-			
South Corridor	03-Jun-19 A	18-Apr-24	-				-	-	-	-			
Federal Way - D/B Construction	03-Jun-19A	18-Apr-24		-		-	-	-	-	-			
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	03-Jun-19 A	18-Apr-24	-		-		-						
Contract Milestones	07-Jun-19A	18-Apr-24											
Limited Notice to Proceed	07-Jun-19A										1.1		
Contract Duration 1,778 (Maximum Duration) Contractual Notice to Proceed	07-Jun-19A 28-Feb-20A	18-Apr-24		-									
Delay to Notice to Proceed	01-Mar-20 A	03-May-20		1							1		
Notice to Proceed	04-May-20*			•			1		1		1		
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		25-Feb-22*					•						
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22) MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		03-Oct-22* 08-May-23*						•					
Prepare for Substantial Completion		16-Sep-23			-					•			
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		27-Sep-23*							1	٠			
Substantial Completion 60-Day Pre-Revenue Operations Punchlist	20-Jan-24 20-Jan-24	19-Jan-24 19-Mar-24 18-Feb-24									•		
30-Day Sound Transit-Controlled Float	20-Mar-24	18-Apr-24			_								
MS 5 - Acceptance of AI Work (19-Apri-24)		18-Apr-24					1		1		٠		
Design	07-Jun-19 A	20-Jun-23						-	1		1.00		
Design Milestones	07-Jun-19 A	30-Apr-23						-	1				
Corridor Wide	07-Jun-19 A	20-May-21											
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	10-Nov-20		-	1.1						1		
Design Packages - Star Lake Segment 2	07-Jun-19A	18-Mar-21	-		-			•••••••	+				
Design Packages - Federal Way Transit Segment 3	07-Jun-19A	22-Apr-21	-		-								
Permits	07-Jun-19A	03-May-21	-	-	-								
Pre-Construction	07-Jun-19A	20-Jun-23	-	-	-	-	-	-		<			
Right-of-Way	07-Jun-19A	12-Mar-21		_	-								
Construction	03-Jun-19A	29-Mar-24	-						+				
Provisional Sums	01-Dec-19A	26-Sep-23	-				-	-	-	-			
Change Orders	01-Jul-19A	29-Dec-23	-	-		-	-	-	-	-			

Link Light Rail Federal Way Link Extension

Schedule Performance Index

This period, early SPI is 0.96, the Late SPI is 1.23. When compared to the early cash flow projections, Kiewit is slightly behind the projected amounts but good schedule performance is being maintained. Design packages are continuing to move towards IFC, however select Segment 3 design packages are on hold as a result of the FWTC Stop Work Order. Additionally, clearing activities in WA 1.2 and Soil Remediation at KDM station were on hold , Setup of Temporary Pond B and the FWTC Temporary Pond is still on hold, preparation for Midway Landfill operations such as access and clearing is currently being impacted by the Stop Work Order and will proceed once allowed to do so.

Next Period's Activities

- General: Continue design task force meetings.
- **Design:** Advancing the design toward 60% and 90/100% design packages, FWTC Re-Design effort restarted after COVID-19 shutdown, Potholing for design expected to complete.
- **Construction:** Furthering demolition efforts, Asphalt paving and utility relocation work advancing, Continue clearing operations for temporary pond in Work Area 1.2; and soil remediation.



Closely Monitored Issues

- Midway Landfill Agreements: Department of Energy consent decree is signed. ST coordinating with WSDOT and SPU to obtain agreements by end of Jun 2020.
- Federal Way Transit Center (Redesign): DB proceeding with design and discussion with ST management and City of Federal Way are ongoing.
- **Property Acquisitions:** Condemnation process is impacted due to "Stay Home, Stay Healthy" order for WA state causing courts to shut down.
- **COVID-19:** Design progresses remotely and construction activities continue with appropriate oversight.

Cost Summary

Present Financial Status	Amount							
F200 Contractor - Kiewit Infrastructure West Co								
Original Contract Value	\$1,285,200,000							
Change Order Value	\$5,438,159							
Current Contract Value	\$1,290,638,159							
Total Actual Cost (Incurred to Date)	\$176,897,105							
Percent Complete	13.7%							
Authorized Contingency	\$128,520,000							
Contingency Drawdown	(\$5,438,159)							
Contingency Index	3.2							



F200 Construction staging start after demolishing at S320th street.







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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) 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: A stop work order was issued to the T100 contractor on March 31, for failure to comply with COVID-19 response plan. This work order was revised a week later to allow work on critical activities following successful implementation of COVID-19 Safety training. All planned construction resumed in May following contractor implementation of COVID-19 safety training and protocols.

- Heading 1: Began storm work at Commerce St. Continued installation of OCS foundations on Commerce St. between S. 7th and I-705 intersection. Completed grounding, electrical conduit and underdrain installation at TPSS No. 1. Began installation of electrical conduit and grounding system at TPSS No. 1.
- Heading 2: Work in the N. 1st St. closure included: curb and gutter and sidewalk work on north side of N. 1st to G St; installed systems ductbank to Division Ave. and formed track drains between Tacoma Ave. and G St. Installed electrical vault at TPSS No. 2 and OCS foundations on Division Ave. between I and J Streets.
- Heading 3: Continued sewer work at north end of MLK from Tacoma General to S. 7th St. Completed outbound track slab installation between Earnest S. Brazill St and S. 11th.
- OMF Interior: Restarted "paused" work at OMF interior due to COVID-19. OMF Yard: Continued yard grading and track ladder installation. Continued foundation work on prefabricated paint booth a LRV wash facility. Interior: installed fourdoors at east elevation; installed air handling and fan coil units. Installed electrical equipment at mezzanine and seismic bracing at exterior walls.
- General: The project team including City of Tacoma staff participated in a three day Quantitative Risk Assessment workshop to assess the adequacy of remaining contingency levels and update the project estimate at completion.





Project Cost Summary

In September 2017, Sound Transit Board adopted the Hilltop Tacoma Link Extension (HTLE) baseline schedule and budget by increasing the authorized project allocation from \$34.6M to \$217.3M. 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. To date, most of the expenditures have been from Administration, Construction, Design, 3rd Party, and ROW.

The T100 construction contract was executed in August 2018. The team went to the ST Board in December 2019 to add contingency to this contract. Following the risk assessment in April 2020 the team completed an Estimate Final Cost of \$252.7M for the project. ST Board actions are anticipated in June 2020 to request additional budget.

In the May 2020 period approximately \$2.9M was incurred. Most expenditures are occurring in the Construction Phase related to the T100 construction contract. ST continues to anticipate majority of expenditures in the construction phase.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$16.9	\$17.3	\$12.2	\$12.1	\$21.6	(\$4.2)
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$10.8	\$12.8	\$12.5	\$11.7	\$14.1	(\$1.3)
Construction Services	\$9.9	\$10.3	\$8.9	\$5.9	\$12.4	(\$2.1)
3rd Party Agreements	\$1.5	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$127.2	\$134.5	\$122.3	\$79.2	\$162.0	(\$27.5)
Vehicles	\$35.4	\$33.1	\$30.4	\$4.2	\$33.4	(\$0.3)
ROW	\$3.6	\$2.3	\$2.2	\$1.9	\$2.3	\$0.0
Contingency	\$6.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$217.3	\$217.3	\$195.4	\$121.5	\$252.7	(\$35.4)

Cost Summary by SCC

SCC Element	Baseline Budget	Current Adopted Budget	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC	
10 Guideway & Track	\$21.9	\$25.7	\$23.4	\$15.2	\$31.0	(\$5.3)	
20 Stations	\$1.8	\$2.9	\$2.6	\$1.7	\$3.5	(\$0.6)	
30 Support Facilities	\$26.6	\$34.2	\$31.1	\$20.1	\$41.2	(\$7.0)	
40 Sitework & Special Conditions	\$40.0	\$43.0	\$39.1 \$25.3		\$51.8	(\$8.8)	
50 Systems	\$25.0	\$28.7	\$26.1	\$26.1 \$16.9 \$34		(\$5.9)	
Construction Subtotal (10 - 50)	\$115.4	\$134.52	\$122.3	\$79.2	\$162.0	(\$27.5)	
60 Row, Land	\$3.4	\$2.3	\$2.2	\$1.9	\$2.3	\$0.0	
70 Vehicles (non-revenue)	\$34.1	\$33.1	\$30.4	\$4.2	\$33.4	(\$0.3)	
80 Professional Services	\$48.4	\$47.5	\$40.5	\$36.2	\$55.1	(\$7.6)	
90 Unallocated Contingency	\$16.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	
Total (10 - 90)	\$217.3	\$217.3	\$195.4	\$121.5	\$252.7	(\$35.4)	



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 estimate at completion is in progress. The team is implementing the mitigations for the top risks and are being tracked on a bi-weekly status updates. The Risk Register was updated during the April Quantitative Risk Analysis. As of the April 2020 Risk Register update, the current top project risks include:

- The current contingency levels within the Budget are not sufficient to complete the project.
- Delay of long lead procurement due to factories being shutdown due to COVID-19. Of particular concern is with the LRV and TPSS.
- Walsh System Testing Schedule is creating a series of cascading impacts to the project.
- Roadway improvements and modifications along MLK.
- Coronavirus Delay in deliveries of materials from suppliers, delay in production of Construction work, and further restrictions on construction activities from the Governor.
- Rail Activation schedule is a risk and still being developed.



Ongoing inspection.



Welding



Contingency Management

Hilltop Tacoma Link Extension was baselined on September 2017 with a total contingency of \$33.8M. Since baselining, there were draw downs on AC and UAC to address the Procurement of the Tacoma LRV and T100 Construction contracts, Design Services During Construction contract, and various Change Orders. The existing contingency levels are insufficient and will require an additional \$35.4M to complete the project.

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 decreased primarily as a result of Change Orders executed for T100. The balance decreased to \$8.0M. We anticipate this trend to continue as we process more Change Orders for T100 and Brookville.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance did not change this period. The a net balance amount is \$2.4M.

Contingency Status (Monthly)

	Base	line	Current				
Туре	Amount	% of Total	Amount	% of Work			
Design Allowance	\$4.2	2.2%	\$0.0	0.0%			
Allocated Contingency	\$13.5	6.8%	\$8.0	8.3%			
Unallocated Contingency	\$16.1	8.2%	\$2.4	2.5%			
Total	\$33.8	17.2%	\$10.4	10.8%			



Table figures are shown in millions.

Contingency Drawdown (Quarterly)





Project Schedule

The Master Schedule has been updated through the end of May 2020. Overall physical percent complete is 56%.

LRV: Forecast delivery of the first car arriving in Q2 2021 and last car in Q1 2022. The contractor schedule is still projecting that four out of five cars will be delivered in time to support pre-revenue service startup in Q4 2021.

T100: Construction Schedule MS#2 Substantial Completion of all work remains to be complete in March 2022. The May 2020 T100 CPM submittal was rejected by ST and so therefore not reflected in the May 2020 Master Schedule.

Activity Name	Start	Finish	2020		2	021		-	3022		
	and the second second	19 m 1	22 Q3 Q	4 Q1	02	03	Q4	Q1	Q2	Q3	Q4
Hilltop Tacoma Link Expansion - May 2020	02-Feb-15 A	23-May-22	1 1	1100	B		1	111.2			
Project Milestones	28-Sep-17 A	23-May-22		-	-	-	-		-		1.11
MS-01 - Project Baseline		28-Sep-17A			1	1	1	1.1.1.5	1	1	
MS-02 - Construction Contract Award		27-Aug-18A									
MS-03 - Submit Design & Delivery Schedule for the Automatice Vehide Locator		21-Nov-18A	Second Second Second		1	L. mar	L	and the second	Same A	and the	anna a
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		29-Apr-21			٠	T	T		[]]	1	
BEC - LRV Deliver Car 1 to ST (Contractual Date Jun 4 2020)		28-Jul-21			1.	•		1.1.5			1.11
BEC - LRV Deliver Car 2 to ST (Contractual Date Aug 4 2020)		08-Sep-21				•					
BEC - LRV Deliver Car 3 to ST (Contractual Date Sep 4 2020)		20-Oct-21			1		•	1 3		1	1.11
BEC - LRV Deliver Car 4 to ST (Contractual Date Oct 4 2020)		06-Dec-21				÷	•		·		
BEC - LRV Deliver Car 5 to ST (Contractual Date Nov 4 2020)		20-Jan-22		- 1 m	1		1	•		1	1111
MS-04 - Systems Handover OMF and Manine lesting		08-Feb-22						· • .			
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		10-Mar-22	1 1		i i	1	i i			1	
Dreliminary Engineering	02-Eeb-15A	04-Nov-16A		1.111	1	1	1			1	1.1.1
Final Design	04-1-10A	31-May-18A				÷	÷				
POW & Third Dartice	01-Oct 15 A	04-Mac-21		-	1		1			1	
Ourser Eursished Materials / Equipment Presument	02 Oct 17 A	22.6 20	لسلسا		1. 1						
Owner Furnished Materials / Equipment Procurement.	U2-06-17 A	22-sep-20						1.1.1.1			
Light Rail Vehicles (Qty 5)	11-Oct-16A	24-Mar-22		1000	1			1.1.1		1	
Construction	23-Jan-18 A	27-Jul-18 A		_	1	L	1				
Construction Contract Procurement	23-Jan-18 A	27-Jul-18 A									
Tacoma Links Baseline Schedule	29-Jun-18 A	10-Mar-22			1	1	1	-		1	
Milestones	29-Jun-18 A	10-Mar-22			1	1	1				
PreConstruction	09-Aug-18 A	26-Sep-21		-	1	-	•			4	
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	13-Aug-21		1.0.00	1						
Heading 2: Stadium Way & Division to Division Stand MLK	23-Oct-18 A	07-Jul-21			1		T			1	-
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	23-Sep-21	+ + + +	-	i i	<u> </u>	Ś.	1.1		1	1.1.1
OCS Wire Runs	22-Jan-21	15-Nov-21		*	-	-	-	3			
Train Signal System	14-Dec-20	18-Jun-21		-				1.11.12		1	
Job Wide ITS	02-Apr-21	08-Feb-22		a la conte	-		-	-			
OMF Facility	29-Aug-18 A	06-Apr-21				†•••••	†			erent i	
Change Orders	07-Jan-19 A	09-Dec-20		-	1	1	i i		1 1		1.1.1
Provisional Sum Time Impacts	01-Feb-19A	29-Oct-20			1	1			F P	1	
Other Time Impacts	25-Mar-19A	18-May-21		-	-		1	1 8			
RFCs	29-Jan-19 A	11-Jun-21		-			1				· · · · ·
Provisional Sums	03-Dec-18.4	28-Anr-21				+	÷				
Weather Days	04-Eeb-19.A	27-Jan-20 A			1.1		1	100		1	
Pre-Revenue Testing	08-Feb-22	25-Mar-22		0.000	1		1	-		1	
Simulated Revenue Service	08-Eeb-22	25-Mar-22			1	1	1		1	1	
Revenue Service	25-Mar-22	23-May-22			1			100	-		1.11
Project Float - Baseline Project Float	25-Mar-22	23-May-22			1	÷	+				
Revenue Service Begins (BL Date May 23, 2022)	20 ,001-22	23-May-22*		-	1				•	- 1	

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 contractor signature for a 45 day time extension due to differing site conditions and design issues and is reflected in the current project float drawdown.

CO #35 was approved for a two day time extension due to weather delays and is reflected in the current project float drawdown.

CO #46 was approved for a four day time extension due to weather delays and is reflected in the current project float drawdown.





Critical Path Analysis

The analysis for April 2020 shows two critical paths. The first path is in the BEC contract for getting all CDRLS completed and approved by Sound Transit so the manufacturing activities can begin for framing for assembly of the 1st LVR. The second critical path runs through the T100 contract with the completion of wet utilities in Heading 1, 2B and 3; followed by installation of inbound/outbound track for each of the heading; completing OCS wire runs; Job Wide ITS Mainline systems testing before pre-revenue service begins.

Activity Name	Start	Finish	020	2021	2022	2023	2	024
			p Q Q	0000	0000	0000		
BEC - May 2020	27-Jan-20 A	03-Nov-22						
En gin æ ring - Tacoma	17-Sep-20	26-Mar-21	17	†† 1 1				
Design Reviews	22-Mar-21	26-Mar-21		¥ ! !				
Phase 5 - Publish	17-Sep-20	20-Oct-20	•					
CDRL Submittals - Tacoma	27-Jan-20 A	19-Mar-21	<u>++</u>	†				
Section 3 - Vehicle-Body Structure	27-Jan-20 A	19-Mar-21						
MANUFA CTURING / TESTING	21-Oct-20	07-Oct-21						
First Article Inspections	14-Jul-21	19-Jul-21		1 1 1				
Hold Point Inspections	15-Feb-21	08-Jun-21		-				
Car1	21-Oct-20	07-Oct-21						
Car 2	02-Mar-21	14-Apr-21						
Car 3	14-Apr-21	27-May-21						
Car 4	27-May-21	09-Jul-21						
Car 5	09-Jul-21	20-Aug-21						
SOUND T RAN SIT PAYMENT MILE STONES	26-Mar-21	17-Feb-22		111	7 111			
Brookville Contract Milestones	03-Nov-22	03-Nov-22						
Hilltop Tacoma Link Expansion - May 2020	11-Jul-19 A	23-May-22						
Tacoma Links Baseline Schedule	11-Ju⊩19A	08-Feb-22	<u> </u>		•			
Heading 1: 7th & Commerce to Stadium Way & Division	22-Jan-21	25-May-21						
Heading 3: Division St and MLK to MLK & 19th	11-Jul-19 A	21-Jan-21		•				
OCS Wire Runs	26-May-21	15-Nov-21						111
Job Wide ITS	16-Nov-21	08-Feb-22			• •••••••••••••••••••••••••••••••••••			
OMF Facility	05-May-20	05-Oct-20						
Other Time Impacts	20-Apr-20A	04-May-20	10.0					
Pre-Revenue Testing	08-Feb-22	25-Mar-22			T		LL.	
Simulated Revenue Service	08-Feb-22	25-Mar-22	_		•			
Revenue Service	25-Mar-22	23-May-22						
Project Float - Baseline Project Float	25-Mar-22	23-May-22						
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*	_ : :		: ♦: :			::

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.

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

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


Community Outreach

- Continued coordinating with MultiCare on construction near the Emergency Department, employee parking lot and in the 6th Avenue and MLK Jr. Way intersection. Held a site walk with MultiCare on May 7. Produced and distributed a flyer for MultiCare employees in the employee parking lot, and provided updated information about the MLK Jr. Way and 6th Ave. utility work.
- Informed the Stadium Thriftway's owner about installing a new driveway for the store's parking lot. Responded to his complaint about work stopping after the driveway was demolished to address design issues. The business owner complained to Sound Transit's CEO and Boardmembers about the project team not double checking designs before the driveway was demolished. Continued to provide updated information to businesses on N. 1st St. about construction activities and schedule.
- Notified Hilltop businesses and residents about track installation on MLK Jr. Way from S. 11th St. to S. 9th St., including completing closing MLK Jr. Way in this area. Also provided information about utility work on S. 10th St.
- Produced and distributed notification about utility work at MLK Jr. Way and 6th Ave. during the weekend of May 16 and 17, and then utility work advancing south on MLK Jr. Way. Notified businesses and residents about night-time utility work at J St. and Division Ave.; this notification complied with the noise variance. Notified Commerce St. and Pacific Ave. stakeholders about the water line work on Pacific Ave.
- Presented on the Hilltop Tacoma Link project, safety and construction during COVID-19, and Loyal to the Local during the Hilltop Action Coalition's virtual community meeting, May 4. Over 300 people viewed this Zoom/Facebook Live meeting, and some asked questions.
- Met with the Tacoma Housing Authority (May 8), Mercy Housing (May 15), Downtown on the Go (May 15), Kaiser Permanente (May 19), and Stadium Thriftway (May 20).
- Coordinated with McMenamins about track installation on Stadium Way near I-705 and their driveway access.
- Continued coordinating with Communications on renderings for HTLE stations and the Loyal to the Local campaign. Continued posting on the new HTLE Facebook group.
- Produced and distributed the weekly construction alert about traffic impacts.
- Responded to questions/complaints about construction blocking access at Cosmonaut Coffee, two-way traffic on Stadium Way, people using the OCS boxes for potential illegal activity, contractors parking near Johnson Candy, access at the Pennington Apartments, and missing business signs on Hilltop.

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	22.8	(9.1)
Consultants	19.7	19.0	(0.7)
TOTAL	51.6	41.8	(9.8)

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



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Sound Transit Board Actions

Board Action	Description	Date
	None to report.	

Construction Safety

Data/ Measure	May 2020	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	4
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	1	5	13
Reported Near Mishaps	2	14	29
Average Number of Employees on Worksite	134	-	-
Total # of Hours (GC & Subs)	5,401	54,767	193,441
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	3.65	4.14
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average		3.00	
LTI National Average		1.20	
Recordable WA State Average		6.00	
LTI WA State Average		1.90	

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



Contract T100 — Hilltop Tacoma Link Extension

Current Progress

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

- Heading 1: Installed new waterline from Pacific Ave to S.7th Street and finished tie back repair on east side of Stadium Way.
- Heading 2B: Poured northern half of Stadium Thriftway driveway and curb and gutter. Poured outbound trackslab from N. 1st Street onto Division Ave. Finished storm and sewer abandonments at S. J Street and Division Ave.
- Heading 3: Continued sanitary sewer work on MLK at north end. Continued track slab activities on MLK from S.11th to S.10th streets.

OMF: Yard: Continued installation of yard track and ladders and poured prefabricated paint facility foundation. Interior: formed truing pit stairs, finish electrical rough-ins and install electrical equipment on mezzanine. Continued installation of seismic bracing at exterior walls.

Schedule Summary

The T100 contractor schedule update for May 2020 was not accepted by ST. As a result, the contract milestones remain unchanged from previous period.

MS#1 OMF & Yard Substantial Completion: April 2021; MS #2 Substantial Completion of All Work: February 2022

votivity Name	Start	Finish	20	20			- 20	21			20:	22	
			22	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
T100 Hilltop Tacoma Link Extension April 2020 TIA Progressed	29-Jun-18 A	23-Feb-22								-			
Tacoma Links Baseline Schedule	29-Jun-18A	23-Feb-22						-		-			
Milestones	29-Jun-18 A	23-Feb-22	H	-	-				-	-			
Job Milestones	29-Jun-18A	23-Feb-22	H			-				-		1	
Contractual Milestones	21-Nov-18 A	24-Jan-22	-		-					-			
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for A/L (NTP+90 = 11/25/18)		21-Nov-18 A											-
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 817 = 11/28/20)		29-Apr-21*					٠						
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1005 = 6/5/21)		24-Jan-22*								•			
PreConstruction	09-Aug-18 A	20-Sep-21			-		THIT		S				
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	29-Jul-21					-	-				1	
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	30-Jun-21					-				1		
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	17-Sep-21						-	2				
OCS Wire Runs	24-Nov-20	28-Oct-21			-								
Train Signal System	15-Sep-20	18-Jun-21			-		-					i	
Job Wide ITS	02-Apr-21	24-Jan-22					-			-			
OMF Facility	29-Aug-18 A	06-Apr-21											
Change Orders	07-Jan-19 A	03-Dec-20	H		-					1		1	
Provisional Sum Time Impacts	01-Feb-19 A	26-Oct-20	H-S		-								
Other Time Impacts	25-Mar-19 A	18-May-21	H				-					1	
RFCs	29-Jan-19 A	07-Jun-21	H		-		-						
Provisional Sums	03-Dec-18 A	26-Apr-21					-			1			
Weather Days	04-Feb-19A	27-Jan-20 A						-				1	

Schedule Performance Index

This period, the SPI-Early increased slightly to 0.72 and the SPI-Late slightly decreased to 0.85. 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 is a high likelihood of schedule impacts to the current T100 contract milestones.





Next Period's Activities

- Heading 1: Excavate and install raceway across the IB portion of the I-705 and Stadium Way intersection, repair 4th Street station canopy conduit stub ups.
- Heading 2B: Install IB track drain at the N. 1st Street and Tacoma Ave intersection, pour sidewalk at south Thriftway driveway on N.1st Street and form, pour and strip curb, gutter and ADA ramps. Install Stadium station rebar.
- Heading 3: Continue sewer work excavating, laying and backfilling from S. 7th Street to S. 8th Street, install service conduit, pouring and pave back track slab along MLK.
- OMF: Construct yard trackslab and ladders, complete grading OMF yard. Install curtain wall framing, parts room coiling door and seismic bracing, frame elevator walls.

Closely Monitored Issues

- The third party utility relocations (Tacoma Public Utility, CenturyLink and PSE) appear to have minimal impact on the contract schedule. ST construction management continue to monitor for potential cost and schedule impacts.
- 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	An	nount
T100 Contractor— Walsh Construction	Com	pany
Original Contract Value	\$	108,295,000
Change Order Value	\$	5,041,585
Current Contract Value	\$	113,336,585
Total Actual Cost (Incurred to Date)	\$	73,383,493
Percent Complete		57.2%
Authorized Contingency	\$	9,714,750
Contingency Drawdown	\$	5,023,675
Contingency Index		1.1



Pouring IB trackslab on N. 1st St



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

Current Progress

- BEC facility was closed by the Pennsylvania Governor due to COVID 19 but is operating under an exemption approval which allows Brookville to resume work at limited operation capacity while maintaining compliance with the COVID Mitigation Measures set forth by the Commonwealth of Pennsylvania.
- Still working on Final Design Package for Exterior Appointments to be complete for ST review in June.
- Continuing on phase 2 system integration design and phase 3 system design and models.
- Holding 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.

Schedule Summary

The May 2020 schedule update indicates Brookville plans for five Final Design Reviews (FDR) with next FDR—Exterior Appointments occurring in June 2020 and the final FDR occurring in March 2021.

Current Forecast indicates a slip in the shipping and delivery of the 1st car arriving to OMF in Tacoma from June 2021 to July 2021 due to testing delays due to COVID 19 at the BEC facility. The second car will arrive approximately six weeks later in September 2021. Cars 3-5 are scheduled for delivery one per month from October through January 2022. Conditional Acceptance testing for all 5 LRVs in Tacoma will be complete by March 2022.

Contractor schedule is projecting that 4 out of 5 of the cars will be delivered and on site tested in time to support system testing and verification startup in Q3 2021.

Addivity Name	Start	Finish	2020)			2	121		1	2	12		Ι
	1	1	T	03	Q4	Q1	Q2	Q3	Q4	QI	02	Q3	Q4	Ī
BEC - May 2020	04-Dec-17 A	03-Nov-22				_							7	Ī
Tacom a NTP	04-Dec-17 A													
Kick Off/Schedule Creation	17-Apr-19A	17-Apr-19A	1										l I	
Engineering - Tacoma	04-Dec-17 A	12-Jul-22								-		7		
CDRL Submittals - Tacoma	01-Jan-18 A	13-Sep-21	4		bud.	dia dia		-					l	
Ordering of Subsystems and Components	01-Jun-20	15-Sep-20		-									1	ľ
MANUFACTURING / TESTING	21-Mar-18A	03-Mar-22	t			-				-				
Component/System Type Tests	17-Dec-18A	15-Dec-20			-	C.,								
First Article Inspections	21-Mar-18A	13-Sep-21	1			-	-	-		i i		1		
Hold Point Inspections	01-Jun-20	17-Dec-21							-				-	
Carl	09-Jul-20	07-Oct-21											[ľ
Car2	03-Sep-20	21-Oct-21					-		7	1 8				
Car3	30-Oct-20	06-Dec-21			-	-	-	-	-	. 8				
Car4	31-Dec-20	19-Jan-22	14		27.2	-	-		_	-				
Car5	26-Feb-21	03-Mar-22	1				1.000			-			ł	
SOUND TRANSIT PAYMENT MILESTONES	02-Jul-18A	12-Jul-22	1									7	1	ľ
Brookville Contract Milestones	04-Dec-17 A	03-Nov-22												

Link Light Rail Tacoma Dome Link Extension

Project Summary

Scope

Limits	Federal Way Transit Center to South Fed- eral Way, Fife, East Tacoma, and Tacoma Dome
Alignment	The Tacoma Dome Link Extension ex- pands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The repre- sentative alignment travels adjacent to I-5 with four stations.
Stations	South Federal Way, Fife, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)
Systems	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
Phase	Planning: Alternative Development
Budget	\$125.7 Million for Preliminary Engineering Phase 1—Alternative Development
Schedule	Revenue Service: December 2030



SoundTransit

Map of Tacoma Dome Link Extension.

Key Project Activities

- Held an internal total cost of ownership workshop for OMF South.
- Presented an update on TDLE to the Board.
- Continued review of technical chapters and DEIS for TDLE and OMF South.
- Held monthly coordination meetings with the cities of Fife, Federal Way, Kent and Tacoma.
- Continued supporting agency projects re-alignment effort.



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 expected to decline moderately after submitting 10% design by the Consultant and bringing the current forecast on track to

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	\$8.0	\$7.9	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$48.3	\$23.0	\$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	\$1.5	\$0.5	\$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
Total	\$125.7	\$58.2	\$31.4	\$125.7	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$5.0	\$0.4	\$0.0	\$5.0	\$0.0
80 Professional Services	\$110.9	\$57.8	\$31.4	\$110.9	\$0.0
90 Unallocated Contingency	\$9.8	\$0.0	\$0.0	\$9.8	\$0.0
Total (10 - 90)	\$125.7	\$58.2	\$31.4	\$125.7	\$0.0



Risk Management

The Tacoma Dome Link Extension and OMF South Risk and Contingency Management Plan (RCMP) will establish a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It will provide a tool for the project team to proactively manage risks on the project. 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 Q1 2020 risk review workshop was held in March-2020. The following are the top project wide risks:

- Puyallup Tribe may take longer than planned to provide cultural resources approval.
- Preferred alignment cost is greater than the ST3 budgeted project cost may cause the project to delay.
- OMF South cost is greater than the ST3 budgeted project cost may cause the project to delay.
- Other earlier-programmed ST projects are experiencing baseline cost escalation, resulting in insufficient funding available for TDLE and OMF South.
- Contaminated soil and/or groundwater are discovered during TDLE and OMF South construction, resulting in increased costs.
- ST funding authorization reduced by voters or legislation may result in insufficient local funds.
- Complication to cross the Puyallup River due to cultural, geo-technical, structural, or ROW.
- OMF South can't be built in time for ST3 vehicle schedule.

TDLE Project Schedule

Below is the HDR consultant detailed schedule as of May 31, 2020. The schedule indicates the Draft EIS publication completion in Q1 2021 with ST Board Confirms/Revises Preferred Alternative in Q3 2021. Final EIS publication shows completion in Q2 2022. FTA issuance of the Record of Decision expected in Q3 2022. Revenue Service is targeted for December 31, 2030.

Activity ID	Activity Name	Start	Finish	20		202	21	20	22	- 20	123	2	024	2	125	20	26	20	27	20	28	20	9	20	0
				Q	QC	20	QQ	QQ	QQ	QQ	QQ	00	QQ	200	QQ	qq	QQ	QQ	QQ	QQ	QQ	QQ	QQ	QQ	a a c
Tacoma Don	ne Link Extension - May 2020	22-May-17 A	31-Deo-30			11																			T
Key Milestone	3	25-Jul-19A	31-Dec-30	H			+	+			H								+		+		++	++	Ħ
TDLE40120	TDLE - ST Board identifies DEIS Alternatives		25-Jul-19 A			11		1	11		ii.	11	11		11					11		11		11	
A1170	Submit 10% Design		22-May-20 A																					11	
TDLE2020	Draft EIS Printing and Publication		18-Jun-21			٠									Π.										
A3380	SEC Meeting (2nd Thurs)		14-Oct-21*			П	٠								П										
TDLE40100	Phase II - ST Board Confirms/Revises Preferred Alternative for TDLE		18-Nov-21				٠																		
TDLE2010	ST Review of Cost Estimates	11-Feb-22	25-Mar-22																						
TDLE40110	TDLE Phasegate #2 Meeting (TBD)		25-Mar-22			11		٠																	
TDLE3020	TDLE - ST Board Selects Project to be built		28-Jul-22		L	11			٠		Ш.		11		μ.						1	.1.1			11
TDLE3030	TDLE - FTA Issues Record of Decision (ROD)		03-Nov-22		T	TT	TT		٠		[]]	T	TΤ	17	TT	TT						TI	T	T	
TDLEMS001	ST3 LRV Procurement - 1st CAR Delivery to ST		27-Dec-26*			11											•							11	
TDLEMS002	ST3 LRV Procurement - Last CAR Final Acceptance Testing Complete		16-Jan-30*																				. •	•	
TDLEMS003	TDLE - Substantial Completion of all Work		25-Apr-30																				11	٠	
TDLEMS005	TDLE - Revenue Service (December 31, 2030)		31-Dec-30*																						+
TDLE and OM	- South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18A		Ī	TT	TT		IT		Π	11	TT	T	TT						T	TI	T	T	1
Conceptual En	gineering - (Phase II)	05-Aug-19 A	09-Nov-21	E		11	-																		
Preliminary En	gineering - (Phase III)	21-Jun-21	30-Sep-22			۲			-																
ROW		13-Sep-23	20-Nov-26								۲						-7								
Right of Way		13-Sep-23	20-Nov-26								-				İİ.		-								
Final Design		21-Jun-21	13-Apr-26			۲					11		I I		II	7					T	TI		T	
Final Design Pro	curement	21-Jun-21	23-Aug-23				1																		
Final Design		24-Aug-23	13-Apr-26								•					7									
Tacoma Dome	Link Extension DBB	14-Apr-26	31-Deo-30																				Ħ	Ħ	Ħ
Construction Pro	ocurement	14-Apr-26	31-Oct-26		i.l.	Ιİ	Ы	j.	LL.		LI.	L	Ιİ.	LL	LI.		7			. i i	.i.	11		LI.	
Construction		21-Nov-26	26-Dec-29			TT	П	1				Π	ΤĪ		TT		۷		1		1	11		ίΠ	
Post Construction	n	27-Dec-29	31-Dec-30		1	11		i	11		11	11	11		11							11	11	++	÷
System Integratio	n Testing	27-Dec-29	25-Apr-30			11																		-	
Project Float		26-Apr-30	31-Dec-30																					-	÷
FWTL2180	T-Dome Link Extension - Project Float	28-Apr-30	31-Dec-30												Ш.									. 📫	<u> </u>
Revenue Service		31-Dec-30	31-Dec-30	1	<u> </u>	TT	Πſ	1		11	Π.	T1	TT		TT				11		T	TI	T	T	Ť
FWTL2190	T-Dome Link Extension - Revenue Service (December 31, 2030)		31-Deo-30*				1				11								1		1		1		1+



OMF South Project Schedule

Below is the summary schedule as of May 31, 2020. The schedule indicates OMF South is in the Conceptual Engineering phase now and Final SEPA EIS with NEPA DCE will be published in Q4 2021. ST Board Selects Project to be Built in late Q4 2021. The milestone, Substantial Completion of the OMF South and Yard, is forecasting a slip from December 2026 into August 2027 due to conceptual engineering delays and delaying the decision on which delivery method is the best for accelerating the project completion .

Activity ID	Activity Name	Start	Finish	20		202	21	2022	2	2023	2	024	2028	5	2026	2	027	20	28	29
				Q	QC	Q	QQ	900	200	QQ	aac	200	900	200	QQ	QQQ	QQ	QQ	QQ	Q
OMF South	- Monthly Update May 2020	30-Apr-18 A	16-Aug-27														7			Π
Key Milestone	95	17-Dec-20	16-Aug-27														-			
OMFS3970	OMF S - Board Selects Preferred Alternative		17-Dec-20		٠			11				11			111					
OMFS3900	OMF S - ST Final NEPADCE		08-Mar-21		•	•														
OMFS3950	OMF S - Final SEPA Final EIS with NEPA DCE Issued		07-Dec-21				٠				.1.1			<u> </u>					<u>L</u>	L.
OMFS3940	OMFS - ST Board Selects Project to be Built		16-Dec-21				•													
OMFS3960	TDLE - FTA Issues Record of Decision (ROD)		21-Sep-22*						•											
OMFST39340	LRV Procurement - 1st CAR Delivery to ST		27-Dec-26*	_												1				
OMFST39550	OMF South - MS #1 Substantial Completion of OMF South and Yard		01-Mar-27*													•				
OMFST39590	OMF South - In Service Date w/Float		16-Aug-27*	4-4						·	-+			·∔.∔.			•			1.I
Project Milest	ones	03-Jul-19 A	18-Mar-21			•														
Alternative Ar	nalysis - (Phase I)	30-Apr-18 A	31-Jan-20 A																	
Conceptual E	ngineering - (Phase II)	03-Jul-19 A	14-Jul-21			17	'													
Preliminary E	ngineering - (Phase III)	01-Jun-20	14-Jan-22	1 T		11	İ	7												
ROW		07-Jan-21	10-Dec-22						.											
Third Party - I	3PA Relocation	01-Jun-20	27-Sep-24					1 1				T		TT		TT	TT		T	Γ
OMF South D	В	16-Dec-21	16-Aug-27														-			
ROW (Phase IV)		16-Dec-21	13-Aug-24				•					•								
Right of Way		16-Dec-21	13-Aug-24			11		11				-								
Design Build Co	ontract	01-Feb-22	23-Sep-26									İ.İ.								L
Design Build Pro	oject Management (DBPM) Procurement	16-Dec-21	01-Mar-27				۲	11	1								II.		1	Π
System Integrat	ion Testing	24-Sep-26	01-Mar-27							111					•	-				
OMFST3630	OMF South - System Integration Testing	24-Sep-26	01-Mar-27			11										• !				
Post Construction	on	02-Mar-27	16-Aug-27																	
Project Float		02-Mar-27	16-Aug-27													-	-			
Revenue Service		16-Aug-27	16-Aug-27			1-1				1-1-1					1-1-1		V	[-]-]		Ľ

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 to meet a target substantial completion of December 2026. Project team still reviewing for the best project procurement method to be used in order to meet the substantial completion target 2026.

Activity Name	Start	Finish	020		2021		20)22		202	3	202	4	2	025	2	2026		20	27		2028	9
			QQ	Q	QQ	Q	QQ	Q	a a	Q	QQ	QQ	QQ	QQ	QC	Q	Q	Q	Q	QC	Q	QC	01
OMF South - Monthly Update May 2020	03-Jul-19A	16-Aug-27	11	1	i	1	ł				i	11	1		11		i		i	7			\square
Key Milestones	21-Sep-22	16-Aug-27						۲		H	1		+		H		1		t	7			
TDLE - FTA Issues Record of Decision (ROD)		21-Sep-22*						٠															
LRV Procurement - 1st CAR Delivery to ST		27-Dec-26*																•					
OMF South - MS #1 Substantial Completion of OMF South and Yard		01-Mar-27*													1				•				
OMF South - In Service Date w/Float		16-Aug-27*																		٠			
Project Milestones	29-Oct-20	18-Mar-21																					
Conceptual Engineering - (Phase II)	03-Jul-19A	14-Jul-21	ļ.		.																		
Preliminary Engineering - (Phase III)	22-Oct-20	14-Jan-22			ŗ	÷.	7																
ROW (Phase IV)	16-Dec-21	21-Aug-23				İ					7												
OMF South DB	16-Dec-21	16-Aug-27				۲									+					7		1	
Design Build Contract	01-Feb-22	23-Sep-26					÷	ļ ļ	-	i i	÷		÷	i i	i i	ļ.	÷						
Design Build Project Management (DBPM) Procurement	16-Dec-21	11-Aug-22				1	÷	7															
System Integration Testing	24-Sep-26	01-Mar-27															١		7				
Post Construction	02-Mar-27	16-Aug-27																1	-	7			
Project Float	02-Mar-27	16-Aug-27								1					TT				-	7			
OMF South - Project Float (Schedule Contingency)	02-Mar-27	16-Aug-27																	÷				
Revenue Service	16-Aug-27	16-Aug-27																		V			
OMF South - In Service Date		16-Aug-27																		٠			



Community Outreach

- TDLE Participated in monthly meeting with City of Tacoma staff
- TDLE Participated in monthly meeting with City of Federal Way staff

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 vs. planned FTE for which agency is utilizing consultants. This drove consultants variance higher than planned FTE but is leaving total variance closer to the total project planned FTE. Other factor causing consultants FTE to be higher than the average is 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	21.4	(11.2)
Consultants	48.7	63.8	15.1
TOTAL	81.3	85.2	3.9
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



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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 160,000 sq. ft. operations and maintenance facility 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: PA speakers, pulling electrical cables room, completed framing drop ceiling, began placing cabinets and pulling wire cables in backup server room.
- Maintenance of Way (MOW): completed installation of electrical panels in high bay area, completed PA speakers installation, and completed window testing of ribbon and storefront.
- Site Civil & Track Work: Completed Rail Grinding operation throughout the yard tracks and shop tacks.
- Systems: continued pulling signal cables; stringing OCS contact wire; and PSE power is now available for the north and south signal houses.

Closely Monitored Issues

- Monitoring commissioning and testing in support of project transition to Operations.
- Late design changes to the Type 2 LRVs (Siemens) that may impact the OMF East LRV interfaces.
- Late design changes by PSE could impact timely availability of power to the site.
- COVID-19 safety plan and requirements are being enforced and followed.



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 expenditure topped out at about \$7.2M. The total project cost incurred increased from approximately \$321M to \$328.1M. The primary cost drivers during this period on the OMF East project comes from the design build (construction) phase at \$6.2M or roughly 87% of the total monthly expenditures. The next cost driver in this period pertained to Construction Services expenditures at about \$643K.

Project Phase	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$7.5	\$7.5	\$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	\$12.4	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$226.9	\$196.9	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.5	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$364.0	\$328.1	\$449.2	\$0.0

Cost Summary by Phase

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commit- ment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$2.6	\$4.4	\$4.1	\$3.3	\$4.1	\$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	\$126.6	\$115.1	\$145.5	-\$9.5
40 Sitework & Special Conditions	\$43.6	\$48.5	\$40.4	\$31.4	\$43.4	\$5.1
50 Systems	\$43.0	\$41.6	\$39.3	\$31.1	\$39.3	\$2.3
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$210.4	\$180.8	\$232.4	-\$1.8
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.5	\$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	\$50.8	\$44.8	\$68.5	\$1.8
90 Unallocated Contingency	\$13.8	\$13.8	\$0.0	\$0.0	\$13.8	\$0.0
Total (10 - 90)	\$449.2	\$449.2	\$364.0	\$328.1	\$449.2	\$0.0

Link Light Rail Link Operations & Maintenance Facility: East



Project Cash Flow Projection

The OMF East cost projection is trending late this period but anticipates to pick up through the following summer. Total project expenditure incurred to date at approximated \$328M with Construction Phase at about 55% and Right-of-Way (ROW) phase at 31.2%. The project expenditure continues to trend a projection of \$352.1M by December of 2020 which is below the lower bounds of the late planned expenditures as shown in the graph below. The probability of the project to finish within the project budget of \$449.2 M is high; however, 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 impact the project at this stage.
- Scope: Scope interfaces with the two types of LRV vehicles and Operations' requirements creates additional work impacts the project's schedule and budget.
- 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 and acceptance 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 remains materially unchanged at approximately \$65.5M (previous period at \$66.6M).

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 remains at \$51.8M (the previous period at \$52.8M).

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

Contingency Status

	Base	eline	Current		
Contingency Type	Amount	% of Total	Amount	% of Work Remaining	
Design Allowance	\$ 25.3	5.6%	\$-	0.0%	
Allocated Contingency	\$ 54.1	12.0%	\$ 51.8	42.7%	
Unallocated Contingency	\$ 13.8	3.1%	\$ 13.8	11.4%	
Total	\$ 93.2	20.7%	\$ 65.5	54.1%	



Table figures are shown in millions.

Link Light Rail Link Operations & Maintenance Facility: East



Contingency Drawdown

At the end of the Q1 2020, OMF East Project's total contingency drawdown plan is trending positively. Total contingencies balance is at approximate \$65.5M (previously quarter at \$66.6M) 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 Q2 2020. Risk Mitigation Milestone #3 was revised and met in Q4 2019.





OMF East looking north.



Project Schedule

The schedule for OMF East is now entirely within the M200 contract, which is presented below. After the Stop Work period, work mostly returned to forecasted production rates. Although there will continue to be impacts to production, there is sufficient contingency available to meet project milestones, and the site is still expected to be available to begin receiving LRVs as needed in the summer of 2020.

vity Name	Start	Finish	200	2020		
			Q2	Q3	Q4	
Sound Transit	19-Jun-17 A	23-Dec-20				
Sound Transit 2	19-Jun-17 A	23-Dec-20				
East Corridor	19-Jun-17 A	23-Dec-20				
Operating Facilities - East	19-Jun-17 A	23-Dec-20			,	
LINK Operations & Maintenance Facility East	19-Jun-17 A	23-Dec-20				
Link OMFE - Construction	19-Jun-17 A	26-0ct-20				
M200 - Link OMFE - Design/Build Contract	19-Jun-17 A	26-0 d-20				
M200 Construction	19-Jun-17 A	26-0 ct-20				
Preconstruction & Administration	19-Jun-17 A	26-0 ct-20				
Milestones	19-Jun-17 A	26-0d-20			· · · · · · · · · · · · · · · · · · ·	
Contractual Milestones	19-Jun-17 A	26-0ct-20			·····	
Milestone 1 - Substantial Completion	19-Jun-17 A	26-0 ct-20				
Notice to Proceed (6/19/2017)	19-Jun-17 A					
Milestone 1 - Substantial - Scheduled		26-0 ct-20			•	
Milestone 1 - Contractual (1196 CD after NTP+9 CO 038)		26-0 ct-20*		a hada da da ba a sa ana ang	+	
Design	19-Jun-17 A	31-Mar-20 A			1	
Submittals & Procurement	12-Dec-17 A	20-Aug-20				
Construction	19-Jun-17 A	30-Sep-20			Ŧ.	
Mobilization & Early Site work	19-Jun-17 A	24-Aug-20				
Maintenance & Shop Building	23-Jul-18A	21-Aug-20				
Maintenance of Way Building	22-Jan-19A	22-Jul-20			1	
Ancil bry Structures	08-Jul-19A	13-Aug-20				
Trackwork	13-Jul-18A	31-Jul-20				
Site Surfacing & Finishes	01-Nov-18.A	24-Jul-20			P	
Project Closeout	01-Apr-18A	30-Sep-20			÷	
Link OMFE - Project Completion	27-Oct-20	23-Dec-20				
Link OMFE - Project Closeout	27-Oct-20	23-Dec-20				
Project Float	27-Oct-20	23-Dec-20				
Project Completion (Baseline 23-Dec-20)		23-Dec-20*			•	

Critical Path Analysis

The critical path this month runs concurrently through the signal cabling through the track yard, and then through building commissioning, integration testing and project closeout.

Activity Name	Start	Finish		202	0	
				02	Q3	Q4
Link OMFE- Construction	01-Nov-19 A	26-0 d-20				
M200 Construction	01-Nov-19A	26-0 ct-20		1		
Preconstruction & Administration	29-May-20 A	26-0 ct-20				1
Milestones	28-Aug-20	26-0 d-20				£
Contractual Mile stones	26-Oct-20	26-0 d-20	1201-620			
Milestone 1 - Substantial Completion	25-0ct-20	26-0ct-20		1		1
Milestone 1 - Substantial - Scheduled		26-0 ct-20		1		•
Interim Construction Milestones	28-Aug-20	26-0 d-20				
Submittals & Procurement	29-May-20 A	16-Jun-20				<pre>1</pre>
TPSS and Enclosure	29-May-20 A	16-Jun-20	Sec. Do	and an and the second of		Last a state of a state of a
Ship & Deliver TPSS to Site	29-May-20 A	16-Jun-20		· · · · · · · · · · · · · · · · · · ·		1
Construction	01-Nov-19A	27-Aug-20				1
Ancil lary Structures	01-Jun-20	03-Aug-20	E 1			
Traction Power Substation	17-Jun-20	03-Aug-20				
Signal Houses	01-Jun-20	14-Jul-20			-	1
Trackwork	11-May-20 A	31-Jul-20				1
Trackwork - Storage Tracks	15-Jun-20	31-Jul-20				
Trackwork - North Maintenance Fan	02-Jun-20	12-Jun-20		-		
Trackwork - South Maintenance Fan	11-May-20 A	01-Jun-20		1		
Project Closeout	01-Nov-19A	27-Aug-20				and a not the transferred
Commissioning	01-Nov-19A	27-Aug-20				
Link OMFE-Project Completion	27-0ct-20	23-Dec-20	1 m m	1		1
Link OMFE - Project Closeout	27-Oct-20	23-Dec-20				
Project Float	27-Oct-20	23-Dec-20				
Project Completion (Baseline 23-Dec-20)		23-Dec-20*				•



Community Outreach

- Ongoing engagement with the public on potential construction impacts to the neighborhood.
- Addressed concerns on pedestrian access from Eastrail on 120th Ave NE and the south trail connection.
- Continued coordination with the public about essential construction activities at OMF East.

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 from the first five months 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. That said, with COVID-19 pandemic's fluid situation, it hard to predict the annual plan will unfold accordingly.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.2	8.6	(4.6)
Consultants	12.3	19.1	6.8
TOTAL	25.5	27.7	2.2

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



Heater installation at the OMF East mezzanine area



Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	May 2020	Year to Date	Project to Date		
Recordable Injury/Illness Cases	0	2	8		
Days Away From Work Cases	0	0	2		
Total Days Away From Work	0	0	31		
First Aid Cases	0	6	14		
Reported Near Mishaps	2	5	21		
Average Number of Employees on Worksite	160	-	-		
Total # of Hours (GC & Subs)	38,000	171,000	493,635		
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date		
Recordable Injury Rate	0.00	2.34	3.24		
LTI Rate	0.00	0.00	0.81		
Recordable National Average		3.00			
LTI National Average		1.20			
Recordable WA State Average	6.00				
LTI WA State Average	1.90				

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



Contract M200 - OMF East Design Build

Current Progress

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

Construction: OMF East building: completed PA speakers installation in level 1 & 2, continued pulling electrical cables from the branch circuits to the panel boards in the electrical room, completed framing drop ceiling, began placing cabinets and pulling wire cables in backup server room. Maintenance of Way (MOW): completed installation of electrical panels in high bay area, completed PA speakers installation, and completed window testing of ribbon and storefront. Site Civil & Track Work: completed Rail Grinding operation throughout the yard tracks and shop tacks. Systems: continued pulling signal cable in southern hemisphere of yard and south signal house; stringing OCS contact wire at south maintenance fan and south run around tracks; main LVAC switchboards in the OMFE and MOW building have now been energized from PSE; PSE power is now available for the north and south signal houses.

Next Period's Activities

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

- OMF East Building: electrical cable pulling, speaking installation, bathroom finishes, begin bi-fold door installation and other activities.
- MOW Building: roofing and soffit panels at canopies, pull electrical cable, overhead mechanical electrical and plumbing system, along with other activities.
- Systems: pull signal cables in south hemisphere of yard.
- Track Work: continue finishes.

Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$7,158,899
Current Contract Value	\$224,848,088
Total Actual Cost (Incurred to Date)	\$194,836,770
Percent Complete	87.92%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$7,158,899
*Contingency Index	2.7

*Excludes Betterments

OMF Building - Solar Panel Installation

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.



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Link Light Rail Light Rail Vehicle Fleet Expansion

Project Summary

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



Siemen's LRV on test track.

Key Project Activities

- Collaborating to wrap up the remaining issues on the 3 conditionally approved design reports (18 of 21 design reports has been previously approved).
- Continued qualification testing in Seattle to ensure Conditional Acceptance (CA) of 1st LRV by the end of July.
- 36 cars in final assembly and 11 carshells in process at Siemens' facilities in Sacramento, CA.
- Continued monitoring Siemens recovery progress.
- Due to COVID-19, Siemens' operations in Sacramento was lightly interrupted due to numerous suppliers production line shutdown in various regions.

Closely Monitored Issues

- High schedule risk for commissioning and burn-in of Siemens' LRVs until lift jacks issue is resolved.
- OMFC yard storage capacity in 2020 may limit Siemens LRV delivery schedule; production progress is being monitored closely. Risk lower, shifting to 2021. LRVs delivery and transportation study between OMFC & OMFE based on updated schedule is in progress.
- Moderately high number of documents on Certifiable Items List pending approval: Design (16%), Qualification (91%).
- The fluidity of the COVID-19 virus pandemic impact is closely monitored.



Ground Borne Vibration Test performed in Seattle, WA



Car 250 & 251 at final assembly in Sacramento, CA





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 \$206.9M to which a majority of the cost is attributed to the vehicles phase of \$197.1M. The current period expenditure is approximately \$6.2M, where the majority cost is associated to LRVs of \$5.7M. The other incurred cost was mostly attributed from engineering and inspection of \$227.7k and staff costs of \$160.9k.

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	\$3.2	\$3.2	\$9.6	\$0.0
CONSTRUCTION SERVICES	\$18.0	\$18.0	\$15.1	\$6.6	\$18.0	\$0.0
VEHICLES	\$713.1	\$713.1	\$652.5	\$197.1	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$670.7	\$206.9	\$740.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
70 VEHICLES	\$706.3	\$706.3	\$665.8	\$201.9	\$704.5	\$1.8
80 PROFESSIONAL SERVICES	\$8.2	\$8.2	\$5.1	\$5.0	\$10.0	(\$1.8)
90 CONTINGENCY	\$26.2	\$26.2	\$0.0	\$0.0	\$26.2	\$0.0
Capital Total (SCC 70 - 90)	\$740.7	\$740.7	\$670.9	\$206.9	\$740.7	\$0.0

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



Risk Management

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

The project's qualitative risk register reflects Q4 2019. The Q1 2020 update is being coordinated. The current top risk are 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 no time table for completion.
- Siemens limited staff and equipment supporting testing and commissioning slowing down qualification testing and remainder of certification process.
- Automatic Train Protection interface between ST1 vehicle ATP system and new ST2 vehicle ATP causing potential interface or functional problems.
- Impacts on COVID-19, could be disruptive Siemen's supply chain and assembly plant.

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$64.3M or about 13.7% 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 May remained unchanged at \$38.1M.

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

Contingency Status (Monthly)

0 //	Base	eline	Current							
Status	Amount	% of Total Budget	Remaining Amount	% of Work Remaining						
Design Allowance	\$-	0.0%	\$ -	0.0%						
Allocated Contingency	\$ 46.3	6.4%	\$ 38.1	8.1%						
Unallocated Contingency	\$ 31.7	4.3%	\$ 26.2	5.6%						
Total	\$78.0	10.7%	\$ 64.3	13.7%						

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 Siemen's monthly schedule update. As of March 2020, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below. Due to COVID-19 pandemic the Siemens plant was temporarily shutdown on March 19th but was reopened the following week with additional safeguards in place. No schedule update for May 2020 was provided by the contractor.

Activity Name	Start	Finish					1.0	0					a manager and the
	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		18	20	19		2020	2	021	2022		2023	2024
			Q3 Q4	Q1 Q2	Q3 Q4	Q1	Q2 Q3 Q4	Q1 Q2	Q3 Q4	Q1 Q2 C	13 Q4	Q1 Q2 Q3 Q4	Q1 Q2 3
Sound Transit	31-Aug-18 A	30-May-24								1			
Sound Transit 2	31-Aug-18 A	30-May-24											
Systemwide	31-Aug-18 A	30-May-24											
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	30-May-24											
Northgate Link - LRV Summary	31-Aug-18 A	26-Jan-21				4						a deserved and	
LRV Factory Test - Northgate Summary	31-Aug-18 A	11-Feb-20 A	. 0										
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	22-Sep-20											
LRV Conditional Acceptance - Northgate Summary	05-Jun-20	26-Jan-21											
East Link - LRV Summary	17-Feb-20 A	28-Mar-22											
LRV Factory Test - East Link Summary	17-Feb-20 A	12-Mar-21	-										
LRV Delivery to OMF - East Link Summary	29-Sep-20	22-Sep-21				1							
LRV Conditional Acceptance - East Link Summary	07-Apr-21	28-Mar-22	_	-									1.1.1
Lynnwood Link - LRV Summary	05-Mar-21	28-Nov-22								-			
LRV Factory Test - Lynnwood Summary	05-Mar-21	13-Jan-22								1.			0.11
LRV Delivery to OMF - Lynnwood Summary	29-Sep-21	24-Jun-22	- 0										
LRV Conditional Acceptance - Lynnwood Summary	28-Mar-22	28-Nov-22											
Extra - LRV Summary	06-Jan-22	28-Nov-22								1			
LRV Factory Test - Extra Summary	06-Jan-22	31-Jan-22											
LRV Delivery to OMF - Extra Summary	06-Jul-22	14-Jul-22								8			
LRV Conditional Acceptance - Extra Summary	28-Nov-22	28-Nov-22				10000		harrow					a standt
Federal Way - LRV Summary	28-Jun-22	05-Dec-23						[
LRV Factory Test - Federal Way Summary	28-Jun-22	19-Jun-23									-		
LRV Delivery to OMF - Federal Wa Summary	08-Sep-22	08-Aug-23									1		
LRV Conditional Acceptance - Federal Way Summary	12-Jan-23	05-Dec-23										UU	
Downtown Redmond - LRV Summary	20-Jun-23	30-May-24		-		1							
LRV Factory Test - Downtown Redmond Summary	20-Jun-23	04-Jan-24						1					
LRV Delivery to OMF - Downtown Redmond Summary	07-Sep-23	15-Apr-24											
LRV Conditional Acceptance - Downtown Redmond Summary	11-Jan-24	30-May-24	-	-	_								

LRV Delive	LRV Delivery and Testing Progress as of May 31, 2020												
LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service									
Planned	33	33	20	20									
Actual	19	19	0	0									

Critical Path Analysis

The critical path is completing the on-site Vehicle Performance Qualification Test of Car 204 and Acceptance Testing and Burn-In of all LRVS that have been delivered to Sound Transit site as of December 2019.

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, Downtown Redmond Link and Federal Way Link and Federal Way 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 from the first five months of 2020. The variance between the planned ST Staff and the YTD Actual ST Staff is 3.8. 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	5.7	(3.8)
Consultants	7.8	8.3	0.5
TOTAL	17.3	14.0	(3.3)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



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Progress Report Sounder Program



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



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



Sounder Commuter Rail Program Overview



Sounder Commuter Rail Routes



Auburn Station Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station 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 Access Improvements: Project includes alternatives identification, screening, environmental documentation, design and construction of station 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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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 IMPRVMNT	\$11.4	\$4.4	\$3.8	\$7.0	\$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 IMPRVMNTS	\$15.6	\$4.8	\$4.0	\$10.8	\$15.6	\$0.0
PUYALLUP STATION IMPROVEMENTS	\$79.1	\$61.7	\$14.8	\$17.4	\$79.1	\$0.0
SOUNDER MAINTENANCE BASE	\$12.9	\$9.8	\$9.1	\$3.2	\$12.9	\$0.0
SOUNDER SOUTH CAPACITY EXPN	\$3.6	\$2.9	\$2.3	\$0.7	\$3.6	\$0.0
SUMNER STATION IMPROVEMENTS	\$17.8	\$15.7	\$9.7	\$2.1	\$17.8	\$0.0
Total SOUNDER	\$142.9	\$100.1	\$44.5	\$42.9	\$142.9	\$0.0

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below.

Project Name	Start	Finish			202	20		20	21		2	022			2023			202	24		202	5	
			Q	Q	Q	Q	Q	Q	Q	Q	QC	Q	Q	Q	QC	Q	Q	Q	QC	Q	Q	Q	Q
▲ Sound Transit	01-Apr-13A	29-Apr-25																		Γ		Τ	
♦ Sound Transit 2	01-Apr-13A	29-Apr-25	Π							Τ								Π		Γ		Τ	
📣 South Corridor	01-Apr-13 A	29-Apr-25								Τ								\square		Γ		Τ	
📣 Sounder Commuter Rail - South	01-Apr-13 A	29-Apr-25																\square					
Operations/Facilities - South	01-Apr-13A	29-Apr-25	Π									Γ						Π					
S300004 - Sounder Maintenance Base - DB	01-Apr-13A	29-Apr-25				-	-			_	-	-	-		_	-		=	=	—	F	Τ	
Station Access - South	01-May-15.	13-Apr-25																\square					
S300017 - Puyallup Station Access Improvements - DB	01-May-15,	16-Apr-22					-																
S300018 - Sumner Station Access Improvements - DB	01-May-15;	10-Mar-24				-	-			_	-	-	-		-	-		Π					
S300036 - Kent Station Access Improvements - DB	24-Feb-16 A	13-Apr-25				-	-			-	-	-	-		-	-		≓	Ŧ	ŧ	Г	Τ	
S300041 - Auburn Station Access Improvement - DB	24-Feb-16 A	15-Mar-25	Ħ			+	+			-	-				-	-		3	÷	Þ			

Construction Safety

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

• None to report.



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Project Summary

Scope	The purpose of the project is to improve access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.
	Project includes alternatives identification, screening, environmental documentation, design, and construction of station access improvements at or around Auburn Station.
Phase	Conceptual Engineering and Environmental Review
Budget	\$11.4 Million
Schedule	Open for Service: 2024



Improving access to Sounder Auburn Station

Key Project Activities

- Project team began drafting an agreement to provide funding to the City of Auburn for traffic mitigation.
- Real Estate team completed an appraisal for the property that is the site of the future garage.
- Project team held a Preliminary Hazard Analysis workshop.

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 \$115K. The incurred cost increased from \$3.7M to \$3.8M. The majority of this period's costs is attributed to staff costs, preparing environmental documentation, conceptual engineering work and ROW activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$1.6	\$1.2	\$1.2	\$1.6	\$0.0
Preliminary Engineering	\$3.4	\$2.8	\$2.5	\$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	\$0.0	\$3.8	\$0.0
Total	\$11.4	\$4.4	\$3.8	\$11.4	\$0.0



Risk Management

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

Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.

- The project team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team will conduct a risk assessment workshop to identify all the potential risks during design and construction by Q4 2020.
- The project team reviewed and updated the risk register in March 2020. The team will review and revise the register on a quarterly basis, the next risk register updated is scheduled for June 2020.

Project Schedule

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. Approval of change order for the Design-Build Project Management (DBPM) team to development Project Requirements for the Design-Build Procurement RFQ is currently on-hold. This impacts the projected Design-Build Contractor RFQ and NTP dates. Revised forecast for Design-Build NTP is Q1/Q2 2022. Open For Service: There are likely schedule impacts to the COVID-19 pandemic.

PHA Workshop completed in May 2020, followed by Initial Draft Preliminary Hazards Analysis (PHA) Report, Threat Vulnerability Assessment (TVA) in July 2020 and project specific Safety/Security Management Plan (SSMP). The Visual Design Aesthetics workshop date is pending as is a future public open house (online/survey) for the garage.

Activity ID Activity Name	Start	Finish	2019	2020	2021	2022	2023	2024	2
			01 02 03 04	01 02 03 04	01 02 03 04	01 02 03 04	01 02 03 04	01 02 03 04	4 01 02
Sound Transit	24-Feb-16A	15-Mar-25							-
Sound Transit 2	24-Feb-16A	15-Mar-25							-
South Corridor	24-Feb-16A	15-Mar-25							-
\$300040 - Auburn Station Access Improvements - DE	24-Feb-16A	15-Mar-25							-
Alternative Analysis (Phase I)	24-Feb-16 A	15-Nov-17 A							
Conceptual Engineering (Phase II)	22-Mar-18A	22-Dec-20			1				T
Preliminary Engineering (Phase III)	13-Dec-18 A	22-Apr-21							
Permits and Agreements	30-Sep-19 A	17-Oct-21	-						
Right of Way	09-May-19 A	30-Jul-22							
Design-Build Project Management (DBPM)	02-Jan-20 A	26-Sep-24	,					7	
Design-Build Contract (DB)	24-Feb-21	26-Sep-24							T
Design-Build Contract - Procurement	24-Feb-21	28-Jan-22			-	-			
Design/Build Contract - Design and Construction	28-Jan-22	26-Sep-24				•			
Post Construction	27-Sep-24	15-Mar-25						-	
Transition to Operations	27-Sep-24	26-Oct-24							
Project Float	27-Oct-24	15-Mar-25		[1		1	٣	-
Open For Service	15-Mar-25	15-Mar-25							▼


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.

The project work in May was focused on preparing for and hosting the Preliminary Hazard Analysis workshop. Work also advanced on 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	2.6	(3.0)			
Consultants	2.3	1.1	(1.2)			
TOTAL	7.9	3.7	(4.2)			
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.						

Board Action	Description	Date
	None this period.	



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: 2024



Sounder Mukilteo Station Access Improvements

Key Project Activities

- Attended Capital Program Control Board (CCB) for amendments to Project Allocation and 2020 budgets. Prepared for System Expansion Committee (SEC) and the ST Board of Director meetings. Item will be scheduled for SEC consideration after realignment discussions with the Board.
- Amended scope and estimated costs for Phase 2 contract. Action on the contract will be scheduled after realignment discussions with the Board.
- Finalizing all Phase 1 documents to share with partners and for publication on project web page.
- Briefed project team on current status. Regular project team meetings will be scheduled once Phase 2 budget is approved.
- Next steps 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 \$12K 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
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Total	\$2.5	\$0.9	\$0.9	\$2.5	\$0.0

Risk Management

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

The following are the top project wide risks:

- Challenge in allocating the \$40 million project budget between two station areas. This is a decision the ST Board of Directors will make, likely during Phase 2, of the project.
- Cities/partners' desires for more parking, or more expensive parking, than appears affordable within the \$40 million project budget.
- Please see "Executive Summary article on COVID-19" which will address impacts/risks related to COVID-19 and related actions in the realignment process.

Community Outreach

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



Project Schedule

Sound Transit is expected to complete Alternative Analysis - Phase 1 in June 2020.

Revenue service date will depend on Board direction from realignment process.

Activity ID	Activity Name	Start	Finish	020		2021		2022		2023		1	2024		20	25	126
				QQQ	Q	QQ	Q		QQ	QQ	Q	Q	QQ	Q	QQ	Q	QQ
S00087 - Edmo	onds & Mukilteo Stations	08-Jan-18A	30-Dec-24											-			
Prelminary Engin	eering	08-Jan-18 A	21-Oct-21				'										
Alternative Analy	/sis - (Phase I)	08-Jan-18 A	30-Jun-20	-													
Conceptual Engi	ineering - (Phase II)	03-Dec-19A	05-Oct-20	-													
Preliminary Eng	ineering - (Phase III)	03-Aug-20	21-Oct-21	-			/										
Final Design		22-Oct-21	20-Jul-23			•				-							
ROW/Permitting		13-Aug-20	05-Dec-22	-													
Construction		11-Apr-23	06-Nov-24							-				-			
Post Constructio	n	07-Nov-24	30-Dec-24											7			
System Integrati	on Testing	07-Nov-24	04-Dec-24											•			
Project Float		04-Dec-24	30-Dec-24											•			
Open for Service	•	30-Dec-24	30-Dec-24											ŧ			

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 delay to advance Phase 2 waiting for realignment decision.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance				
ST Staff	5.7	1.1	(4.6)				
Consultants	4.0	0.1	(3.9)				
TOTAL	9.7	1.2	(8.5)				
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.							

Board Action	Description	Date
	None this period.	



Sounder Commuter Rail Kent Station Improvements

Project Summary

Scope	The purpose of the project is to improve access to the existing Kent Sounder station for Sounder riders, bicyclists, bus riders, and drivers.	5
	Project includes alternatives identification, screening environmental documentation, design, and construction of station access improvements at or around Kent Station.	
Phase	Conceptual Engineering and Environmental Review complete	
Budget	\$15.6 Million	
Schedule	Open for Service: 2024	



SoundTransit

Improving access to Sounder Kent Station

Key Project Activities

- Project team continued work 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 team held a Preliminary Hazard Analysis workshop.

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 \$126K. The incurred cost increased from \$3.9M to \$4.0M. The majority of this period's costs is attributed to staff costs, ROW activities, preparing environmental documentation, 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	\$1.4	\$1.4	\$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	\$0.4	\$0.0	\$7.9	\$0.0
Total	\$15.6	\$4.8	\$4.0	\$15.6	\$0.0



Risk Management

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

Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.

- The Kent Station Access Improvements Project Team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team will conduct a risk assessment workshop to identify all the potential risks during design and construction by Q3 2020.
- The Kent Station Access Improvements Project Team reviewed and updated the risk register in April 2020. The team will review and revise the register on a quarterly basis, the next risk register updated is scheduled for Q4 2020.

Project Schedule

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. In April, the project team hosted a Visual Design Aesthetics workshop. Approval of the change order for the Design-Build Project Management (DBPM) team to development Project Requirements for the Design-Build Procurement RFQ is on hold. This impacts the projected Design-Build Contractor RFQ and NTP dates. Revised forecast for Design-Build NTP is Q1 2022. Open For Service: There are likely schedule impacts due to the COVID-19 pandemic.

Preliminary Hazard Analysis (PHA) Workshop completed in May 2020. Coming up in July 2020, is the Initial Draft PHA Report, Threat Vulnerability Assessment (TVA) and project specific Safety/Security Management Plan (SSMP). Sound Transit is reviewing comments from the City of Kent on the Development Agreement (DA).

Activity ID	Activity Name	Start	Finish	2019	2020	2021	2022	2023	2024	2
11.2				Q1 Q2 Q3 Q4	4 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q	4 Q1 Q2 Q3 Q4	4 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2
Sound Transit		24-Feb-16A	13-Apr-25		1.7			· · · · ·		7
Sound Transit 2		24-Feb-16A	13-Apr-25							-
South Corridor		24-Feb-16A	13-Apr-25	<u> </u>	1	-				-
\$300035 - Kent	Station Access Improvements - DB M	24-Feb-16A	13-Apr-25	-					-	-
Alternative Ana	lysis (Phase I)	24-Feb-16A	15-Nov-17 A							
Conceptual En	gineering (Phase II)	22-Mar-18 A	09-Nov-20							
Preliminary Eng	gineering (Phase III)	13-Dec-18 A	28-Jan-21	-		•		1	1	
Permits and Ag	preements	01-Apr-19 A	27-Jul-22	-		-	-			
Right of Way		17-Jan-19A	23-Dec-21		A					
Design/Build P	roject Management	02-Jan-20 A	13-Sep-24		-					
Design/Build C	Contract	11-Mar-21	15-Sep-24							
DB Contract Pro	curement	11-Mar-21	28-Jan-22			-	*			
Design/Build - De	sign and Construction	29-Jan-22	15-Sep-24				*	-		1.0
Post Construct	ion	16-Sep-24	13-Apr-25						-	-
Transition to Ope	rations	16-Sep-24	16-Oct-24				1.000.000		-	1.000
Project Float		16-Oct-24	13-Apr-25			1			-	-
Open For Service	8	13-Apr-25	13-Apr-25	-						



Community Outreach

• Community Outreach continued planning an online open house for visual design of the garage to take place later this year.

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 May was focused on preparing for and hosting the Preliminary Hazard Analysis workshop. 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	3.3	(2.2)				
Consultants	3.8	1.1	(2.7)				
TOTAL	9.3	4.4	(4.9)				

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

Board Action	Description	Date
	None this period.	



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 St. NW.
Phase	Final Design and Construction
Budget	\$79.1 Million
Schedule	Open for Service: Q1 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Puyallup City Council approved the Development Agreement with Sound Transit.
- 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.

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 \$2.2M. The incurred cost increased from \$12.5M to \$14.8M. This period's costs are attributed to property acquisition and relocation, staff costs, engineering design work, construction management services, and \$1.5M 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	\$2.1	\$2.1	\$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	\$4.5	\$0.6	\$5.2	\$0.0
3rd Party Agreements	\$0.3	\$0.0	\$0.0	\$2.2	\$0.0
Construction	\$60.2	\$46.9	\$4.0	\$58.4	\$0.0
ROW	\$6.2	\$5.6	\$5.5	\$5.6	\$0.0
Total	\$79.1	\$61.7	\$14.8	\$79.1	\$0.0



Risk Management

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

Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.

The project team reviewed and updated the risk register in May 2020. The following are the top project wide risks:

- Environmental Inadvertent Discovery Plan (IDP). The final IDP is currently being finalized. IDP requires FTA and Tribal review and approval. Due to COVID-19, Tribal staff is furloughed which may extend receiving approval to Q4 2020. IDP is required before any deep excavation work maybe 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.
- Real Estate / Right-of-Way having parcels in-hand before contract award. Real Property representative and Project Manager regularly monitor progress and discuss status of all ROW acquisitions.

Project Schedule

Design-Build contract issued Intent to Award letter to Hensel Phelps in December 2019. 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. The Open for Service date may be delayed beyond February 2022. Potential impacts to baselined Open for Service date are being evaluated by project team.

Sound Transit will perform initial review/comment on contractor's initial proposed Baseline Design-Build schedule submitted late May 2020 in June 2020. ROW acquisitions are in progress and are forecast to complete before the planned construction start dates for the contractor's activities. Contractor is on track to submit multiple 30% Design Packages for Sound Transit's review mid-June 2020.

Activity ID	Activity Name	Start	Finish		2019		2	020		2021			2
				Q4	Q1 Q2 Q3 (ລຸ4 (Q1 Q2	2 Q3 Q4	Q1	Q2 Q	3 Q4	Q1 /	Q2
Sound Transit		01-May-15 A	16-Apr-22										'
Sound Transit 2		01-May-15 A	16-Apr-22										,
South Corridor		01-May-15 A	16-Apr-22	-									,
S300017 - Puyall	up Station Access and Expansion - DB N	01-May-15 A	16-Apr-22									-	,
Alternative Anal	ysis (Phase I)	28-Apr-16 A	28-Apr-16 A										
Preliminary Eng	ineering (Phase III)	01-May-15 A	20-Mar-19 A									1	
Right of Way		26-May-16 A	29-Aug-20					-					
Permits and Ag	reements	15-Jul-16 A	07-Mar-21						-				
Design/Build Pr	oject Management	17-Sep-18A	25-Mar-22										
Design/Build Co	ontract	01-Oct-18A	26-Mar-22										
DB CCB RFQ		01-Oct-18A	26-Dec-18 A		•								
DB Contract Proc	urement	17-Dec-18 A	26-Mar-20 A	•			-						
Design/Build - De	sign and Construction	26-Mar-20 A	26-Mar-22				-						
Post Construction	on	28-Mar-22	16-Apr-22										,
Transition to Oper	ations	28-Mar-22	28-Mar-22									▼	
Project Float		28-Mar-22	16-Apr-22	[[,
Open For Service		16-Apr-22	16-Apr-22									•	,



Community Outreach

- Communicated with neighboring stakeholders about site work.
- Started planning for fall online open house to share updated designs with the public and preview construction activities.

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	3.6	(1.4)						
Consultants	4.7	2.1	(2.6)						
TOTAL	9.7	5.7	(4.0)						
* An ETE is the equivalent of 200									

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

Board Action	Description	Date
	None this period.	



Sounder Commuter Rail Sounder Maintenance Base

Sounder Commuter Rail Sounder Maintenance Base



88th St SW

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	Sounder Maintenance Base Sounder service Seattle-Tacoma-Lakewood	39th Ave SW	Steilacoom Bivo sw
	employee welfare facilities. Located in Lakewood, WA on Sound Transit's railroad right of way between Steilacoom Boulevard and 100th Street	45th Ave SW 45th Ave Ct SW	36th Ave CI SW	94th St SW Apy public for the st SW
Phase	Design and Construction		Oth Ave SW	
Budget	\$12.9 Million	100th St SW	101st St SW	100th St SW
Schedule	Open for Service: Q4 2024	Sounder Maintenance Base F	Project Alignment	

Sounder

Key Project Activities

- The Design Build Project Management (DBPM) consultant is developing the design build project requirements, building program and other procurement documents.
- Continued development of upcoming design build procurement documents.
- 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 late summer 2020.
- Project has successfully proceeded through Phase Gate 4 to establish project baseline budget and schedule.
- 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 \$266K. The incurred cost increased from \$8.8M to \$9.1M. The majority of this period's costs are attributed to staff costs; geotechnical investigations in the Preliminary Engineering Phase; Phase 1 design-build project management services which include development of the project requirements; and right-of-way activities including temporary construction easement appraisals.

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.5	\$2.4	\$2.4	\$2.3	\$0.0
Preliminary Engineering	\$3.5	\$3.0	\$2.9	\$3.6	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.9	\$1.5	\$2.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$2.0	\$0.1	\$0.1	\$2.0	\$0.0
ROW	\$3.0	\$2.4	\$2.3	\$3.0	\$0.0
Total	\$12.9	\$9.8	\$9.1	\$12.9	\$0.0

Cost Summary by Phase

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 June 2020. 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.
- Impacts of COVID-19 pandemic *Risk Mitigation*: Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19
- 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

Sounder Maintenance Base is anticipated to be to open for service in Q4 2024. Design Build Project Requirements for Draft Design Build Procurement are being developed and incorporated into the Design Build Request For Qualifications (RFQ) and will be finalized for the Design Build Request For Proposal (RFP). The project team anticipates issuing Design Build Notice to Proceed in Q2 2021.

Activity ID Activity Name	Start	Finish	2019	2020	2021	2022	2023	2024	2025
			Q Q2 Q3 Q4	Q1 Q Q3 Q4	Q1 Q Q3 Q4	Q1 Q Q3 Q4	01 0 03 04	Q1 Q Q3 Q4	10100
Sound Transit	01-Apr-13A	29-Apr-25					· · · · ·		
Sound Transit 2	01-Apr-13A	29-Apr-25						-	-
South Corridor	01-Apr-13A	29-Apr-25	-						-
S300004 - Sounder Maintenance Base - Design/Build MS (Mas	01-Apr-13A	29-Apr-25			-			-	-
Conceptual Engineering	29-Jul-13 A	30-Jan-18 A							
Environmental Assessment	01-Apr-13A	13-Mar-20 A		-					
Preliminary Engineering	01-Jun-14 A	23-Jul-20		-					
Permits and Agreements	02-Jan-19 A	24-Aug-20		-					
Right of Way	08-Jul-16A	07-Mar-22				-		1.1.1	
Design Build Project Management Services +	01-Aug-18 A	26-Jun-24	-				-	-	
DBPM - Procurement	01-Aug-18 A	20-Jun-19 A							
DBPM - Construction Services/Support	17-Jun-19A	26-Jun-24	-					-	1.1
Third Party Utility Relocation and Misc Construction	30-Aug-19 A	02-Dec-21			-				
SMB - Design/Build Procurement, Design and Construction	02-Jan-20 A	29-May-24		-			-	-	
SMB - Design/Build Procurement Admin	02-Jan-20 A	10-Aug-20							
SMB - Design/Build Procurement	08-Jul-20	11-May-21			-				-
SMB - Design/Build Design and Construction	12-May-21	29-May-24			-			-	
Const - Misc / Other / Env Mitigation	12-May-21	29-May-24				· · · · · ·		-	
Rail Activation	27-Jun-23	26-Jun-24					-		
SMB - Post Construction	30-May-24	29-Apr-25			1	1	1.00	-	-
SMB - Transition to Operations	30-May-24	27-Jun-24							1
SMB - Project Float	28-Jun-24	29-Apr-25						-	-
SMB - Project Completion	29-Apr-25	29-Apr-25						1.1	
Sounder Ops Maintainer Agreement	18-Nov-20	26-Jun-24		,					100
Sounder Ops Maintainer Procurement	18-Nov-20	29-Jul-22				-			
Sounder Ops Maintainer - Maintenance	25-Jan-23	26-Jun-24							
Amtrak Maintenance Agreement	31-Dec-21	30-Dec-24				-			*

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.

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	5.9	(2.2)
Consultants	2.3	5.6	3.3
TOTAL	10.4	11.5	1.1

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

Board Action	Description	Date
	None this period.	

Sounder Commuter Rail Sounder South Capacity Expansion



90

Seattle

Project Summary

Existing parking P Added parking Scope This project will establish a program of Station improvem by 2023
 DuPont extension (opens 2036) capital elements that will be used to enhance South Sounder access, capacity, Sound Transit district and services in response to increased demand. Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate ⊕® Ken additional capacity, and access elements by BNS such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy. Tacoma Once the Sounder Strategic Development and Implementation Plan is complete then the capital projects included in this Puvallup Phase Tillicum Planning DuPont 2036 P Budget \$3.6 Million

Sounder South

ScheduleOpen for Service: 2036Key Project Activities

- The DECM Engineering staff continues work on updating the Sounder Design Criteria Manual.
- The project consultant has finalized and transmitted the Sounder Strategic Development & Implementation Plan's technical appendices.



Possible platform and track improvements



Sounder South Tukwila Station showing access elements

Sounder South Capacity map alignment



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 \$130K 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	\$1.2	\$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	\$0.0	\$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
Total	\$3.6	\$2.9	\$2.3	\$3.6	\$0.0

Risk Management

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

There are no risks identified at this time.

Community Outreach

- The Sounder Strategic Development & Implementation Plan is now complete.
- Community Outreach will monitor any outreach needs for the project and are available to answer any questions.



Project Schedule

Sound Transit completed the Sounder South Strategic Development & Implementation Plan in Q1 2020. Due to the COVID-19 pandemic. Sound Transit will be conducting a capital program realignment assessment which will delay the start of the project development of the new ST3 Sounder South projects in Q2 2020. Final design, construction and revenue forecasted comment dates will be updated at a later date.

Activity ID	Activity Name	Start	Finish	2020	2021	2022	2023	2024	2025	2026
				2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
Sounder Sout	h - Platform Extensions	13-Jun-18A	31-Dec-36							
Sounder South F	Platform Extensions	13-Jun-18 A	31-Dec-36							
Alternative Ana	lysis - (Ph - I)	13-Jun-18 A	25-Jun-20	•						
Conceptual Eng	jineering/Environmental - (Ph - II)	26-Jun-20	29-Jun-22	-						
Preliminary Eng	gineering - (Ph - III)	30-Jun-22	27-Apr-23							
Final Design		05-Feb-23	17-Nov-24							
ROW		28-Oct-22	26-Sep-24			-				
Construction		18-Nov-24	19-Jul-28					•		
Post Constructi	on	20-Jul-28	31-Dec-36							
Project Float		20-Jul-28	31-Dec-36							
Revenue Servic	e	31-Dec-36	31-Dec-36							

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 estimate assumed all expansion improvements would be underway by January 2020. Due to delayed start there is a variance in ST Staff Actual FTE. A few ST staff conducted final review of the SDIP environmental technical appendix and the Sounder Design Criteria Manual. The consultant team completed the SDIP technical appendices in May 2020.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance					
ST Staff	13.4	4.3	(9.1)					
Consultants	0.7	0.7	0.0					
TOTAL	14.1	5.0	(9.1)					
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.								

Board Action	Description	Date
	None this period.	



Sounder Commuter Rail Sumner Station Access Improvements



Project Summary

Scope	The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.
	Project includes alternative identification, screening, environmental documentation, design and construction of station access improvement at or around Sumner Station.
Phase	Preliminary Engineering
Budget	\$17.8 Million
Schedule	Open for Service: 2023



Improving access to Sounder Sumner Station

Key Project Activities

- Design-Build procurement documents finalized. Project on hold pending Board level discussion regarding project realignment.
- 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 \$76K. The incurred cost increased from \$9.6M to \$9.7M. This period's costs are attributed to staff costs, property acquisition, engineering design work, project requirements and drafting the construction RFP.

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	\$2.5	\$2.5	\$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	\$1.7	\$7.6	\$0.0
Construction	\$0.3	\$0.1	\$0.1	\$0.3	\$0.0
ROW	\$4.6	\$3.8	\$3.7	\$4.6	\$0.0
Total	\$17.8	\$15.7	\$9.7	\$17.8	\$0.0



Risk Management

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

Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.

The project team reviewed and updated the risk register in May 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 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 in early to mid 2021. Approach to Baselining 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. Issuance of the Design-Build Request For Qualifications (RFQ) is currently on hold. The Open For Service date is likely to delay beyond end of 2023.

Activity ID Activity Name	Start	Finish	1111		2019	9		202	0		2021			2022		1.000	2023		1
			Q4	Q	Q2 0	Q3 Q4	Q1	Q2	Q3 Q4	Q1	Q2 0	3 Q4	Q1	Q2 (13 Q4	Q1	Q2 Q	3 Q4	Q1
Sound Transit	01-May-15 A	10-Mar-24																	7
Sound Transit 2	01-May-15A	10-Mar-24											-	_	-		_	_	-
South Corridor	01-May-15 A	10-Mar-24						1	-	-			+	-	-			-	-
\$300018 - Sumner Station Parking and Access Improve	01-May-15 A	10-Mar-24			_	-	-		-		-		t		-	-		_	-
Alternative Analysis (Phase I)	01-May-15 A	26-May-16 A		15															
Conceptual Engineering (Phase II)	01-May-15 A	14-Mar-16A								1			1						1
Preliminary Engineering (Phase III)	14-Jul-16 A	27-May-21									-								
Permits and Agreements	01-Mar-16 A	19-Feb-21			_					-									
Right of Way	22-Sep-16 A	28-Jul-21	100			-					-								
Design-Build Project Management	15-Aug-20	24-Aug-23							-	1						1		1	
Design/Build Contract	03-Sep-19 A	24-Aug-23				-									_		-	1	1
DB Contract Procurement	03-Sep-19A	06-Aug-21				-			-	-	-								
Design/Build - Design and Construction	09-Aug-21	24-Aug-23										-	+		_	-	_	,	
Post Construction	24-Aug-23	10-Mar-24																-	-
Transition to Operations	24-Aug-23	24-Aug-23														1	1	1	
Project Float	25-Aug-23	10-Mar-24								1			1				1	-	-
Open For Service	10-Mar-24	10-Mar-24																	T



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	2.3	(3.7)
Consultants	1.6	0.4	(1.2)
TOTAL	7.6	2.7	(4.9)
	•		

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

Board Action	Description	Date
	None this period.	



Progress Report Regional Express & Bus Rapid Transit Program









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



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





ST Regional Express Bus Routes



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

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

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

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

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

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



Program Budget

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

Regional Express and BRT	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	\$184.8	\$72.6	\$41.3	\$226.1	\$0.0
BUS BASE NORTH	\$48.7	\$27.0	\$26.4	\$21.6	\$48.7	\$0.0
SR 522-NE 145th ST BRT	\$69.4	\$44.1	\$18.9	\$25.4	\$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
TOTAL REX & BRT	\$356.0	\$260.1	\$120.2	\$95.9	\$356.0	\$0.0

Figures are shown in millions

Program Schedule

Project Name	Start	Finish		2	020		20)21		20	22		202	23		2024		202	5
			Q	Q	Q	Q	QQ	Q	QC	Q	Q	QC	Q	QC	Q	QC	Q	QQ	Q
Sound Transit	21-Nov-17 A	30-Oct-25																	Π
Sound Transit 3	21-Nov-17 A	30-Oct-25																	Π
📣 ST3 - North Corridor	26-Feb-18 A	30-Oct-25								T			Π				Π	+	Π
STRIDE - Bus Rapid Transit - North Corridor	26-Feb-18 A	30-Oct-25	Η								\square		\square			\top	Ħ	+	Π
STRIDE Master Schedule	03-Feb-20 A	30-Oct-25	Π	¢	-		-		-	-		-		-		-		+	
STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)	26-Feb-18 A	06-Sep-25	Π										Π		Π				Π
SR 522/NE 145th BRT - Preliminary Engineering	26-Feb-18 A	14-Jul-21		-	Ļ		-												
SR 522/NE 145th BRT - Final Design	31-Jul-19 A	13-Jul-22		-															
SR 522/NE 145th BRT - Third Party Agreements and Permitting	12-Jun-18 A	03-Apr-24		-	-		-			-		-			-				Π
SR 522/NE 145th BRT - Right of Way (ROW)	24-Apr-20	30-Jan-23	Π		-		-		-	-		+							Π
SR 522/NE 145th BRT - Construction	07-Jan-19 A	06-Sep-25		-					-							-		Ŧ	
♦ ST3 - East Corridor	21-Nov-17 A	30-Oct-25																	
STRIDE - Bus Rapid Transit - East Corridor	21-Nov-17 A	30-Oct-25																	Π
▲ STRIDE - I-405 Bus Rapid Transit (BRT)	21-Nov-17 A	30-Oct-25																	
🔺 1405 BRT - Preliminary Engineering	02-Mar-18 A	16-Jun-21					-												
405 BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	13-Jul-22		-	Ļ		-		-										
I405 BRT - Third Party Agreements and Permitting	02-Dec-19 A	25-Aug-22	ļ	-															
🔺 1405 BRT - Right of Way (ROW) / Property Acquisition	17-Jun-21	23-Sep-24							_			-		-		_			
🔺 L405 BRT - Construction	01-Jan-18 A	24-Sep-25		-			-			-		-		-				Ė	П
STRIDE - BRT - Bus Base North	21-Nov-17 A	10-May-24		-															
STRIDE - BBN - Maintenance Provider	20-Jul-21	02-Jul-24							_					-					
STRIDE - BRT - BRT Coaches- Procurement and Delivery	26-Jun-20	19-Jun-23										T							
STRIDE - BRT - Intelligent Transportation System (ITS)	18-Mar-21	02-May-25					-		Ļ									-	
STRIDE - BRT - Service Line Activation	13-Apr-24	30-Oct-25														÷		+	

Regional Express & Bus Rapid Transit ST Express Bus Base



Project Summary

Scope	Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirma- tion of fleet operations, facilities and site programming, and identification of site alternative.	9114
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.
- See the Executive Summary article on COVID-19 which will address project impacts/risks.

Project Cost Summary

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

Cost Summary by Phase

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



Regional Express & Bus Rapid Transit I-405 Bus Rapid Transit



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2024

Project Summary

i iojeci oui	innary	Lynnwood City Center	(405)
Scope	Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.	3	Canyon Park
Limits	Approximately 37 miles between Lynnwood and Burien		SR 522/I-405 Transit Hub O Brickyard
Alignment	I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.	Bus Rapid Transit Lynnwood–Bellevue (2024) Bellevue–Burien (2024) Shoreline–Bothell (2024) Other service Link light rail (2024 service) Lynnwood–Mariner– Everett (2036) New station Transfer hub	© Totem Lake/ Kingsgate O NE 85th
Stations	Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station, Burien Transit Center	P New parking Existing parking N (20) (30) (30) (30) (30) (30) (30) (30) (3	Transit 2024 Center ©
Phase	Planning Phase 2: Environmental review and conceptual engineering	9	
Budget	I-405 BRT: \$226.1 Million Preliminary Engineering (Phases 1-3)	Burien Transit O Center 2024	al Blvd South Renton Transit Center
Schedule	Revenue Service: 2024/2025	Map of Pro	nject Alignment

Key Project Activities

- Conducting environmental review of the Refined Project and completing conceptual engineering. •
- 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.
- Completed Project Delivery Workshops.



Project Cost Summary

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

This period expenditures are \$1.5M, of which \$0.3M for Staff time, \$0.2M in ROW and \$1.0M for project refinement activities in the PE phase. 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.

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.3	\$5.7	\$5.7	\$8.3	\$0.0
Preliminary Engineering	\$49.7	\$34.6	\$16.8	\$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	\$0.5	\$0.4	\$1.0	\$0.0
Construction	\$130.2	\$118.4	\$24.4	\$130.2	\$0.0
ROW	\$36.2	\$25.6	\$25.4	\$36.2	\$0.0
Total	\$226.1	\$184.8	\$72.6	\$226.1	\$0.0

Cost Summary by Phase

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.
- Cost of the NE 85th BRT Station. *Risk Mitigation*: An ST lead Value Engineering Study was held to further refine project scope. WSDOT has held a CEVP study for both Brickyard and NE 85th to help refine the estimated costs.
- 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.
- See the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.



Project Schedule

The current phase, Conceptual Engineering/Environmental Review, commenced in Q2 2019 and is anticipated to complete in Q3 2020. Construction required for BRT service is anticipated to be complete in 2024/25*.

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 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 WSDOTs I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

There is a separate project schedule and Agency Progress Report update for the Bus Base North (BBN) Facility. The Bus Base North Facility will provide for the operation, storage and maintenance of the new I-405 BRT and SR 522/NE 145th BRT corridor bus fleet and is an important project to be completed in a timely manner to support the new BRT bus fleet.

*Construction for most of the BRT projects are expected to begin by 2023 and complete by 2024 for the I-405 South line, and be complete by 2025 for the I-405 North line. Construction of some elements will begin before 2023 and others may occur after service starts in 2024/25 and complete in 2025.

**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.

Project Name	Start	Finish	2020	2021		2022	2023	2024	2025	2026
			Q1 Q2 Q3	Q4 Q1 Q2 Q:	3 Q4 C	1 Q2 Q3 Q4	Q1 Q2 Q3 Q	4 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q	4 Q1 Q2 Q
Sound Transit	01-Jan-18 A	30-Oct-25								30-Oct-25
Sound Transit 3	01-Jan-18 A	30-Oct-25								30-Oct-25
A ST3 East Corridor	01_lan_18.4	30-Oct-25								30-Oct-25
ST3 - East Confider		00-04-25								0-04-20
STRIDE - Bus Rapid Transit - East Comuon	01-Jan-18 A	30-0d-25					I			30-Oct-25
STRUC - 1405 DUS Rapid transit (DRT)	01-Jan-18 A	30-Oct-25							·	30-Oct-25
1405 BRT - Preliminary Engineering	U2-Mar-18 A	16-Jun-21		1	6-Jun-2	1				
1405 DRT - Alternatives Analysis - Phase I	02-Mar-18 A	28-May-19 A	ISA							
1405 BRT - Conceptual Engineering/Environmental Review - Phase II	08-Apr-19 A	10-Sep-20		10-Sep-20						
I-405 BRT - Preliminary Engineering - Phase III	02-Apr-20	16-Jun-21		<u> </u>	6-Jun-2	1				
1405 BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	13-Jul-22				13-Ju	1-22			
I-405 BRT - Final Design - Procurement (GEC)	31-Jul-19 A	05-Jun-20		un-20						
I-405 BRT - Final Design - Design (GEC)	05-Jun-20	13-Jul-22	-20			🗋 13-Ji	1-22			
	02-Dec-19 A	25-Aug-22				△ 25-	Aug-22			
I405 BRT - Right of Way (ROW) / Property Acquisition	17-Jun-21	23-Sep-24	17	-Jun-21				<u>2</u>	3-Sep-24	
I405 BRT - Construction	01-Jan-18 A	24-Sep-25							<u> </u>	24-Sep-25
▲ I-405 BRT - Construction - North	01-Jan-18 A	24-Sep-25			-				<u> </u>	24-Sep-25
I-405 BRT - Construction Roadway - North	01-Jan-18 A	10-Feb-25	-		-				10-Feb-25	
▲ I-405 BRT - Poplar Way Loop Ramp Widening	15-Apr-22	10-Feb-25		15	-Apr-22	Δ			10-Feb-25	
I-405 BRT - Downtown Lynnwood Transit Signal Priority (TSP)	15-Apr-22	10-Feb-25		15	-Apr-22	4			10-Feb-25	
1.405 BRT - Totem Lake Freeway Station Upgrade	15-Apr-22	10-Feb-25		15	-Apr-22	Δ			10-Feb-25	
I-405 BRT - WSDOT North Express Toll Lanes (ETL)	22-Aug-19 A	12-Jan-25							12-Jan-25	
I 405 BRT - WSDOT - I 405 NE 85th Interchange	01-Jan-18 A	11-Sep-24	_		_			<u> </u>	Sep-24	
↓ I-405 BRT - Construction Parking Garages/Facilities/Transit Center- North	02-Dec-20	13-May-25	02-Dec-20						🗅 13-May	/-25
1405 BRT - Lynnwood Transit Center BRT Stations	10-Jun-21	10-Feb-25	10	-Jun-21 🛆			-		🛆 10-Feb-25	
I-405 BRT - Kingsgate Parking Garage	02-Dec-20	13-May-25	02-Dec-20					-	🛆 13-May	/-25
1405 BRT - Bellevue Transit Center BRT Stations	10-Jun-21	10-Feb-25	10	Jun-21 🛆					10-Feb-25	
1405 BRT - Service Line Activation - 1405 N	28-Mar-25	24-Sep-25						28-Mar-2	s <u>a a a</u> a	24-Sep-25
▲ I-405 BRT - Construction - South	29-Oct-18 A	10-Aug-25							1 0-	-Aug-25
I-405 BRT - Construction Roadway - South	29-Oct-18 A	10-Feb-25							10-Feb-25	
I405 BRT - WSDOT I405 Renton to Bellevue Widening & Express Toll Lane	29-Oct-18 A	31-Dec-24			_			-	31-Dec-24	
1405 BRT - SR 518 Corridor Improvements	15-Apr-22	10-Feb-25		15	Apr-22				10-Feb-25	
▲ I405 BRT - Construction Parking Garages/Facilities/Transit Center- South	02-Dec-20	02-Jul-24	02-Dec-20					02-Ju	124	
▲ I-405 BRT - S. Renton Parking Garage/Station	02-Dec-20	02-Jul-24	02-Dec-20					🗅 02-Ju	124	
A 1405 BRT - Service Line Activation - 1405 S	11-Feb-25	10-Aug-25						11-Feb-25	1 0-	Aug-25
STRIDE - BRT - Intelligent Transportation System (ITS)	18-Mar-21	02-May-25	18-Mar	-21					O 02-May	-25
STRIDE - BRT - Intelligent Transportation System (ITS) - Procurement (DB)	18-Mar-21	11-Feb-22	18-Mar	21		11-Feb-22				
STRIDE - BRT - Intelligent Transportation System (ITS) - Design / Build	13-Nov-21	02-May-25		13-Nov-21					O2-May	-25
STRIDE - BRT - Service Line Activation	13-Apr-24	30-Oct-25					13-Apr	-24		30-Oct-25
			<u> </u>							1.00000



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. Due to COVID-19 May required us to shift our efforts to online platforms.

- Organized bi-monthly meetings to coordinate efforts in Kirkland with WSDOT (Brickyard and 85th) and City of Kirkland.
- SEPA Bus Base North planning efforts began to coordinate outreach.

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. Consultant FTE variance is due to higher level of effort needed to accelerate Phase 2 work and negotiation of Phase 3.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance			
ST Staff	16.6	13.6	(3.0)			
Consultants	16.2	19.6	3.4			
TOTAL	32.8	33.2	0.4			
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.						

Board Action	Description	Date
	None this period.	
Regional Express & Bus Rapid Transit Bus Base North



Project Summary

Scope	The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.
Phase	Conceptual engineering/environmental review
Budget	\$48.7 Million
Schedule	Open for Service: 2023



Map of Project Alignment

Key Project Activities

- Conducting environmental review and completing conceptual engineering.
- Design-Build Project Management Contract: Award pending Capital Program realignment process by ST Board.
- Property acquisition 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 \$0.1 primarily due to progress made by the consultant on preliminary engineering and environmental, by Sound Transit Staff time.

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	\$0.9	\$0.9	\$4.4	\$0.0
Preliminary Engineering	\$2.3	\$1.5	\$0.9	\$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	\$24.6	\$29.2	\$0.0
Total	\$48.7	\$27.0	\$26.4	\$48.7	\$0.0

Risk Management

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

The following are the top project risks and proposed mitigations:

- Appeal of SEPA Checklist. *Risk Mitigation*: Review draft SEPA checklist with City of Bothell staff to get their comments and concerns and address them. Ensure SEPA Checklist is legally defensible.
- Appeal of SEPA Checklist requires an EIS. *Risk Mitigation:* Include an optional task in consultant contract for EIS preparation if necessary, saving time to initiate.
- Additional project requirements from AHJs. *Risk Mitigation:* Ensure SEPA document is clear on whether an impact exists and level or impact. Working with City of Bothell staff to coordinate Bus Base North and the City's on-going planning process.
- "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.



Project Schedule

The current phase, Conceptual Engineering/Environmental review, commenced in Q2 2019 and is anticipated to complete in Q3 2020. A design-build project management (DBPM) procurement is underway and will be followed by development of project requirements, a design-build procurement in late 2020 or early 2021, then design-build design and construction thereafter.

The current critical path for Bus Base North is conceptual engineering, environmental review, developing project requirements, permitting/agreements, design-build procurement, design-builder final design, design-builder 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.

Bus Base North construction required for BRT service is anticipated to be complete by 1st half of 2024. Current plans are to have the Bus Base North ready to start receiving initial new BRT buses by late 2023.

Project Name	Start	Finish	2020	2021	2022	2023	2024
			Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4 Q
▲ Sound Transit	21-Nov-17 A	10-May-24					10-May-24
Sound Transit 3	21-Nov-17 A	10-May-24					10-May-24
	21-Nov-17 A	10-May-24					10-May-24
STRIDE - Bus Rapid Transit - East Corridor	21-Nov-17 A	10-May-24					10-May-2 4
STRIDE - I-405 Bus Rapid Transit (BRT)	21-Nov-17 A	10-May-24					10-May-24
STRIDE - BRT - Bus Base North	21-Nov-17 A	10-May-24					10-May-24
BRT - Bus Base North - Preliminary Engineering	08-Apr-19 A	16-Aug-21			ug-21		
BRT - Bus Base North - Conceptual Engineering - Phase II	08-Apr-19 A	31-Aug-20	<u></u> ∆ 31-	Aug-20			
BRT - Bus Base North - Preliminary Engineering - Phase III	01-Sep-20	16-Aug-21	-Sep-20 🛆	16- /	ug-21		
BRT - Bus Base North Right of Way (ROW) / Property Acquisition	21-Nov-17 A	06-May-19 A	9 A				
BRT - Bus Base North - Design-Build Project Management (DBPM)	19-Aug-19 A	09-Jul-20	🔼 09-Ju	-20			
BRT - Bus Base North - DBPM Procurement	19-Aug-19 A	09-Jul-20	🔼 09-Ju	-20			
BRT - Bus Base North - Construction (D/B)	06-Aug-20	10-May-24	Aug-20 🛆				10-May-24
BRT - Bus Base North - D/B Construction Procurement	06-Aug-20	17-Aug-21	Aug-20 🛆		ug-21		
BRT - Bus Base North - Construction - Design / Build (DB)	20-Jul-21	10-May-24	20	Jul-21			10-May-24

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. Award of Design-Build Project Management contract has been delayed due to Realignment Process. Consultant staff are currently working on Phase 2.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.5	3.6	(1.9)
Consultants	2.7	2.5	(0.2)
TOTAL	8.2	6.1	(2.1)

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

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	



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 Woodinville.
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 13 BRT stations, one of which is in review and two additional provisional stations are also in review. 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	Revenue Service: 2024

(405) 104 GID Bothell O SR 522/I-405 Kenmore Transfer Hub Lake Forest P Ð 0 P Park (P) Woodinville 2024 Â Bus Rapid Transit Shoreline South/145th Shoreline-Bothell Bothell-Woodinville (less frequent service) Lynnwood-Bellevue-Burien (I-405 BRT route) (2024) Other service Future Link light rail (2024) 5 O New station CO Transfer hub P New parking P Existing parking

Map of Project Alignment



Key Project Activities

- Provided a project update to the City of Shoreline Council.
- Signed Letter of Concurrence with the City of Shoreline.
- Conducting environmental review.
- Continuing stakeholder outreach focused on property owners and businesses.
- Issued consultant Notice to Proceed to take the Lake Forest Park section of the project to a 30% design.
- Interagency Group met to provide ideas and recommendations to the project team.



Project Cost Summary

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

This period expenditures increased by approximately \$2.1M, primarily due to progress made by the consultant on conceptual engineering and environmental for \$1.3, Sound Transit staff time for \$0.3M and progress in construction in Bothell for \$0.5M.

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	\$4.0	\$4.0	\$6.3	\$0.0
Preliminary Engineering	\$17.0	\$14.4	\$8.1	\$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	\$0.3	\$6.4	\$0.0
Construction	\$34.0	\$25.0	\$6.3	\$34.0	\$0.0
ROW	\$5.3	\$0.2	\$0.1	\$5.3	\$0.0
Total	\$69.4	\$44.1	\$18.9	\$69.4	\$0.0

Risk Management

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

The following are the top project risks and proposed mitigations:

- The SR 522/NE 145th Street BRT project is an early deliverable and involves close coordination with multiple project partners. Staff and consultants are continuing to coordinate closely with project partners.
- The timeline for property acquisition is a risk for this project. Mitigation includes 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 in the first year 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 each jurisdiction on the SR 522/145th BRT alignment.
- Coordination of ST3 refined project and WSDOT and City of Shoreline plans for NE 145th- 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.
- See the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.



Project Schedule*

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 Q3 2020. Construction required for BRT service is anticipated to be complete in 2024/25.

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.

There is a separate project schedule and Agency Progress Report update for the Bus Base North (BBN) Facility. The Bus Base North Facility will provide for the operation, storage and maintenance of the new I-405 BRT and SR 522/NE 145th BRT corridor bus fleet and is an important project to be completed in a timely manner to support the new BRT bus fleet.

*Construction for some of the BRT projects/elements is expected to begin by 2023 and be completed by 2024/25. Construction of other projects/elements began in 2019 and others may occur after service starts in 2024 and complete in 2025.

**Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (i.e. 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.

Proj	ect Name	Start	Finish	2020	2021	2022	2023	2024	2025	2026	T
				0000	0000	0000	0000	00000	0000	0000	2 (
4	Sound Transit	26-Feb-18 A	30-Od-25		1				0	30-Oct-25	
	Sound Transit 3	26-Feb-18 A	30-Oct-25				-	-	0	30-Oct-25	e.
	∧ ST3 - North Corridor	26-Feb-18 A	06-Sep-25	-					0	6-Sep-25	
	STRIDE - Bus Rapid Transit - North Corridor	26-Feb-18 A	06-Sep-25		-				0	6-Sep-25	
	STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)	26-Feb-18 A	06-Sep-25		· · · · ·	*			00	6-Sep-25	
	SR 522/NE 145th BRT - Preliminary Engineering	26-Feb-18 A	14-Jul-21		14	Jul-21					T
	SR 522/NE 145th BRT - Alternatives Analysis - Phase I	26-Feb-18 A	28-Mar-19 A	-19 A		11					
	SR 522/NE 145th BRT - Conceptual Engineering/Environmental Review - Phas	26-Apr-19A	07-Aug-20	07	-Aug-20						
	SR 522/NE 145th BRT - Preliminary Engineering - Phase III	08-Jun-20	14-Jul-21	0 0	14	Jul-21	2				
	📣 SR 522/NE 145th BRT - Final Design	31-Jul-19 A	13-Jul-22			0 13	Jul-22				
	SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	13-Jul-22			O 13	Jul-22				T
	SR522/NE 145th BRT - Final Design - Procurement (GEC)	31-Jul-19 A	31-Aug-20	<u>3</u>	1-Aug-20		1.1				
	SR522/NE 145th BRT - Final Design - Design (GEC)	12-May-20	13-Jul-22	0		A 13	Jul-22	1			
	SR 522/NE 145th BRT - Third Party Agreements and Permitting	12-Jun-18 A	03-Apr-24			-		C) 03-Ap	r-24		
	SR 522/NE 145th BRT - Right of Way (ROW)	24-Apr-20	30-Jan-23	0		-	30-Jan	23		lane.	I.
	SR 522/NE 145th BRT - Construction	07-Jan-19 A	06-Sep-25						0 0	6-Sep-25	T
	SR 522/NE 145th BRT - Construction - Roadway	07-Jan-19 A	09-Mar-25					-	C 09-Ma	-25	
	SR 522/NE 145th BRT - Construction Roadway 145th/SR522/Shoreline/Seattle	16-Jun-22	09-Mar-25	11	16-Jun-	2 0	-		09-Ma	-25	
	SR 522/NE 145th BRT - Stage 3 Improvements [96th Ave NE to 83rd Place NE	07-Jan-19 A	09-Apr-21		09-Ap	r-21	-				
	SR 522/NE 145th BRT - Stage 2B Improvements [Wayne Curve to NE 180th S	16-Jun-22	09-Mar-25	and a second	16-Jun-	2 0			D 09-Ma	-25	
	SR 522/NE 145th BRT - Construction - Parking Garages	02-Dec-20	27-Dec-24	Dec-20					27-Dec-2	4	T
	SR 522/NE 145th BRT - Lake Forest Park Parking Garage (LFP) - DB	02-Dec-20	27-Dec-24	Dec-20		. <u></u>		-	27-Dec-2	4	
	SR 522/NE 145th BRT - Kenmore Parking Garage (KEN) - DB	02-Dec-20	04-Nov-24	Dec-20 🔿					04-Nov-24		
	SR 522/NE 145th BRT - Bothell Parking Garage (BTH) - DB	02-Dec-20	27-Dec-24	Dec-20 🖸				-	27-Dec-2	4	
	SR 522/NE 145th BRT - Service Line Activation	10-Mar-25	06-Sep-25	1				10-Mar-25		6-Sep-25	
	△ ST3 - East Corridor	18-Mar-21	30-Oct-25	8-Mar-21	0		1	1	0	30-Oct-25	ſ
	STRIDE - Bus Rapid Transit - East Corridor	18-Mar-21	30-Oct-25	8-Mar-21	0			_	0	30-Oct-25	i
	STRIDE - L405 Bus Rapid Transit (BRT)	18-Mar-21	30-Oct-25	8-Mar-21	0	_		_	-	30-Oct-25	ĥ
	A STRIDE - BRT - Intelligent Transportation System (ITS)	18-Mar-21	02-May-25	18-Mar-21	0	-			C 02-M	ay-25	
	5 STRIDE - BRT - Intelligent Transportation System (ITS) - Procurement (DB)	18-Mar-21	11-Feb-22	18-Mar-21	0	11-Feb	-22			1.	
	A STRIDE - BRT - Intelligent Transportation System (ITS) - Design / Build	13-Nov-21	02-May-25	13-1	lov-21				02-M	ay-25	Ť
	A STRIDE - BRT - Service Line Activation	13-Apr-24	30-Oct-25				13-Apr-24	0	0	30-Oct-25	1
											-



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 COVD-19 outreach efforts have shifted to virtual platforms.

- Continued meetings with SR522 property owners in Lake Forest Park and Seattle/Shoreline, eight meetings.
- Interagency Coordination Group meeting took place on May 14th.
- Began development of West shift documents for Lake Forest Park.
- Developed property owner PowerPoint tool.

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 staffing variance is less than planned as the project has just advanced to Phase 3. Staffing levels are expected to rise to meet planned estimates as the project progresses.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance				
ST Staff	13.8	12.4	(1.4)				
Consultants	24.0	22.1	(1.9)				
TOTAL	37.8	34.5	(3.3)				

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

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Regional Express & Bus Rapid Transit Bus on Shoulder



Project Summary

Budget

Schedule

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

\$3.6 Million—Planning Phase \$0.3 Million—Construction Phase

timing varies.

Revenue Service: Early deliverable under ST3 plan. Individual project delivery

HOULDER AUTHORIZED BUSES ONLY

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 March 2020, the project cost incurred to date increased by \$3.3K, not enough to be seen in the rounded figures on the next page.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.9	\$0.1	\$0.1	\$0.9	\$0.0
Preliminary Engineering	\$2.2	\$0.0	\$0.0	\$2.2	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.4	\$0.4	\$0.4	\$0.0
Construction	\$0.3	\$0.3	\$0.3	\$0.3	\$0.0
ROW	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Total	\$3.9	\$0.8	\$0.8	\$3.9	\$0.0

Risk Management

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

- The right combination of factors must be present to implement Bus on Shoulder operation: sufficient transit service and ridership along a roadway segment; service that is adversely affected by roadway congestion; and physical and operating conditions along a roadway segment's shoulder that can accommodate improvements to its length, width, pavement, etc.
- Candidate projects must benefit one or more of the three contributing subareas.
- Washington State Patrol and other emergency responders also use shoulders for enforcement and hazard response. Facilitating WSP and emergency responder needs may preclude bus operation on candidate roadway segments or require certain types of improvements beyond shoulder modifications.
- Please see "Executive Summary article on COVID-19" which will address impacts/risks related to COVID-19 and the ST Board's realignment process.



Project Schedule

A feasibility study was completed in Q2 2019, identifying and evaluating initial candidate BOS projects. A post-feasibility study -projects verification-next steps effort was completed in December 2019. The most cost-effective projects will proceed to the design process, further analysis of candidate projects is being performed in 2020 within the Conceptual Engineering Phase. Bus on Shoulder improvement projects may be designed, constructed and in-service over a multiple year period from 2021-2024.

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	2022	2023	20
			Q4	Q Q Q3 Q4	Q	Q Q3 Q4	Q Q Q3 (Q1 Q Q3 Q	Q1 Q Q3	Q Q1 Q
Sound Transit	05-Jun-18A	28-Apr-24								
Sound Transit 3	05-Jun-18A	28-Apr-24								
ST3 - East Corridor	05-Jun-18A	28-Apr-24								-
Bus on Shoulders Reflection	05-Jun-18 A	28-Apr-24	-							
Preliminary Engineering	05-Jun-18 A	31-Dec-20					·			
Alternative Analysis - Phase I	05-Jun-18A	31-Dec-19A			Y					
Feasibility Study	05-Jun-18A	30-Apr-19 A	F							
Post-Feasibility Study - Projects Verification/Next Steps	01-May-19 A	31-Dec-19A		-	*					
Conceptual Engineering - Phase II	01-Jan-20 A	31-Dec-20			+					
Projects	01-Jan-21	31-Oct-23								7
I-5 - Ash Way HOV Direct Acess to Lynnwood HOV Direct Access - SB inside	01-Jan-21	31-Oct-23			1	, ,				/
SR 900 - I-5 off-ramp to S 129th St - SB outside	01-Jan-21	31-Aug-23				· ·				
I-5 - Michigan St S on-ramp to West Seattle Bridge/S Spokane St - NB outside	01-Jan-21	31-Mar-23				,				
SR 410 - 171st Ave Ct E to Veterans Memorial Dr E - EB outside	01-Jan-21	31-Aug-23				,				
I-5 - S 375th St to Port of Tacoma Rd - SB inside	01-Jan-21	31-May-22				· ·				
I-5 - S 84th St to SR 512 (including off-ramp & intersection) - SB outside	01-Jan-21	31-Oct-23				,	1		\ \	7
Post Construction	01-Nov-23	28-Apr-24							_	
Project Float	01-Nov-23	28-Apr-24							· ·	
Project Completion	28-Apr-24	28-Apr-24								▼

Community Outreach

- Outreach activities are minimal at this time.
- Community Outreach is monitoring outreach needs for the project and is 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.

Planned FTE being annual, the variance is explained by the fact that design cost estimate and environmental will not start before realignment process is finalized.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	0.7	0.2	(0.5)
Consultants	n/a	n/a	n/a
TOTAL	0.7	0.2	(0.5)
	•		

* 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 this period.	

Regional Express & Bus Rapid Transit North Sammamish Park & Ride



Project Summary

Scope	The North Sammamish Park-and-Ride is a planned parking facility with up to 200 spaces in the northern portion of the City of Sammamish. It is planned for project opening by 2024 in coordination with the launch of Downtown Redmond Link Extension.
Phase	Conceptual Engineering and Environmental Review
Budget	\$20 Million
Schedule	Open for Service: 2024



North Sammamish Park & Ride project area

Key Project Activities

- Project team continues analysis and preparations for Phase Gate 2 Selected Delivery Method.
- Project team finalized partnering agreement and will present to City of Sammamish Council in June and ST Board in July.

Project Cost Summary

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

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

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



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.

Please see the "Executive Summary article on COVID-19" which will address project impacts/risks related to COVID-19.

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 Schedule

This is a preliminary schedule as the project team continues in discussions with the City of Sammamish Council. The project team is advancing toward Phase Gate 2 Select Delivery Method for later this year. 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. ST Board realignment process may affect these dates.

Activity ID	Activity Name	Remaining	Start	Finish	0000					
		Durauon			9999	2021	2022	2023	100000	A.
North Samm	amish Park-and-Ride Master Schedule	1675	03-Aug-18A	04-Mar-25						"
Preliminary En	ngineering	661	03-Aug-18 A	26-May-22			-	6.1		
Final Design (I	DBB)	270	27-May-22	20-Feb-23			-	7		
Permits and A	greements	606	03-Aug-20	31-Mar-22	-		-	1.1		
Right of Way (ROW)	938	01-May-21	25-Nov-23		-	1.000	-		
Construction		605	21-Feb-23	17-Oct-24			1	-		1
Construction Procurement		240	21-Feb-23	19-Oct-23					1.1	
Construction		365	19-Oct-23	17-Oct-24				-		
Post Construction		138	18-Oct-24	04-Mar-25					-	,
Project Float		138	18-Oct-24	04-Mar-25					<u>ः</u>	
Open for Serv	ice	0	04-Mar-25	04-Mar-25					1	1

Community Outreach

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

Sound Transit Board Actions

Board Action	Description	Date
	None this period.	



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Progress Report Capital Program Support



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



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Capital Program Support Grants



Current Grant Funding (Includes only Active Executed Grants)

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Balance Remaining
FEDERAL TRANSIT AUTHORIT	Y				
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,645	9/16/2015	71,455,383
LINK LIGHT RAIL	WA-2016-012	TACOMA LINK EXT LRV	6,000,000	5/17/2017	2,588,569
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	5/15/2018	46,080,367
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	7,800,002
LINK LIGHT RAIL	WA-2018-024	Northgate Link Extension	49,708,902	5/9/2018	-
LINK LIGHT RAIL	WA-2018-030	Angle Lake to K/DM	13,000,000	01/22/2020	6,361,744
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	11/16/2018	403,507
LINK LIGHT RAIL	WA-2018-082	Eastlake Sammamish Trail North Extension	600,000	11/16/2018	507,676
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	300,000,000	12/19/2018	56,396,447
REGIONAL EXPRESS	WA-2019-018	St Exp Bus State of Good Repair	17,948,707	12/30/2019	-
REGIONAL EXPRESS	WA-2019-023	Bus Replacements	1,375,000	4/19/2019	-
REGIONAL EXPRESS	WA-2019-024	Bus Replacements	4,920,406	4/19/2019	-
LINK LIGHT RAIL	WA-2019-025	HIFG Rail Prev Maint	41,456,995	4/20/2019	-
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	100,000,000	1/22/2020	59,778,298
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	5,600,000
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	3,500,000	12/30/2019	3,500,000
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	8/27/2015	285,799
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	8/8/2014	1,755,050
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,138	11/2/2017	662,138
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	9/1/2019	1,315,813
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	6/3/2019	197,000
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	2/12/2020	500,000

Above table as of 1st 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 Q1 2020 Accomplishments and Activities

- Continued providing alignment between PEPD, DECM and Operations on evaluating battery electric bus feasibility:
 - ° Supported Bus Rapid Transit team in forming a recommendation on battery electric bus inclusion.
 - ° Continued meetings of internal Battery Electric Bus Working Group.
 - ° Scoped next phase of consultant support to begin drafting a battery electric us implementation plan.
- Procured new ISO 14001 registrar.
- Completed data collection for annual greenhouse gas and sustainability inventory and Progress Report.
- Finalized and published list of 2020 Environmental and Sustainability targets.

Key Upcoming Activities for Q2 2020

- Present Sustainability Progress Report to the Sound Transit Board of Directors.
- Finalize the guidelines for using funds from the ST3 Sustainability Cost Allowance.
- Finalize procedure for integrating utility rebates on capital projects.
- Conduct Environemtnal and Sustainability Management System internal audit.
- Celebrate Earth Month with internal an external engagement.







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



AA	Alternative Analysis	FSEIS	Final Supplemental Environmental Impact Statement
	Air Handling Units	FFGA	Full Funding Grant Agreement
ALTA BCE	Baseline Cost Estimate	FTA	Federal Transit Administration
BCWS	Budgeted Cost of Work	FTE	Full Time Employee
BIM	Building Information Modeling	GC/CM	General Contractor /Construction Management
BNSF	Burlington Northern Santa Fe Railway	GEC	General Engineering Contract
BOS	Bus on Shoulder	HVAC	Heating. Ventilation and Air Conditioning
BRT	Bus Rapid Transit	ICD	Integration Control Document
ССВ	Change Control Board	IFR	Issue for Bids
CDF	Controlled Density Fill	пр	In dustry Foundation Classes
CHS	Capitol Hill Station	IFC	Industry Foundation Classes
СМ	Construction Management		Independent Review Leam
CMU	Concrete Masonry Unit	IWP	Industrial Waste Permit
CO	Change Order	JA	Jacobs Associates
СРІ	Cost Performance Index	JARPA	Joint Aquatic Resource Permit Application
CDM	Critical Data Mathed	KCM	King County Metro
CPM	Critical Path Method	LNTP	Limited Notice to Proceed
DAHP	Department of Archaeology & History Preservation	LRRP	Light Rail Review Panel
DART	Days Away, Restricted or Modified	LRT	Light Rail Transit
NP	Design Build	LRV	Light Rail Vehicle
DD	Design -Build	LTK	LTK Engineering Services
DBPM	Design-Build Project Management	MACC	Maximum Allowable Construction Cost
DCE	Document Categorical Exclusion	MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
DECM	Design, Engineering and Construction Man-	MLK	Martin Luther King, Jr. Way
DECIM	agement	MOA	Memorandum of Agreement
DEIS	Draft Environmental Impact Statement	MOU	Memorandum of Understanding
DP	Design Package	MOW	Maintenance of Way
DDD	Seattle Department of Planning and Develop-	MPPCV	Major Public Project Construction Variance
DFD	ment	MRB	Material Review Board
DSC	Differing Site Conditions	MUD	Master Use Permit
DSDC	Design Support During Construction	WIUI	Master Ose i erinit
	Downtown Seattle Transit Tunnel	NB	Northbound
LFU		110	Northoulid
EMI	Electro Magnetic Interference	NCR	Notification of Change Report
ERC	East Rail Corridor	NCTP	North Corridor Transit Partners
FD	Final Design	11 11	
FHWA	Federal Highway Administration	NEPA	National Environmental Policy Act

ACRONYMS



NOAA	National Oceanic and Atmospheric Admin- istration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCS	Overhead Catenary System
OMF	Operations and Maintenance Facility
OMSF	Operations and Maintenance Satellite Facility
PE	Preliminary Engineering
PEP	Project Execution Plan
PEPD	Planning, Environment and Project Develop- ment
РМОС	Project Management Oversight Consultant
PSST	Pine Street Stub Tunnel
QA	Quality Assurance
QC	Quality Control
QTR	Quarter
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right -of -Way
SB	Southbound
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIP	Street Improvement Permitting
SPI	Schedule Performance Index
SR	State Route
ST	Sound Transit
START	Seattle Tunnel and Rail Team
SWI	Stacy and Witbeck, Inc.

TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
ТСЕ	Temporary Construction Easement
ТЕ	Traction Electrification
TFK	Traylor Frontier Kemper Joint Venture
TOD	Transit Oriented Development
TVM	Ticket Vending Machine
UAC	Unallocated Contingency
U-Link	University Link project
UDS	University District Station
USFWS	U.S. Fish and Wildlife Service
UW	University Of Washington
UST	Underground Storage Tank
UWS	University of Washington Station
VE	Value Engineering
VECP	Value Engineering Cost Proposal
WBS	Work Breakdown Structure
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation