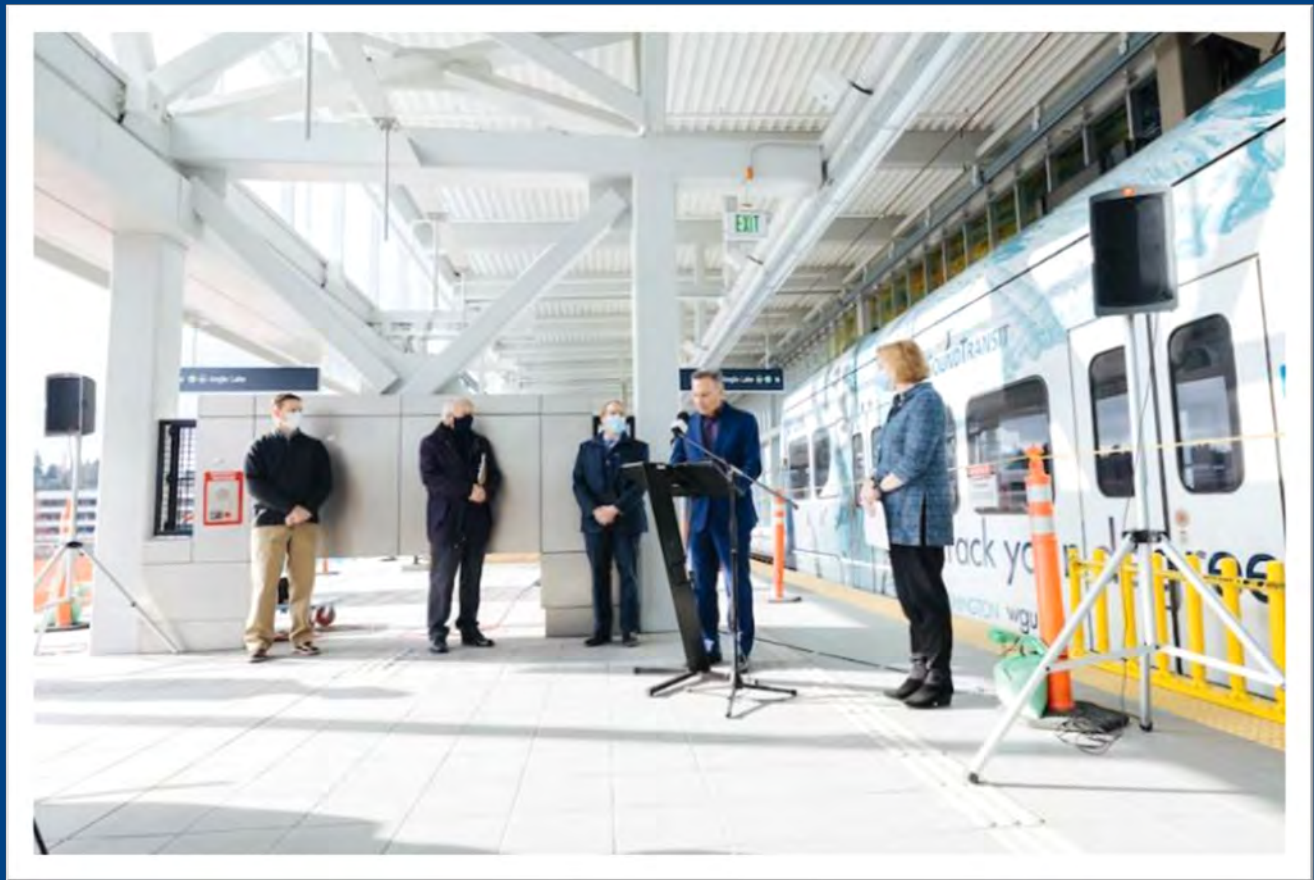


Agency Progress Report Capital Programs



King County Executive Dow Constantine announces that Northgate Link Extension will open to passenger service on October 2

April | 2021



Editor's Note

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

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

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

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

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Agency Progress Report

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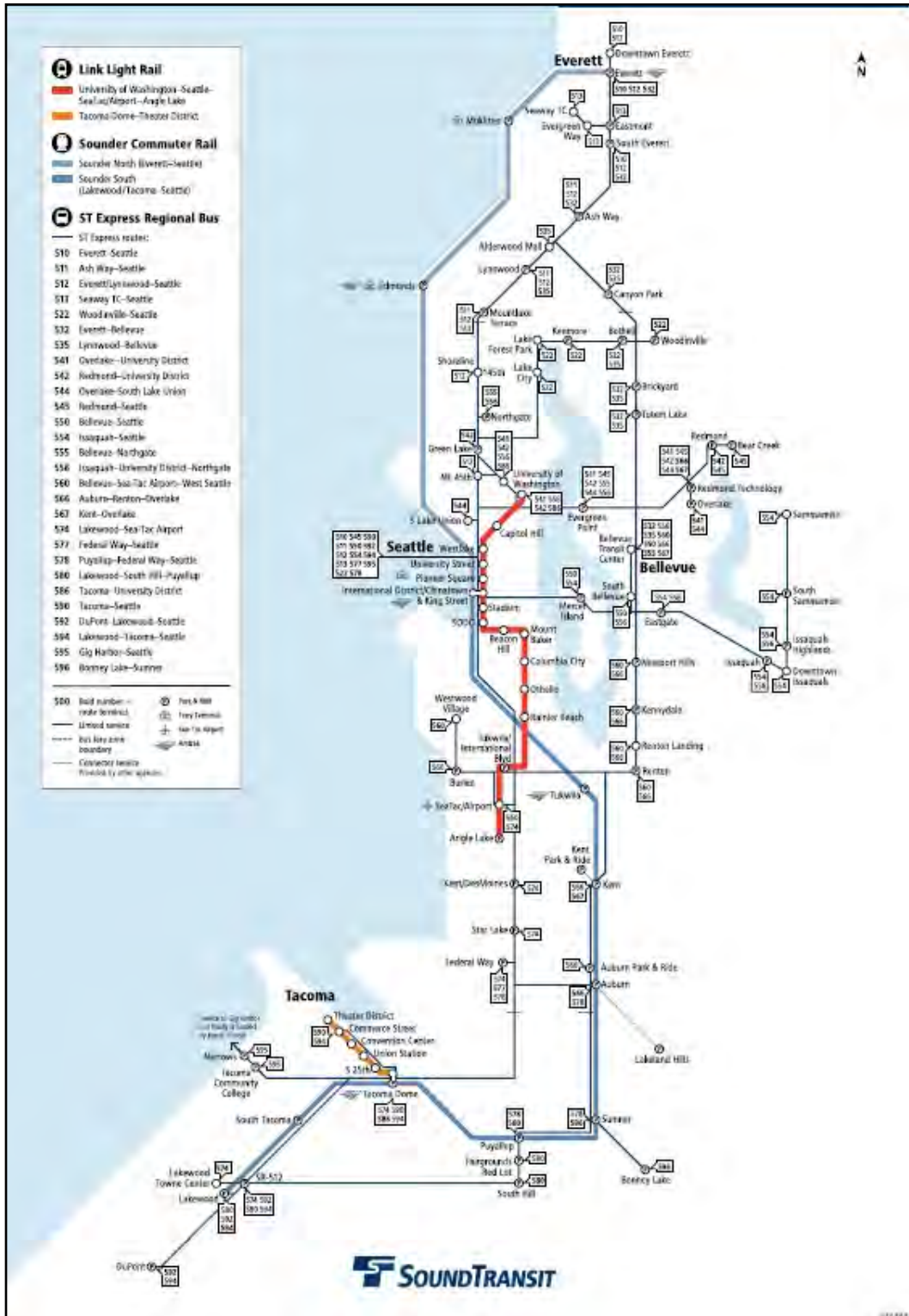
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SOUND TRANSIT CURRENT SERVICE



SOUND TRANSIT FUTURE SERVICE



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Northgate Link Extension opening announcement

On April 9, we held our first live press conference in more than a year to announce that the three-station, 4.3-mile Northgate Link light rail extension will open to passenger service on Saturday, October 2.

The new extension inaugurates the first in a series of light rail extensions through 2024 that will triple our system from 22 miles to 62 miles.

We're working with the region's transit providers on plans to ensure the opening coincides with fall service changes on ST Express, King County Metro Transit and Community Transit bus routes. In some cases bus routes are planned to be modified to allow riders to connect with congestion-free Link service.

Later in the month, we sent letters to Sound Transit's longtime partners on the Northgate Link Extension project, including WSDOT, King County Metro, the City of Seattle and also several key departments within the city, such as SDOT, Seattle City Light, Seattle Public Utilities and the Seattle Department of Construction and Inspections.

The letters thanked each of them for the years of collaboration that has gotten us so close to opening light rail to the U District, Roosevelt and Northgate. But the letters also reiterated that we have not yet crossed that finish line, and that we need their continued partnership to see us all the way to opening day less than six months from now.

Voters approved the Northgate Link extension in 2008 as part of the Sound Transit 2 ballot measure. Construction on the project began in 2012 following six years of planning. Twin boring machines began tunneling in 2014, completing the 3.5-mile twin tunnels in 2016. We completed guideway construction in 2018 and rail installation in 2019. Construction of all three stations was substantially complete at the beginning of 2021, and since last January, light rail test trains have been operating across the alignment to test the overhead electrical power system and train signal system.

The project's \$1.9 billion baseline budget includes a \$615 million credit agreement under the Transportation Infrastructure Finance and Innovation Act (TIFIA), which provided significant long-term savings for regional taxpayers through reduced borrowing costs. The final project cost is expected to come in under budget.

Legislative session ends in Olympia

This year's legislative session in Olympia adjourned on April 25. While the legislature did not pass a transportation package, they did pass legislation germane to the agency.

HB 1301 gives the Board the flexibility to move the agency's fare enforcement system out of the courts. As the bill is entirely permissive, there is no immediate change to Sound Transit's fare enforcement process or system, but it will allow our Board to consider a wider array of options when making decisions following our fare enforcement pilot.

Regional mailer

This month, we mailed our third annual progress report to 1.3 million households across our district.

In addition to highlighting the tremendous progress we made building light rail projects in each of the five subareas, it summarized the challenges we faced.

We have received strong support and praise for our past two mailers, and at \$.32 per unit including printing and postage, we consider this an important way to update every household once a year on the status of their investments.

East Link tie-in construction

Link Light rail stations from SODO to the University of Washington were closed every weekend during April as crews finished construction work for the East Link project.

During the weekend closures, Sound Transit crews connected the East Link overhead catenary power and train signal systems to the existing Link light rail system.

To serve passengers during these station closures—which last from 10 p.m. on Friday nights, through 4 a.m. on Monday mornings—we provided shuttle bus service between the closed stations. Fares were required for Link, but not for the Link Shuttle buses.

Public input on realignment

Throughout April, the agency sought public input through an online survey, over email and by phone for the Board’s ongoing realignment process to square our budget with the COVID-19 recession and our higher project cost estimates, which have created a \$7.9 billion affordability gap.

To quote our Board Chair Kent Keel: “The input that residents provide will help the Sound Transit Board establish a framework for managing whatever affordability gap remains after continuing our intensive work to secure additional financial capacity.”

First girders now up at future Kent/Des Moines Station

In another construction update, early in April, our construction crews began installing the girders that will support the elevated station platform for the future Kent/Des Moines station as part of our Federal Way Link Extension.

The work includes placing six girders at a time. The girders are typically between 100 to 115 feet long and weigh up to 130,000 pounds.

Crews have also drilled 36 of 121 shafts and placed 25 of 121 columns that will support future elevated tracks and station facilities.

Kiewit Infrastructure West Company is the design-build contractor for the \$3.1 billion project, which is funded in part by a \$790 million grant from the Federal Transit Administration and a \$629.5 million TIFIA loan from the U.S. Department of Transportation.

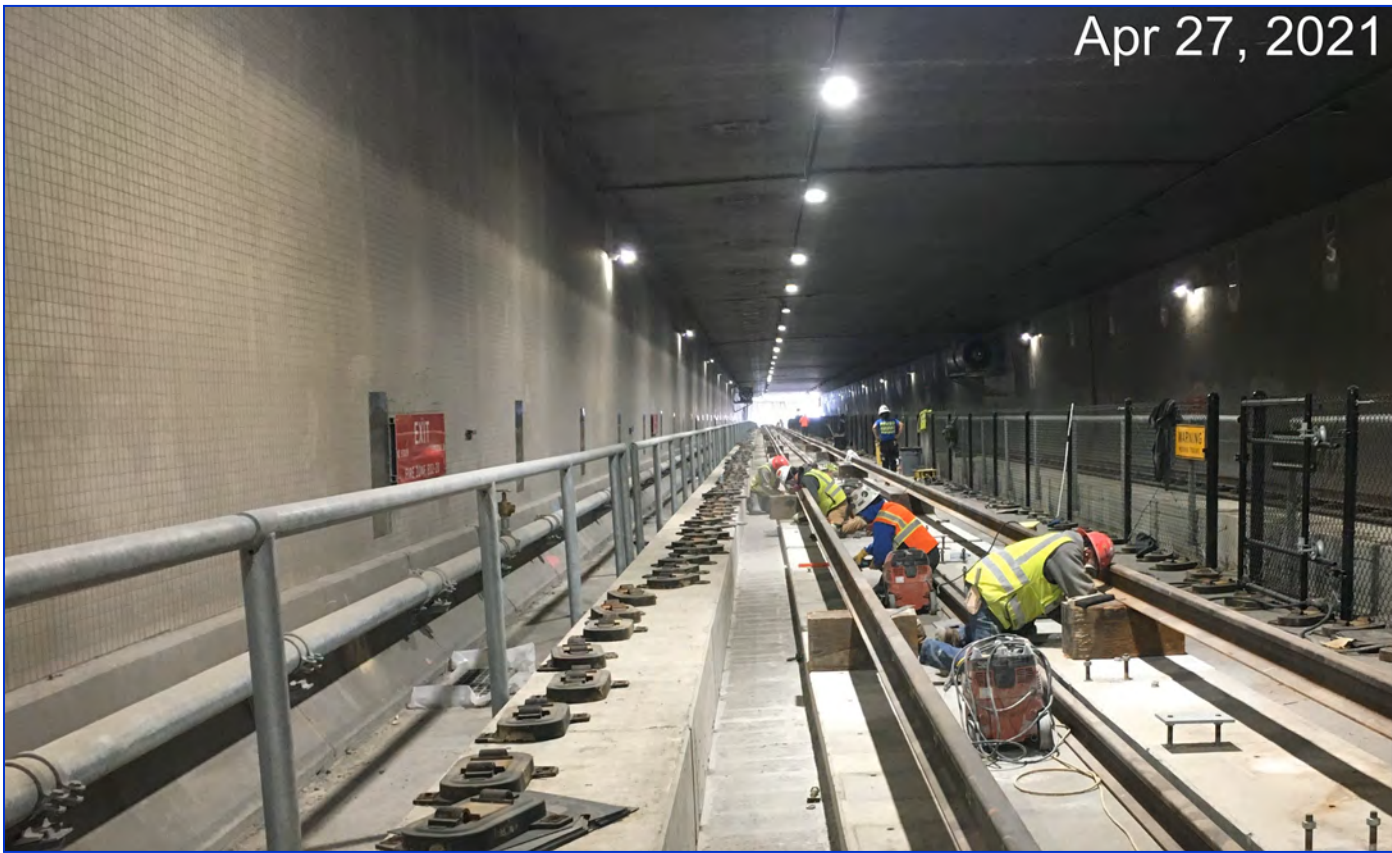


Setting the first girders spanning the columns that form the elevated guideway near the Kent-Des Moines station

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Progress Report

Link Light Rail Program



Mount Baker Tunnel Work - East Link

April | 2021

April 2021





Link Light Rail Program Overview



Everett Link Extension: Everett Link Extension adds six Snohomish County stations to the growing light rail network. The 16.3-mile project extends Link service north from Lynnwood City Center to the SW Everett Industrial Center, SR 526/Evergreen Way, and downtown Everett. The budget for this project through completion of Planning Phase 1 Alternatives Development is \$185.0M.

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

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

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

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

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

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

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

Hilltop Tacoma Link Extension: The Hilltop Tacoma Link Extension is a 2.4 mile extension of the existing Tacoma Link system from the Theater District in downtown Tacoma to the Hilltop neighborhood. The extension will travel at-grade along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way. The Sound Transit Board adopted the baseline capital budget of \$217.3M originally in September 2017. The Board approved a revised baseline of \$252.7M in June 2020.

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

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

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



Link Light Rail Program Overview

Program Budget

Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Everett Link Extension	\$185.0	\$17.8	\$5.2	\$185.0	\$0.0
Northgate Link Extension	\$1,899.8	\$1,729.1	\$1,702.2	\$1,847.3	\$52.5
Lynnwood Link Extension	\$2,771.6	\$2,434.0	\$1,216.0	\$2,771.6	\$0.0
NE 130th Infill Station	\$28.9	\$19.0	\$13.2	\$28.9	\$0.0
I-90 Two-Way Transit & HOV	\$207.6	\$209.7	\$199.9	\$207.6	\$0.0
East Link Extension	\$3,677.2	\$3,168.0	\$2,884.0	\$3,677.2	\$0.0
Downtown Redmond Link Ext.	\$1,530.0	\$944.4	\$335.8	\$1,530.0	\$0.0
West Seattle and Ballard Link Ext.	\$285.9	\$109.7	\$101.8	\$285.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,738.2	\$757.7	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$212.7	\$165.0	\$252.7	\$0.0
Tacoma Dome Link Extension	\$125.7	\$63.9	\$45.4	\$125.7	\$0.0
Link O & M Facility: East	\$449.2	\$374.0	\$368.3	\$449.2	\$0.0
LRV Fleet Expansion	\$740.7	\$677.1	\$296.6	\$740.7	\$0.0
Total Link	\$14,605.9	\$11,697.6	\$8,091.2	\$14,553.4	\$52.5

Link Light Rail Program Overview



Program Schedule

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

Activity ID	Activity Name	Original Duration	Start	Finish	2020		2021			2022			2023			2024			2025		
					Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Northgate Link Extension (BASELINED)																					
A1040	Final Design	1267	04-Oct-10 A	19-May-17 A																	
A1050	Civil/Systems Construction (incl Procurements)	2907	10-May-12 A	28-Jan-22																	
A1060	Systemwide Startup/Testing/Float	1020	13-Feb-19 A	26-Sep-22																	
A1070	Revenue Service Date	0		26-Sep-22																	
Lynnwood Link Extension (BASELINED)																					
A1260	NEPA/SEPA/Draft EIS	513	02-Jan-12 A	27-Dec-13 A																	
A1270	Preliminary Engineering/Final EIS/ROD	542	02-Jan-14 A	30-Jun-15 A																	
A1280	Final Design (incl Procurement)	1276	02-Jan-15 A	28-Feb-21																	
A1400	Civil/Early Work/Systems Construction	1689	08-Jan-19 A	09-Sep-23																	
A1540	Systemwide Startup/Testing/Float	312	10-Sep-23	17-Jul-24																	
A1550	Revenue Service Date	0		17-Jul-24																	
East Link Extension (BASELINED)																					
A1080	Final Design (incl Procurement)	1084	16-Sep-11 A	31-Jan-18 A																	
A1100	Civil/Systems Construction (incl GCOM Procure)	2766	03-Jun-14 A	31-Dec-21																	
A1380	Systemwide Startup/Testing/Float	546	01-Jan-22	30-Jun-23																	
A1160	Revenue Service Date	0		30-Jun-23																	
Downtown Redmond Link Extension (BASELINED)																					
A1560	Preliminary Engineering	574	03-Jan-17 A	30-Jul-18 A																	
A1570	Design-Build Procurement	467	25-May-18 A	24-Aug-19 A																	
A1580	Civil/Systems Construction	1553	25-Aug-19 A	24-Nov-23																	
A1590	Systemwide Startup/Testing/Float	361	25-Nov-23	19-Nov-24																	
A1600	Revenue Service Date	0		19-Nov-24																	
Federal Way Link Extension (BASELINED)																					
A1340	Phase 1.0 - Alternatives Analysis/DB/ICE	1163	30-Jun-12 A	31-Dec-14 A																	
A1350	Phase 3 - FEIS and PE	269	30-Apr-15 A	03-Dec-16 A																	
A1360	Design-Build Procurement	477	12-Apr-18 A	07-Jun-19 A																	
A1370	Civil/Systems Construction	1649	04-May-20 A	19-Jan-24																	
A1610	Systemwide Startup/Testing/Float	347	20-Jan-24	31-Dec-24																	
A1620	Revenue Service Date	0		31-Dec-24																	
Tacoma Link Extension (BASELINED)																					
A1290	Preliminary Alternatives Analysis/Scoping/AA	322	25-Apr-10 A	13-Nov-13 A																	
A1320	EA/Preliminary Engineering	546	01-Apr-14 A	04-Nov-16 A																	
A1330	Final Design (incl Procurement)	731	04-Jan-16 A	31-May-18 A																	
A1630	Civil/Systems Construction (incl Procurement)	1649	23-Jan-18 A	20-Jan-22																	
A1640	Systemwide Startup/Testing/Float	488	21-Jan-22	23-May-23																	
A1650	Revenue Service Date	0		23-May-23																	
Link OMF-East (BASELINED)																					
A1410	NEPA/SEPA/Preliminary Engineering	542	02-Jan-14 A	17-Jun-16 A																	
A1420	Design-Build Procurement	741	18-Jun-16 A	18-Jun-17 A																	
A1430	Civil/Systems Construction	1078	19-Jun-17 A	28-Aug-20																	
A1720	Project Float	117	29-Aug-20	23-Dec-20																	
A1730	Project Completion Date	0		23-Dec-20																	
Light Rail Vehicles (BASELINED)																					
A1740	Vendor Procurement	741	24-Feb-15 A	11-Oct-16 A																	
A1750	LRV Design/Build/Deliver (thru 122nd LRV)	483	31-Aug-18 A	15-Apr-24																	
A1760	LRV Conditional Acceptance (thru 122nd LRV)	700	09-Jun-20 A	30-May-24																	

■ Remaining Level of Effort
 ■ Actual Level of Effort
 ■ Act...
 Page 1 of 1

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Link Light Rail Everett Link Extension



Project Summary

Scope

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

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

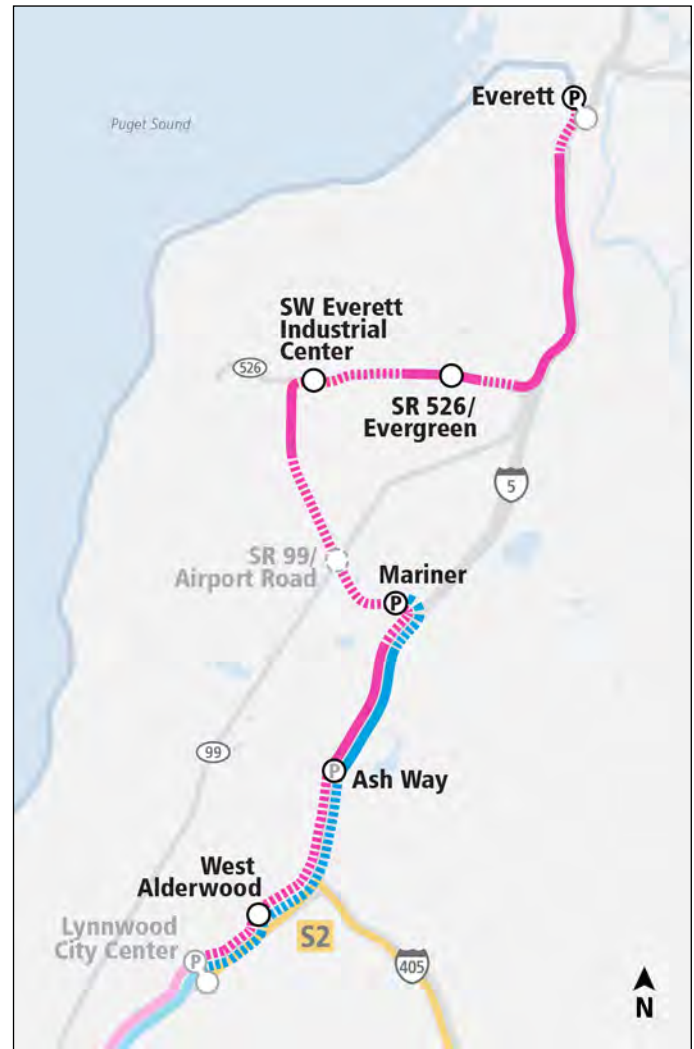
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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

Phase Planning

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

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



Map of Everett Link Extension

Key Project Activities

- Continued monthly meetings with FTA.
- Began monthly Interagency Group meetings.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit and WSDOT regarding Alternatives Development process.

Project Cost Summary

The Everett Link Extension and OMF North project cost is summarized below in accordance with Sound Transit’s budget Work Breakdown Structure (WBS). The current Authorized Project Allocation is for completion of preliminary engineering. The figures in the table are shown in millions. In April 2021, \$0.8M was incurred. The major project expenditures were for administration and preliminary engineering.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$34.2	\$1.9	\$1.7	\$34.2	\$0.0
Preliminary Engineering	\$125.5	\$14.9	\$2.8	\$125.5	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$13.2	\$0.1	\$0.1	\$13.2	\$0.0
Construction	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$11.1	\$0.3	\$0.0	\$11.1	\$0.0
Total	\$185.0	\$17.8	\$5.2	\$185.0	\$0.0

Risk Management

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

The most recent Quarterly Risk Review Workshop was held in Mar 2021. The following are the top project wide risks:

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

Project Schedule

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

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

Community Engagement

- Developed approach to community engagement during Alternatives Development.
- Began community conversation interviews.
- Updated project website and informational materials.
- Developed draft online engagement website.
- Presented to the following groups with project update: City of Everett, SnoTrac and ESDA.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	8.3	(10.1)
Consultants	34.0	18.1	(16.0)
TOTAL	52.5	26.4	(26.1)

* 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.	

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Link Light Rail Northgate Link Extension

Project Summary

Scope

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

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

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

Systems Signals, track electrification, and SCADA communications

Phase Construction

Budget \$1.899 Billion

Schedule Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140):** Commissioning testing on the Fire Alarm Control Panel and Access Control is pending completion of N830 work.
- **Roosevelt Station (N150):** Contractor continues punchlist items and preventative maintenance activities.
- **Northgate Station (N160): Station:** Absher continues work on punchlist corrections and is currently 95% complete with the punchlist.
- **Systems (N830):** Train Control System Testing is progressing well. Traction Power Substations at Northgate Station and Maple Leaf Portal are ready for Seattle City Light to connect the permanent power. Public announcement system is ready to start testing next week. Communications testing and installation continues at Northgate Station and resolving issues at Roosevelt and U District Stations.
- **Environmental:** Environmental and safety site walks conducted on all Northgate contracts.

Closely Monitored Issues

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

N830 Systems – Updated operating agreement with UW related to vibration and electromagnetic interference currently scheduled for completion at end of June 2021.

Project Cost Summary

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

The Estimated Final Cost (EFC) for the project as of this reporting period is \$1,847.3M, which is \$52.5M below the current project budget, unchanged since last period. This period, a net negative of approximately -\$2.4M was incurred, due to a \$6.4M credit to Final Design resulting from a successful litigation action.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$144.9	\$130.4	\$94.8	\$94.4	\$124.9	\$5.5
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$120.0	\$118.1	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$103.7	\$102.5	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$8.7	\$7.4	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,285.1	\$1,262.9	\$1,341.6	\$11.0
ROW	\$112.3	\$112.3	\$101.8	\$101.8	\$111.0	\$1.3
Project Contingency	\$22.2	\$22.2	\$0.0	\$0.0	\$0.0	\$22.2
Total	\$1,899.8	\$1,899.8	\$1,729.1	\$1,702.2	\$1,847.3	\$52.5

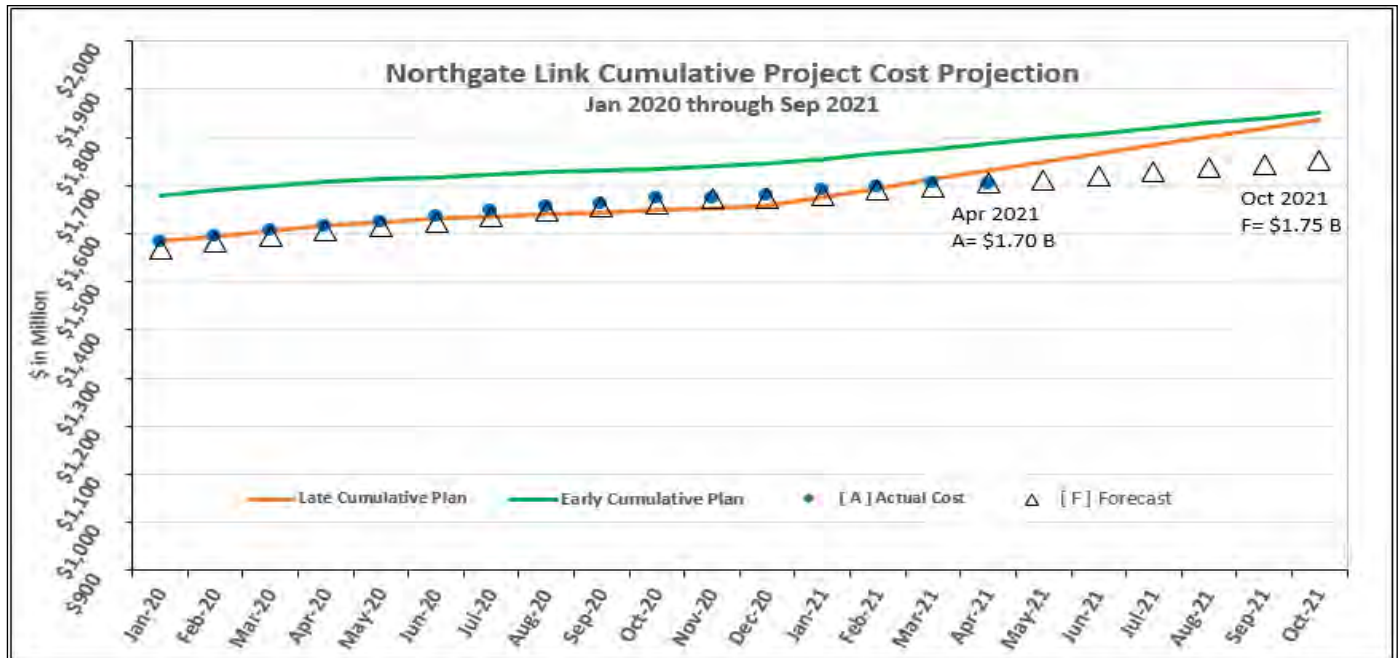
Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$595.6	\$513.7	\$517.2	\$513.8	\$521.3	-\$7.6
20 Stations	\$376.1	\$441.2	\$454.7	\$450.5	\$461.9	-\$20.7
30 Support Facilities: Yard, Shop	\$5.3	\$6.1	\$6.5	\$6.5	\$6.5	-\$0.3
40 Sitework & Special Conditions	\$140.8	\$233.8	\$180.9	\$174.8	\$188.1	\$45.7
50 Systems	\$110.9	\$101.5	\$109.5	\$103.1	\$117.2	-\$15.7
Construction Subtotal (10 - 50)	\$1,228.7	\$1,296.4	\$1,268.7	\$1,248.7	\$1,295.0	\$1.4
60 Row, Land, Improvements	\$119.9	\$110.9	\$101.8	\$101.8	\$111.0	-\$0.1
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.0	\$0.2	-\$0.2
80 Professional Services	\$420.7	\$424.6	\$358.4	\$351.7	\$423.9	\$0.7
90 Contingency	\$130.4	\$67.9	\$0.0	\$0.0	\$17.3	\$50.7
Total (10 - 90)	\$1,899.8	\$1,899.8	\$1,729.1	\$1,702.2	\$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 \$1.70B of which about \$1.26B (74%) is attributed to construction. The project cost is forecast to reach \$1.75B by October, 2021, by the time the project opens for Revenue Service.



Risk Management

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

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

Contingency Management

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

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

In this period, AC reduced by \$0.2M due to construction change orders. UAC remained unchanged. The overall contingency balance remains well above both the minimum and the buffer zone contingency levels.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$113.9	6.0%	\$0.0	0.0%
Allocated Contingency	\$184.0	9.7%	\$72.4	49.9%
Unallocated Contingency	\$98.3	5.2%	\$60.1	41.4%
Total:	\$396.2	20.9%	\$132.5	91.3%

Contingency by Type

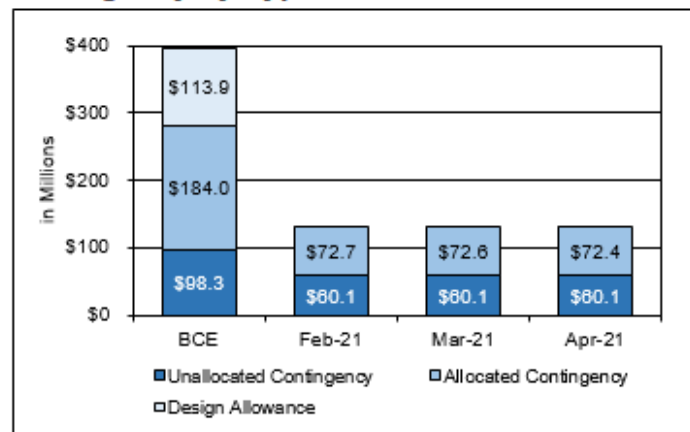
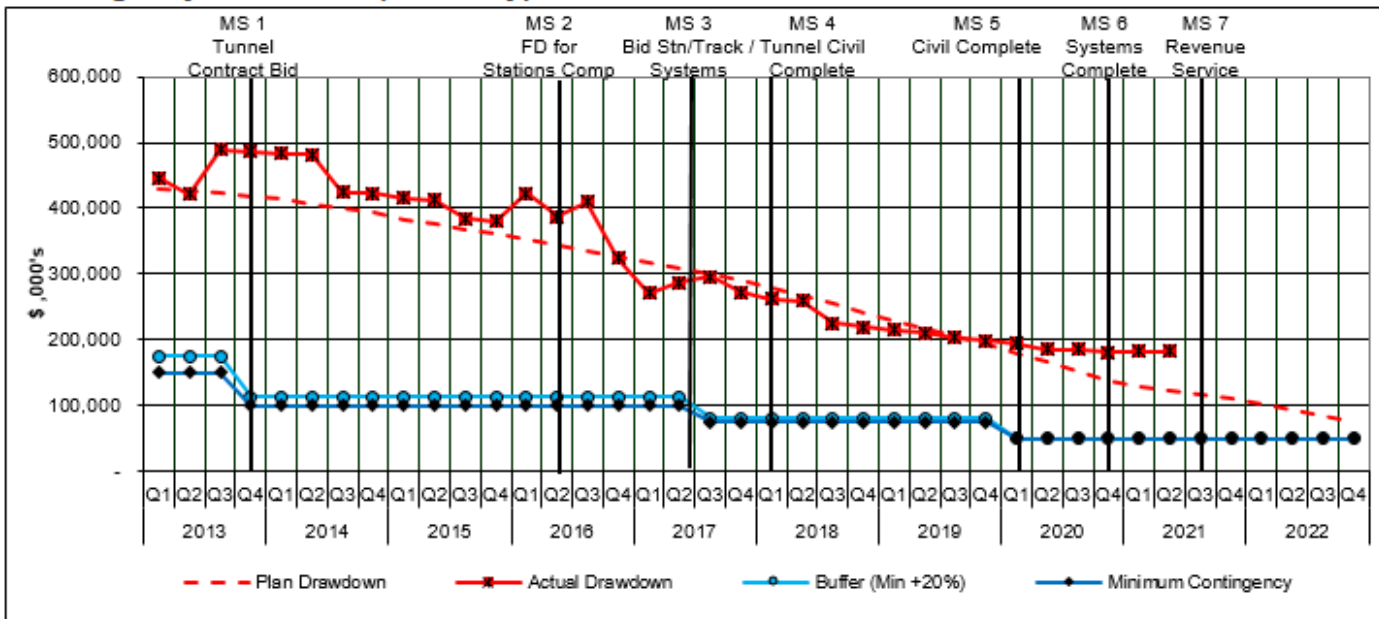


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Link Light Rail Northgate Link Extension



Project Schedule

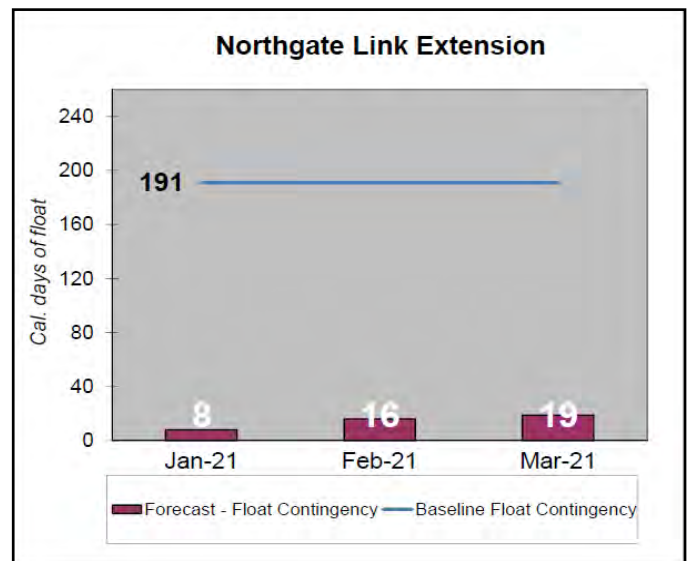
In April 2021, the physical percent complete for all Northgate Link construction contracts is at 98.9% with only a slight increase. The Vibration and EMI pre-certification testing has continued with good results. The ST Board has established Oct. 2, 2021 as the Opening Day, with the project team working toward the beginning of August to start Pre-Revenue service. The schedule has been adjusted to reflect these dates.

Activity Name	Start	Finish	2015	2016	2017	2018	2019	2020	2021	2022
Northgate Link Extension Master Schedule - V	24-Dec-10A	12-Nov-21								
Final Design	24-Dec-10A	04-Nov-16A								
Construction	01-Aug-12A	20-Aug-21								
N105 Advanced Demolition & Site Prep - DBB	04-Aug-14A	28-Nov-16A								
N110 Construction Advanced Utility Relocation - DBB	06-Mar-13A	28-May-13A								
N111 Advance Utility Relocation, Northgate Area - DBB	17-Feb-14A	22-Jun-16A								
N112 Advanced Demolition & Site Prep, U District & Roosevelt - DBB	01-Aug-12A	31-Aug-13A								
N113 115kV Relocation at Northgate - DBB	31-May-16A	21-Feb-17A								
N125 TBM Tunnels (UW Station to Maple Leaf Portal) - DBB	30-Sep-13A	26-Feb-18A								
N140 U District Station Finishes - GC/CM	07-Apr-17A	01-Jul-20A								
N150 Roosevelt Station Finishes - GC/CM	02-Dec-16A	24-Oct-19A								
N160 Northgate Station and Elevated Guideway - DBB	02-Sep-16A	18-Dec-20A								
N180 Trackwork - DBB	25-Aug-16A	31-Oct-19A								
N830 Traction Electrification, Signal & Communications - GC/CM	12-Jun-17A	20-Aug-21								
Vibration & EMI Testing	04-Aug-17A	27-May-21								
Testing & Startup	20-Feb-18A	12-Nov-21								
Lvl 1 - 2 Testing - Civil Contracts	20-Feb-18A	18-Dec-20A								
Lvl 1 - 3 Testing - Systems Contract	13-Feb-19A	12-Nov-21								
Project Close-Out	01-Feb-21A	10-Aug-21								
Civil Contracts Permit Close-Out	01-Feb-21A	10-Aug-21								
NLE Rail Activation	06-Jul-21	02-Oct-21								
Pre-Revenue Service	06-Jul-21	30-Sep-21								
Pre-Revenue Preparation	06-Jul-21	03-Aug-21								
Pre-Revenue Operations	02-Aug-21	30-Sep-21								
Revenue Service	01-Oct-21	02-Oct-21								
Project Float & Revenue Service	01-Oct-21	02-Oct-21								
Revenue Service - Float	01-Oct-21	02-Oct-21								
Northgate Link Extension - Revenue Service		02-Oct-21*								

Project Float

Project float for the Northgate Link Extension remains unchanged at 19 days. ST has not received an updated schedule from the N830 contractor. The driving factors remain the completion of Systems Testing and Safety & Security activities that must be completed prior to start of Revenue Service. The ST team and contractor are continuing to look for refinements in the schedules to better measure the volume and duration of the remaining work.

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



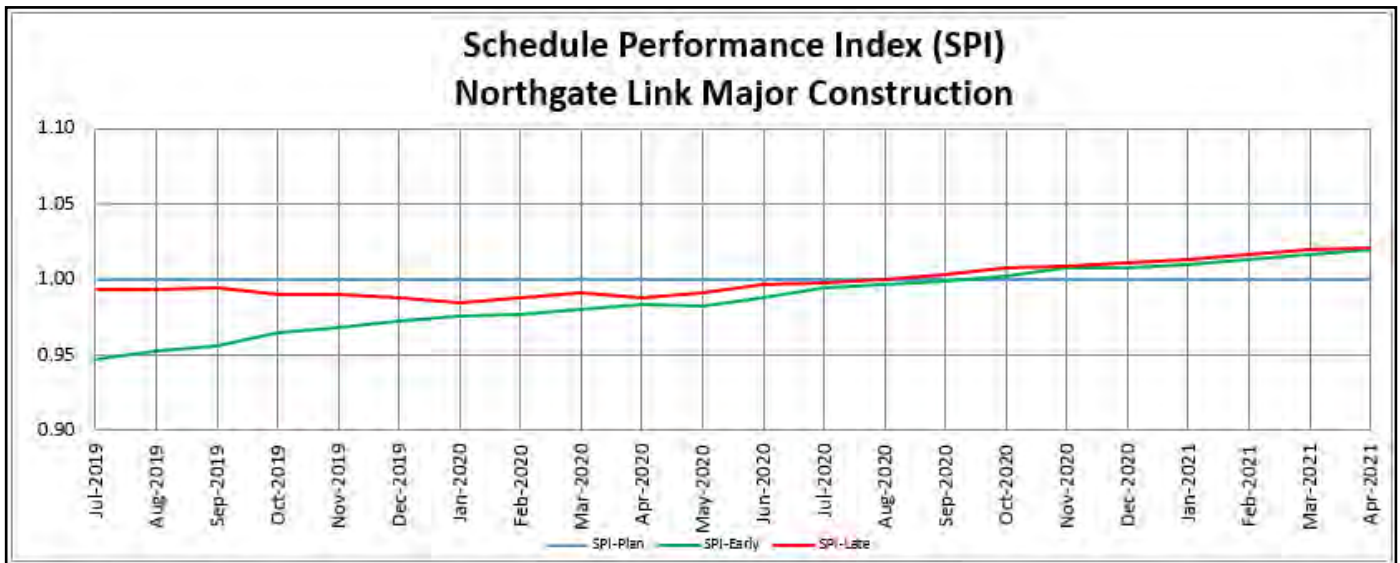
Critical Path Analysis

The critical path for Northgate Link is expected to remain in the Safety and Security activities that are part of the Rail Activation. This is due to adjustment of the completion dates for this work. N830 completion remains a near critical path, with the final As-Builts now scheduled to be completed in mid-August. ST continuing to track the progress of the Draft As-Built drawings, which are needed for Simulated Revenue Service. The project is currently forecasting 19 days of float. It should be noted that future updates may not reflect project float in the manner shown in previous updates, as the Revenue Service date is now fixed and planning is being based on the set date and not on an early as possible completion.

Activity ID	Activity Name	Start	Finish	2021											
				Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec		
Northgate Link Extension Master Schedule - V1				[Red bar spanning from Feb to Nov 2021]											
Testing & Startup				[Red bar spanning from Feb to Nov 2021]											
Lvl 1 - 3 Testing - Systems Contract				[Red bar spanning from Feb to Nov 2021]											
NLE Rail Activation				[Red bar spanning from Jan to Oct 2021]											
TASK 07 - Safety and Security				[Red bar spanning from Jan to Sep 2021]											
Project Hazard Analysis				[Red bar spanning from Jan to Sep 2021]											
Operational Hazard Analysis (OHA)				[Red bar spanning from Jan to Sep 2021]											
Revenue Service				[Red bar spanning from Sep to Oct 2021]											
Revenue Service Preparation				[Red bar spanning from Sep to Sep 2021]											
Project Float & Revenue Service				[Red bar spanning from Oct to Oct 2021]											

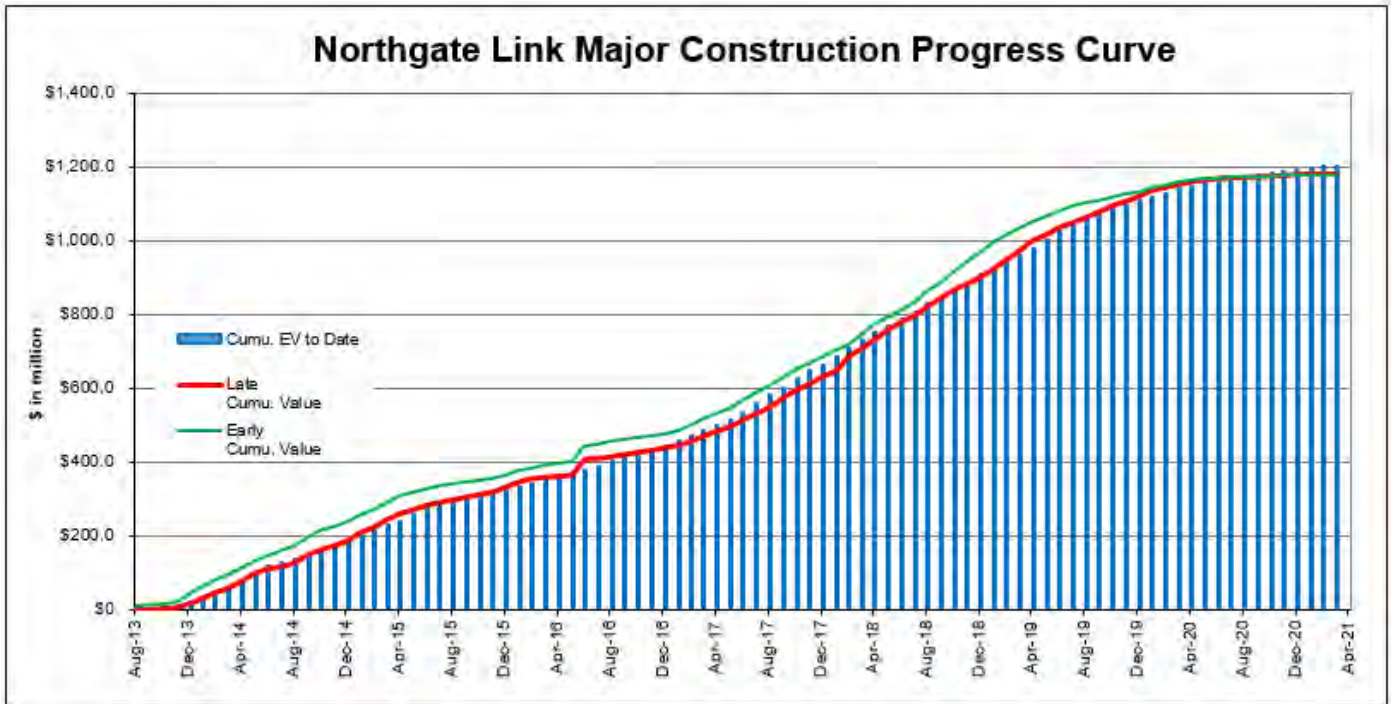
Schedule Performance Index

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



Cost Progress Analysis

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



Community Engagement

- Met with Simon Property Group around Northgate Link opening day events.
- Met with U District Partnership around Northgate Link opening day events.
- Notified surrounding communities about SFD safety orientations at each station.
- Notified U District community of Brooklyn reopening.
- Met with U Manor management on punch-list and final conditions.
- Attended Northgate Pedestrian Bridge coordination meeting.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	30	(12)
Consultants	29	29	0
TOTAL	71	59	(12)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Northgate Link Extension



Construction Safety

Data/Measure	April 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	115
Days Away From Work Cases	0	0	6
Total Days Away From Work	0	0	397
First Aid Cases	0	0	187
Reported Near Mishaps	0	1	147
Average Number of Employees on Worksite	25	-	-
Total # of Hours (GC & Subs)	4,360	23,075	5,219,309
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	8.67	4.41
LTI Rate	0.00	0.00	0.23
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		
<p>Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.</p>			

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Major Construction Contract Packages

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

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

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

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

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

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

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

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

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

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



Seattle Fire Department staff conducting familiarization training on the new Light Rail Vehicles.

Contract N140—U District Station Finishes

Current Progress

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

- Continued punchlist items.
- Continued preventative maintenance activities.

Next Period's Activities

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

Closely Monitored Issues

- Commissioning Testing on the Fire Access Control Panel is pending completion of N830 work.

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	
Original Contract Value	\$159,836,688
Change Order Value	\$ 13,776,132
Current Contract Value	\$173,612,820
Total Actual Cost (Incurred to Date)	\$171,206,934
Percent Complete	99.5%
Authorized Contingency	\$ 15,491,834
Contingency Drawdown	\$ 13,776,132
Contingency Index	1.2

Link Light Rail Northgate Link Extension



Contract N150 – Roosevelt Station Finishes

Current Progress

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

- Completed punchlist items.
- Continued completion of various miscellaneous work directives throughout the station.
- Continued preventative maintenance activities.

Next Period's Activities

- Complete the Fare Paid Zone structural steel work and relocation of SAFTPs.
- Commence tunnel leak remediation.
- Continue work on change management and close-out documentation.

Closely Monitored Issues

- Commissioning Testing on the Fire Access Control Panel is pending completion of N830 work.

Cost Summary

Present Financial Status	Amount
N150 Contractor—Hoffman Construction	
Original Contract Value	\$152,291,184
Change Order Value	\$18,760,528
Current Contract Value	\$171,051,712
Total Actual Cost (Incurred to Date)	\$169,725,251
Percent Complete	99.9%
Authorized Contingency	\$18,914,559
Contingency Drawdown	\$18,760,528
Contingency Index	1.0

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

Current Progress

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

- Partial Substantial Completion was granted with a punchlist of the completed inspections. The remaining areas, which were not ready for Substantial Completion, have now since been inspected and added to the punchlist. Partial Acceptance by system or areas are now being reviewed.
- Continued work at Main Station - Punchlist corrections, Station cleaning, fire-stopping, escalators passed L&I inspection.
- Seattle Fire Department Familiarization Training completed.

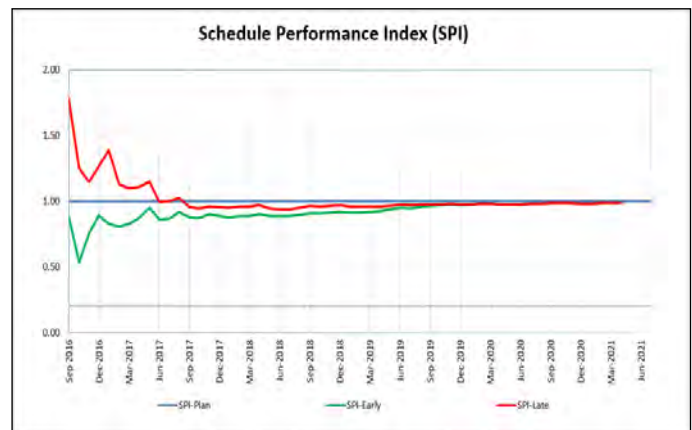
Schedule Summary

The project schedule update for April was received and is currently under review. Overall progress for the contract is 98.5%, increasing from 98.2% in March. Permanent power at both the station and MLP remain outstanding, with resolution now expected in May. The majority of outstanding punchlist items are expected to be complete in late April / early May.

Activity Name	OD	RD	Start	Finish	2017			2018				2019				2020				2021		
					Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
N160 - Northgate Station Finishes	1235	55	01-Sep-16 A	20-Jul-21	[Gantt chart bars for N160 - Northgate Station Finishes]																	
1.00 - General Requirements	1087	0	01-Sep-16 A	18-Dec-20 A	[Gantt chart bars for 1.00 - General Requirements]																	
1.10 - Project Start-up	0	0	01-Sep-16 A	01-Sep-16 A	[Gantt chart bars for 1.10 - Project Start-up]																	
Construct Award/NTP (See Site Access Dates)	0	0	01-Sep-16 A		[Gantt chart bars for Construct Award/NTP]																	
1.20 - Contractual Milestones	0	0	18-Dec-20 A	18-Dec-20 A	[Gantt chart bars for 1.20 - Contractual Milestones]																	
Absher Contract Milestones	0	0	18-Dec-20 A	18-Dec-20 A	[Gantt chart bars for Absher Contract Milestones]																	
MS08 - Substantial Completion [Site Access+1201d; 10/17/16, then by 1/30/20] Rev to 5/23/20 (CO-271)	0	0		18-Dec-20 A	[Gantt chart bars for MS08 - Substantial Completion]																	
2.00 - Procurement	791	14	02-Sep-16 A	20-May-21	[Gantt chart bars for 2.00 - Procurement]																	
3.00 - Preparatory Work	861	12	17-Oct-16 A	18-May-21	[Gantt chart bars for 3.00 - Preparatory Work]																	
4.00 - Earthwork & Utilities	874	14	04-Jan-17 A	20-May-21	[Gantt chart bars for 4.00 - Earthwork & Utilities]																	
5.00 - Guideway (inc. Station Unit)	1144	39	03-Jan-17 A	25-Jun-21	[Gantt chart bars for 5.00 - Guideway (inc. Station Unit)]																	
6.00 - Station Finishes	949	55	27-Mar-18 A	20-Jul-21	[Gantt chart bars for 6.00 - Station Finishes]																	
7.00 - Garage	790	0	27-Jun-17 A	30-Nov-20 A	[Gantt chart bars for 7.00 - Garage]																	
8.00 - At-Grade Restoration	938	25	22-Sep-17 A	07-Jun-21	[Gantt chart bars for 8.00 - At-Grade Restoration]																	
9.00 - Transition to Operations	5	0	14-Jan-19 A	22-Jan-19 A	[Gantt chart bars for 9.00 - Transition to Operations]																	
10.00 - Project Close-out	313	30	13-Feb-20 A	14-Jun-21	[Gantt chart bars for 10.00 - Project Close-out]																	

Schedule Performance Index

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



Next Period's Activities

- Continue with punch list corrections.
- Garage Warranty Work - continue monitoring changes in leaks.
- Guideway - Fabrication work for guardrail and additional gate.
- N.TPSS Building - installation of added bollards.
- Main Station - Purcell to seal stair 2 treads and maintenance gutters.
- Site drainage/Utility work - complete restoration and hydro seeding of the south end of South Watercourse.
- Continue on Contract Interface/Third Party Coordination.

Closely Monitored Issues

Schedule :

- Recap of Punch List items through 04/29/21 indicated that Contractor had responded to 98% of total, while CMC/EOR have approved 96%.
- New CNWD's that will have long procurement requirements.
- Commissioning Testing on the Fire Access Control Panel is pending completion of N830 work.

Quality :

- Completion of NCRs 21-025 to 21-031 issued.
- SDOT and KCM - new signal activation prior to start of Revenue Service.
- SCL de-energization for L2 and L9 light pole relocations.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 16,611,892
Current Contract Value	\$ 190,611,892
Total Actual Cost (Incurred to Date)	\$ 187,384,468
Percent Complete	98.5%
Authorized Contingency	\$ 17,400,000
Contingency Drawdown	\$ 16,611,892
Contingency Index	1.0



Corner of NE 100th and 1st NE
Absher Stringing Vault for Lowering

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Link Light Rail Northgate Link Extension



Contract N180 – Trackwork UWS to Northgate Station

Current Progress

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

Next Period’s Activities

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

Closely Monitored Issues

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

Cost Summary

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



Closeout activities continue

Next Period's Activities

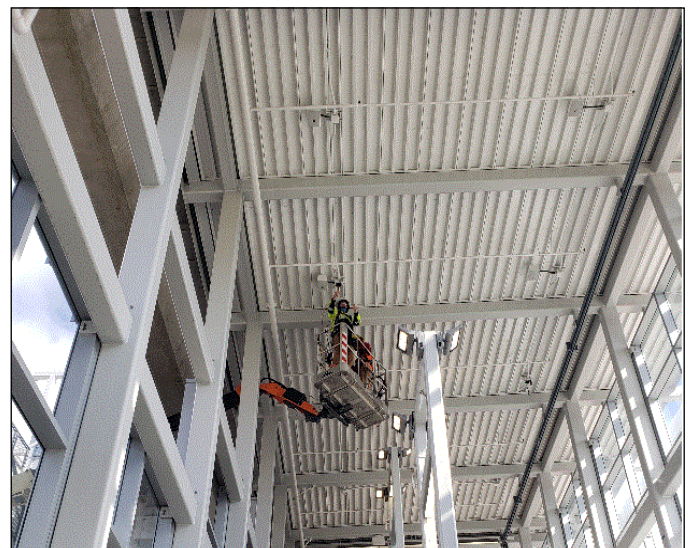
- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems, and Communications.
- Ongoing coordination meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation communication cables/devices and conduit at University District Station.
- Ongoing installation of comm devices and performing testing at Roosevelt Station.
- Ongoing installation of comm devices and performing testing at Northgate Station.

Closely Monitored Issues

- 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.
- Monitoring the completion of testing and commissioning the Train Control System (TCS).

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$104,660,444
Change Order Value	\$3,425,587
Current Contract Value	\$108,086,030
Total Actual Cost (Incurred to Date)	\$99,871,871
Percent Complete	93.2%
Authorized Contingency	\$7,233,022
Contingency Drawdown	\$3,425,587
Contingency Index	1.99



Speaker installation at Northgate Station.

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

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Link Light Rail Lynnwood Link Extension

Project Summary

Scope

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

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

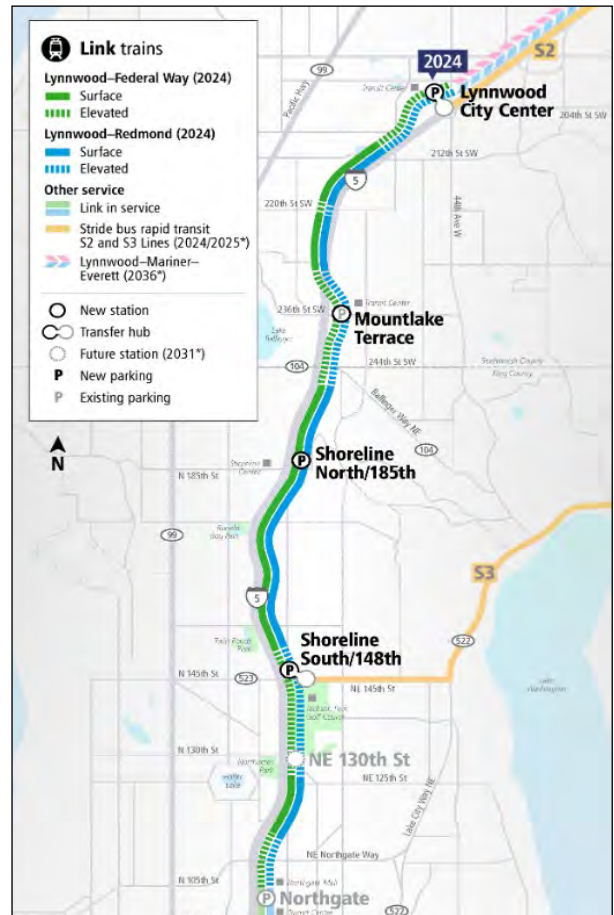
Stations Shoreline South/148th
Shoreline North/185th
Mountlake Terrace
Lynnwood City Center

Systems Signals, traction power, communications, and SCADA.

Phase Construction

Budget \$2.772 Billion (Baseline May 2018)

Schedule Revenue Service: July 2024



Map of Lynnwood Link Extension Alignment.

Key Project Activities

- Continued concrete placement for columns and caps, placement of prestressed concrete girders and elevated deck concrete for the aerial guideway, in addition to continued wall construction work on both civil contracts.
- Continued construction of the Shoreline South / 148th Station and Parking Garage, reaching 5th level deck of the Garage with concrete deck placement (L200).
- Continued construction of the Shoreline North / 185th Station and Parking Garage with placement of concrete walls, columns and slabs (L200).
- Continued construction of the Mountlake Terrace Station, including track slabs and ancillary buildings (L300).
- Continued construction of the Lynnwood City Center Station and Parking Garage with track slabs, concrete garage walls, and column placement (L300).
- Continued formwork and rebar placement for the long span overcrossing structure over I-5 (L300).
- Continued direct fixation rail installation (L200).
- Continued final design work for widening 200th Street SW in the City of Lynnwood.
- Continued submittal development and procurement of systems equipment (L800).

Project Cost Summary

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

In April 2021, \$51.9 M was incurred. The major project expenditures were for civil construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, permitting, staff, legal and other direct charges.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$98.2	\$98.2	\$47.1	\$47.1	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$142.0	\$129.9	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$110.8	\$56.5	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$11.5	\$10.2	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,899.5	\$763.4	\$2,094.6	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$229.7	\$184.1	\$169.9	\$229.7	\$0.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,434.0	\$1,216.0	\$2,771.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$791.8	\$1,002.2	\$681.2	\$243.3	\$794.5	\$207.7
20 Stations	\$333.8	\$333.8	\$412.1	\$134.9	\$432.2	-\$98.4
30 Support Facilities	\$2.0	\$2.0	\$0.0	\$0.0	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$601.5	\$359.7	\$563.8	-\$137.6
50 Systems	\$244.4	\$244.4	\$194.4	\$20.2	\$216.1	\$28.3
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,889.3	\$758.0	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$229.7	\$184.1	\$169.9	\$229.7	\$0.0
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$0.0	\$0.0	\$1.4	\$0.0
80 Professional Services	\$449.3	\$448.6	\$360.6	\$288.1	\$448.6	\$0.0
90 Unallocated Contingency	\$292.2	\$83.4	\$0.0	\$0.0	\$83.4	\$0.0
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,434.0	\$1,216.0	\$2,771.6	\$0.0

Link Light Rail Lynnwood Link Extension



Contingency Management

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

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was fully drawn down when all construction contract packages reached the 100% design level.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Following a significant drawdown in project contingency in Q2/Q3 2019, Sound Transit revised the contingency forecast to align with the cash flow forecast of the major civil contracts.

During the current period, Allocated Contingency decreased by a net amount of \$190K for Construction change orders.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$247.9	8.9%	\$0.0	0.0%
Allocated Contingency	\$197.6	7.1%	\$152.0	9.8%
Unallocated Contingency	\$292.2	10.5%	\$83.4	5.4%
Total:	\$737.7	26.6%	\$235.5	15.1%

Contingency by Type

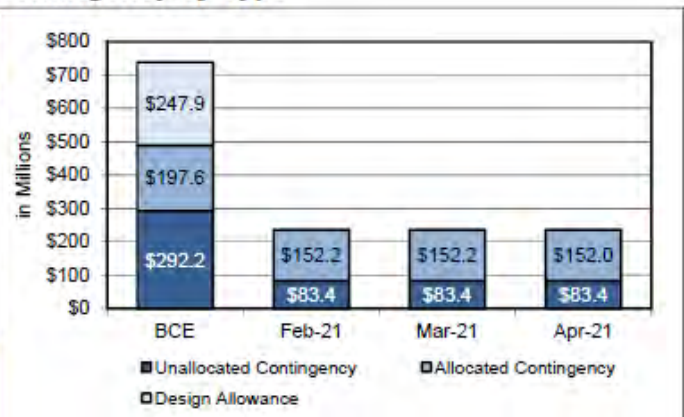
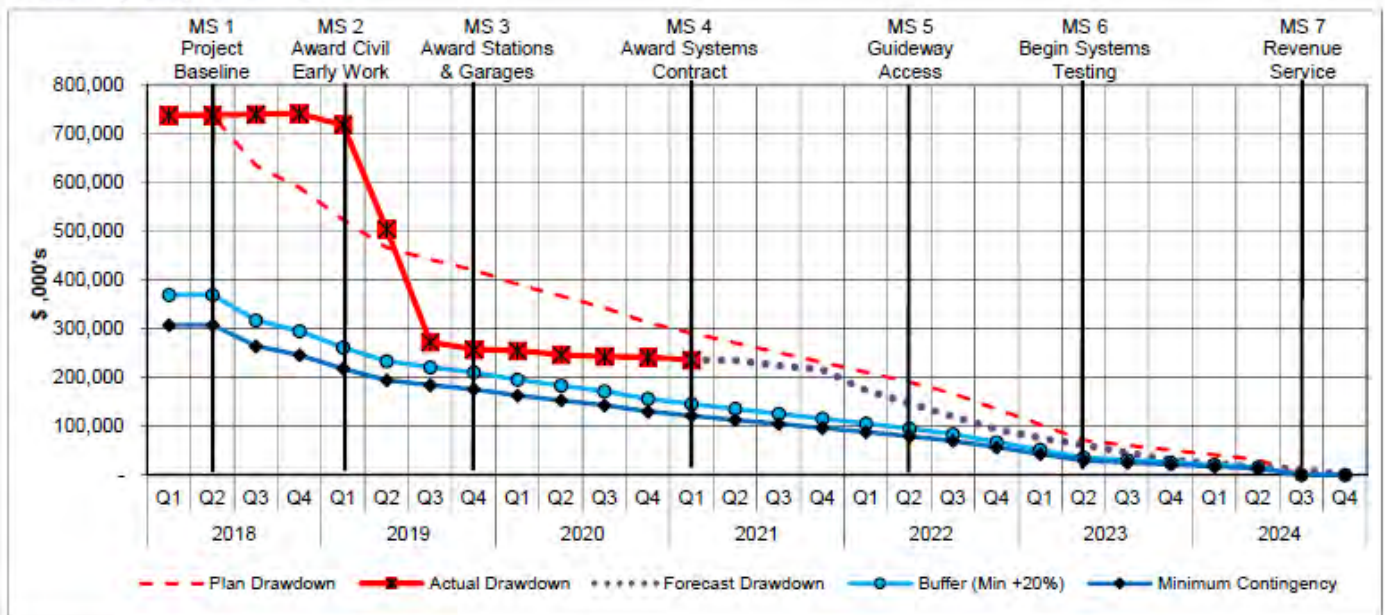


Table figures are shown in millions.

Contingency Drawdown



Risk Management

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

The following are the top project risks:

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

Project Schedule

The April update maintains the July 2024 revenue service date. Program-wide float is at 130 days, driven by logic and sequencing in the L200 schedule. The driving path of the program is construction of the Shoreline South/148th station. The L300 contractor has continued to experience some slippage in their guideway handover milestones, but it has not impacted the project critical path. The L800 April update has been submitted and is currently under review.

Activity Name	Start	Finish	2021				2022				2023				2024		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
LLE Master Schedule	20-May-10A	27-Mar-24															
Project Administration	20-May-10A	27-Mar-24															
Final Design/Preconstruction	01-Sep-15A	01-Jun-23															
Project Wide Utilities	01-Aug-18A	25-Mar-19A															
L300	02-May-16A	27-Jul-22															
L200	01-Aug-16A	19-Jan-22															
Permitting & Agreements	07-Jan-15A	01-Oct-21															
L350 200th St. Widening	09-Apr-18A	05-Apr-22															
NE 130th Street Station	04-Feb-19A	02-Aug-22															
L200 ROW Acquisitions	04-Jan-16A	01-Sep-21															
L300 ROW Acquisitions	14-Jan-18A	28-Jan-22															
L200 Civil Construction	25-Dec-18A	14-Oct-23															
L300 Civil Construction	25-Sep-18A	18-Sep-23															
L800 Systems Construction	04-Dec-20A	18-Nov-23															
LLE Rail Activation	14-Dec-21	17-Jul-24															
RA Tasks	14-Dec-21	02-Mar-24															
Pre-Revenue Service	08-Nov-23	02-Mar-24															
Revenue Service Preparation	11-Feb-24	10-Mar-24															
Revenue Service - FFGA	10-Mar-24	17-Jul-24															
Program Wide Float - (130 CD)	10-Mar-24	17-Jul-24															
Revenue Service - 7/17/2024		17-Jul-24															

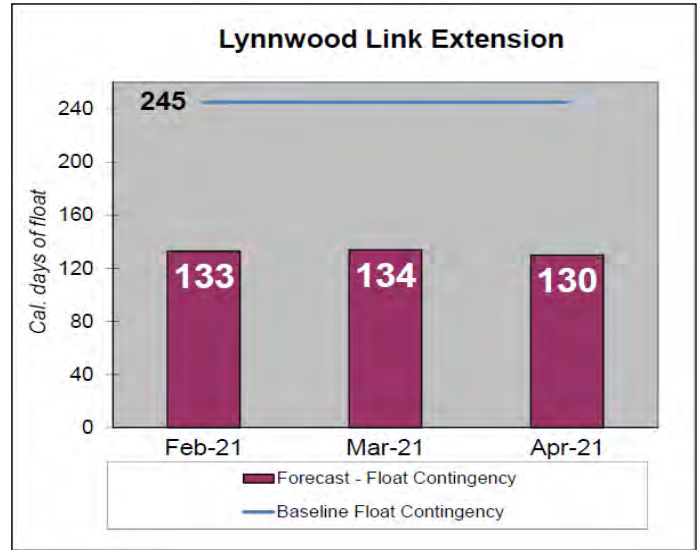
Link Light Rail Lynnwood Link Extension



Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 130 days remaining between completion of work and the 17-Jul-2024 revenue service date. While the float has remained relatively steady this period, ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work.

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



Critical Path Analysis

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

Activity ID	Activity Name	OD	RD	Start	Finish	2021			2022				2023				2024			
						Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
L200 Civil Construction																				
	Project Wide	35	36	27-Feb-23	15-Apr-23															
	Milestones	15	15	01-Apr-23	15-Apr-23															
	Punchlist & Commissioning	25	25	27-Feb-23	31-Mar-23															
	WZ-1 Elevated (1437+00 to 1458+63)	8	8	24-Jun-21	06-Jul-21															
	Excavation	8	8	24-Jun-21	06-Jul-21															
	WZ-3 Elevated (1492+45 to 1559+17)	11	11	08-Jun-21	23-Jun-21															
	Aerial Structures	11	11	08-Jun-21	23-Jun-21															
	WZ-4 145th Station & Garage	459	459	29-Apr-21 A	24-Feb-23															
	Utilities	2	2	04-Oct-21	05-Oct-21															
	Retaining Walls	61	61	29-Jul-21	22-Oct-21															
	Stations	459	459	29-Apr-21 A	24-Feb-23															
L800 Systems Construction																				
	Sound Transit L800 90% Engineering / Con	142	142	16-Apr-23	03-Nov-23															
	L800 Engineering	142	142	16-Apr-23	03-Nov-23															
	L800 Construction	142	142	17-Apr-23	03-Nov-23															
LLE Rail Activation																				
	RA Tasks	25	25	03-Nov-23	28-Nov-23															
	TASK 00 - Transition To Operations - Project Deliva	0	0	03-Nov-23	03-Nov-23															
	TASK 07 - Safety and Security	25	25	04-Nov-23	28-Nov-23															
	Pre-Revenue Service	116	116	08-Nov-23	02-Mar-24															
	Pre-Revenue Preparation	28	28	08-Nov-23	05-Dec-23															
	Operator Preparation	30	30	04-Dec-23	02-Jan-24															
	Simulated Revenue Service/Drills/Upsets	60	60	03-Jan-24	02-Mar-24															
	Revenue Service Preparation	29	29	11-Feb-24	10-Mar-24															
	Revenue Service - FFGA	130	130	10-Mar-24	17-Jul-24															

Community Engagement

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

- Off-ramp closures, including closures of the NE 107th, NE 130th, and NE 145th off-ramps from I-5.
- Closures of 1st Ave, NE 103rd Street, NE Northgate Way, NE 112th to NE 113th, NE 155th and NE 159th Streets.
- Full closures of NE 145th Street in Shoreline.
- Ridgecrest Park re-opening in Shoreline.
- Flagging operation along the Interurban Trail in Lynnwood.
- Nighttime panel delivery adjacent to 60th Avenue W in Mountlake Terrace.
- Seattle City Light (SCL) transmission line deactivation along NE 200th Street in Shoreline.
- Night closure of off-ramp to westbound SR 104 and off-ramp to eastbound SR 104 at the King-Snohomish County line.

Community Engagement staff also coordinated six pre-construction home inspections, a temporary construction easement closeout, prepared a Residential Sound Insulation Program (RSIP) fact sheet as well as long-term Interurban Trail closure materials and a related outreach plan.

Right-of-Way

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

Lynnwood Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date *	Relocations Required	Relocations Completed to date
363	400	783	738	387	381
<small>All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods. The number of Offers Made are inclusive of offers made to separate owners or interest holders. These numbers will exceed the number of Board Approved parcels. Number of relocations exclude moves that are personal property only. *Total number of parcels available for construction = 322.</small>					

Sound Transit Board Actions

Board Action	Description	Date
	None to report.	

Link Light Rail Lynnwood Link Extension



Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.5	37.0	(5.5)
Consultants	89.0	100.0	11.0
TOTAL	131.5	137.0	5.5

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

Construction Safety

Data/Measure	Apr. 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	6	20
Days Away From Work Cases	0	2	4
Total Days Away From Work	0	25	60
First Aid Cases	3	17	55
Reported Near Mishaps	0	15	36
Average Number of Employees on Worksite	650	-	-
Total # of Hours (GC & Subs)	131,402	500,643	1,612,438
OSHA Incident Rates	Apr. 2021	Year to Date	Project to Date
Recordable Injury Rate	0.00	2.4	2.5
LTI Rate	0.00	0.8	0.50
Recordable National Average	2.8		
LTI National Average	1.1		
Recordable WA State Average	5.7		
LTI WA State Average	2.0		

Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals. Data includes the L200 and L300 contracts, as field work for L800 has not yet commenced.

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

Current Progress

The L200 Contractor, Stacy & Witbeck– Kiewit– Hoffman JV (SKH), is continuing work on site as follows:

- Continued Mechanically Stabilized Earth (MSE) retaining wall construction.
- Continued installation of curbs and end diaphragms for the elevated guideway.
- Began 148th garage level 4 columns & wall concrete placement; level 5 walls and rebar.
- Completed 185th station west platform structural slab; began station elevator wall footings.
- Continued construction of final columns.
- Continued structural panel and concrete placement for the elevated guideway and construction of direct fixation rail for elevated guideway elements.

Schedule Summary

The April update continues to forecast an August 30, 2023 substantial completion date, 43 calendar days later than the contractual milestone date of July 18, 2023. Within the L200 contract schedule, the critical path is driven by construction of the elevated guideway and 148th St. Station.

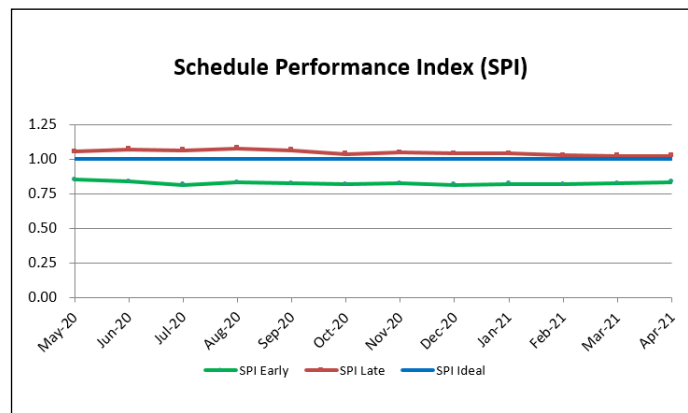
Activity Name	Start	Finish	2021			2022				2023		
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
L200 Civil Construction	25-Dec-18A	14-Oct-23	[Gantt bar spanning from Dec 2018 to Oct 2023]									
L200 Civil Construction	25-Dec-18A	14-Oct-23	[Gantt bar spanning from Dec 2018 to Oct 2023]									
Project Wide	25-Dec-18A	14-Oct-23	[Gantt bar spanning from Dec 2018 to Oct 2023]									
WZ-1 Elevated (1437+00 to 1458+63)	15-May-18A	27-Jul-23	[Gantt bar spanning from May 2018 to Jul 2023]									
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-18A	22-Nov-22	[Gantt bar spanning from Mar 2018 to Nov 2022]									
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-18A	15-Aug-23	[Gantt bar spanning from Mar 2018 to Aug 2023]									
WZ-4 145th Station & Garage	08-Apr-18A	02-May-23	[Gantt bar spanning from Apr 2018 to May 2023]									
WZ-5 At Grade - Fill (1559+17 to 1571+30)	28-Mar-18A	15-Aug-23	[Gantt bar spanning from Mar 2018 to Aug 2023]									
WZ-6 156th Bridge (1571+30 to 1572+40)	17-Jun-18A	18-Jun-22	[Gantt bar spanning from Jun 2018 to Jun 2022]									
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-18A	15-Aug-23	[Gantt bar spanning from Mar 2018 to Aug 2023]									
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-18A	28-Nov-22	[Gantt bar spanning from Apr 2018 to Nov 2022]									
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-18A	15-Aug-23	[Gantt bar spanning from Apr 2018 to Aug 2023]									
WZ-10 185th Station & Garage	15-Apr-18A	23-Dec-22	[Gantt bar spanning from Apr 2018 to Dec 2022]									
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-18A	15-Aug-23	[Gantt bar spanning from Apr 2018 to Aug 2023]									

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule (early dates). This period, the early SPI is 0.84 (increase from last period).

Late SPI represents progress against a more conservative schedule (late dates). This period, the late SPI is 1.02 (no change from last period).

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



Link Light Rail Lynnwood Link Extension



Work Zone Overview



Next Period Activities:

- Continue concrete placement of deck spans and curbs.
- Finish transition zones and column caps installation.
- Finish 148th garage rebar and concrete for level 5 south side, begin level 6 mechanical/electrical rough-in.
- Continue MSE wall erection.
- Begin 185th garage level 1 deck formwork and concrete placement.
- Ongoing soil nail and cast-in-place wall construction.

Closely Monitored Issues:

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

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$762,921,699
Current Contract Value	\$851,068,957
Total Actual Cost (Incurred to Date)	\$399,096,175
Percent Complete	44.7%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$11,070,693
Contingency Index	1.8



185th garage slab on grade rebar installation

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

Current Progress

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

- Continued formwork and reinforcing for the I-5 overcrossing.
- Continued platform decking and track slab concrete placement at the Mountlake Terrace and Lynnwood stations.
- Continued concrete placement for garage footings and columns at the Lynnwood City Center garage.
- Continued mass excavation along I-5 near 212th Street SW for electrical vaults and Traction Power Substation.
- Continued soil nail and cast-in-place wall construction.
- Ongoing Mechanically Stabilized Earth (MSE) retaining wall construction.

Schedule Summary

Skanska’s April update forecasts an early completion of the project with substantial completion on August 13, 2023, two days early. The critical path remains the Lynnwood Parking Garage, followed by the installation of the final drainage, utilities, and sitework at the station site.

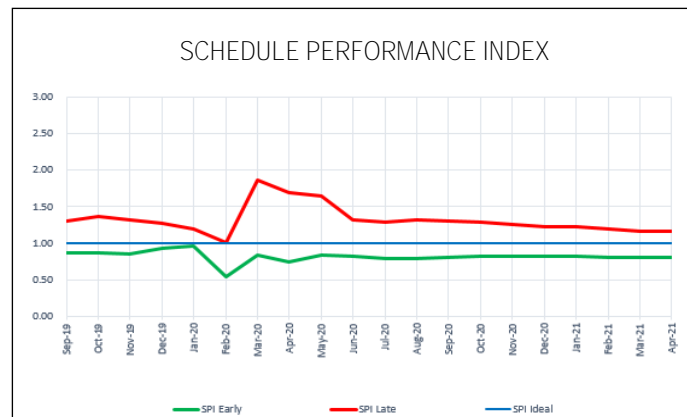
Activity Name	Start	Finish	2021			2022				2023		
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
L300 Civil Construction	25-Sep-18A	18-Sep-23	[Gantt bar]									
L300 Civil Construction	25-Sep-18A	18-Sep-23	[Gantt bar]									
MILESTONES	25-Sep-18A	18-Sep-23	[Gantt bar]									
ROW ACQUISITIONS (PARCELS & TCE'S)	04-Jun-19A	15-Aug-23	[Gantt bar]									
PERMITTING	01-Feb-19A	01-May-21	[Gantt bar]									
SUBMITTALS	12-Apr-19A	31-Mar-22	[Gantt bar]									
MATERIAL PROCUREMENT	07-Aug-19A	31-May-22	[Gantt bar]									
EARLY WORK	20-Feb-19A	27-Jun-23	[Gantt bar]									
3RD PARTY UTILITIES	22-Jul-19A	14-May-21	[Gantt bar]									
CONSTRUCTION	25-Oct-19A	11-Sep-23	[Gantt bar]									
Main Package Construction Contract Elements	25-Oct-19A	11-Sep-23	[Gantt bar]									
Mobilizations	25-Oct-19A	20-Mar-23	[Gantt bar]									
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19A	20-Mar-23	[Gantt bar]									
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	21-Jan-20A	07-Dec-22	[Gantt bar]									
220th St. to 52nd Ave. (Sta. 1791+00 to 1840+00)	23-Dec-19A	30-Jan-23	[Gantt bar]									
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20A	18-Aug-23	[Gantt bar]									

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.80 (same as last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 1.16 (a decrease from 1.17 last period).

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



Work Zone Overview



Next Period's Activities

- Complete mass excavation along I-5 near 212th Street SW for electrical vaults and Traction Power Substation.
- Complete concrete placement for the first section of the I-5 overcrossing.
- Continue platform decking and track slab concrete placements at the Mountlake Terrace and Lynnwood stations.
- Continue decking at all erected girder spans.
- Continue Lynnwood City Center parking garage work.
- Continue soil nail and cast-in-place wall construction.

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$790,597,556
Current Contract Value	\$847,484,187
Total Actual Cost (Incurred to Date)	\$327,825,960
Percent Complete	40.0%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$12,484,187
Contingency Index	1.4



Placing rebar for the I-5 overcrossing.

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

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

- Continued working on engineering submittals and subcontract packages.

Schedule Summary

The L800 April schedule update, forecasts a 12-day late contract completion of Sept. 21, 2023. The critical path remains in the signals engineering and construction, and proceeds into the Systems Integrated Tests (SIT). This update shows some delay in submittals and reviews for the signal houses. The contractor and ST expect this will be mitigated in upcoming submittals.

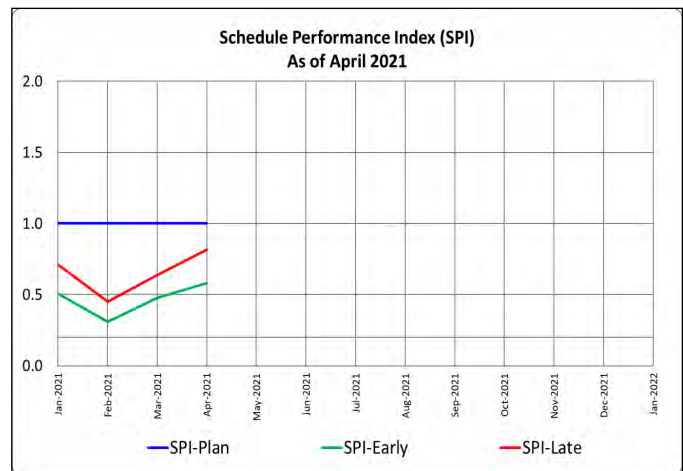
Activity Name	Start	Finish	2021			2022				2023				
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
L800 Systems Construction	04-Dec-20A	09-Nov-23												
L800 Systems Construction	04-Dec-20A	09-Nov-23												
Sound Transit L800 90% Engin	04-Dec-20A	09-Nov-23												
L800 Engineering	04-Dec-20A	30-Oct-23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

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.58 (increase from 0.48 last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.82 (increase from 0.64 last period).

The SPI trends indicate progress is trending behind the optimistic and conservative schedule dates. Engineering submittals were planned very optimistically in the baseline schedule, and have not been completed as quickly as planned.



Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems, and Communications.

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$0
Current Contract Value	\$148,000,000
Total Actual Cost (Incurred to Date)	\$4,842,641
Percent Complete	6.0%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$0
Contingency Index	N/A



Representative Traction Power Substation (TPSS) Unit.

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Link Light Rail NE 130th St Infill Station



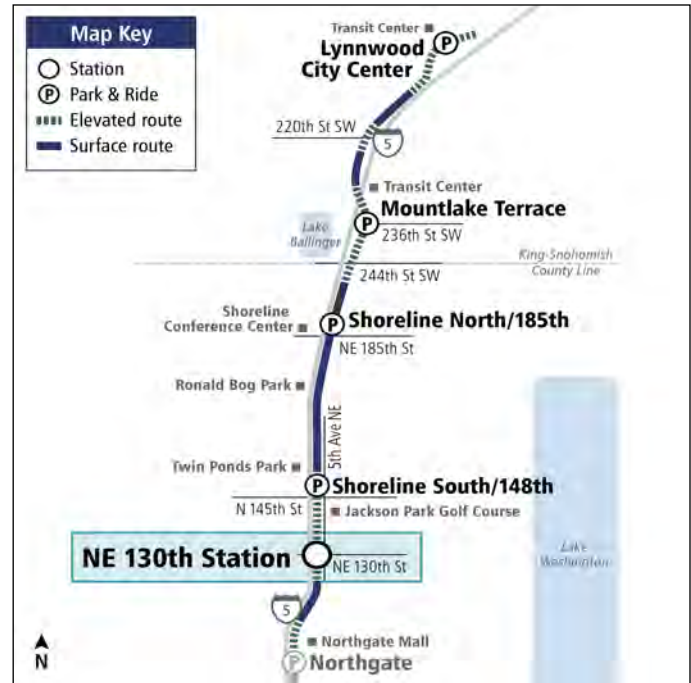
Project Summary

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

Phase Final Design / Early Construction

Budget \$28.9 Million

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



Map of Project Alignment

Key Project Activities

- Continued final design for D2 and D3 packages. Advanced D2 civil package to 100% submittal.
- Reviewing 90% contractor estimate and independent cost estimate for D3 package.
- Continued girder erection as part of the C1 construction package (foundation and substructure).

Project Cost Summary

The project cost is summarized below in accordance with Sound Transit’s budget Work Breakdown Structure (WBS). The figures in both tables are shown in millions. In April 2021, \$0.7M was incurred. The major project expenditures were for construction services, final design and construction.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$1.5	\$1.5	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$7.1	\$5.0	\$10.8	\$0.0
Construction Services	\$2.1	\$1.6	\$0.8	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.7	\$0.1	\$0.9	\$0.0
Construction	\$8.5	\$5.4	\$3.2	\$8.5	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$28.9	\$19.0	\$13.2	\$28.9	\$0.0

Risk Management

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

The following are the top project risks identified:

- May need to replace escalator with exit stairs per SDCI occupancy requirements.
- Local permitting authorities may require additional right-of-way improvements that require time to incorporate.
- Delays in permitting review may result in schedule extension.
- Local electrical utility supplier may need to construct additional upgrades to the power infrastructure to supply the station.
- Unidentified utilities encountered during construction may add to project cost and schedule.

Project Schedule

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

Construction of the initial construction package for is ongoing, with the girders set and deck & diaphragm work underway. The next major milestone is the ST Board decision to continue early advancement of the project, planned in Q4 2021.

Activity Name	Start	Finish	2021														
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3						
NE 130th Street Station	04-Feb-19 A	02-Aug-22															
NE 130th Street Station	04-Feb-19 A	02-Aug-22															
Project Management	22-Jul-21	28-Oct-21															
Preliminary Design	04-Feb-19 A	14-Nov-19 A															
Final Design	30-Sep-19 A	15-Nov-21															
Civil FD	30-Sep-19 A	08-Sep-21															
Final Design Procurement	23-Dec-19 A	09-Apr-20 A															
D1 - Shafts/Columns/Guideway Pac	30-Sep-19 A	13-Mar-20 A															
D2 - Station Platform Package	09-Apr-20 A	28-Jun-21															
D3 - Station Finishes Package	14-May-20 A	08-Sep-21															
Systems Final Design	30-Mar-20 A	15-Nov-21															
Procurement	30-Mar-20 A	12-May-20 A															
130th Systems Final Design Packag	13-May-20 A	15-Nov-21															
Permitting	16-Mar-20 A	02-Aug-22															
Seattle Design Commission	16-Mar-20 A	10-Mar-22															
Development Permits	28-Sep-20 A	02-Aug-22															
WSDOT Permits	20-Apr-20 A	30-Aug-21															
Estimating/Negotiations/An	23-Dec-19 A	02-Aug-22															
Estimating & Negotiations	23-Dec-19 A	02-Aug-22															
Estimate & Negotiations - Guideway	23-Dec-19 A	27-Mar-20 A															
Contract Amendment - Guideway	30-Mar-20 A	28-May-20 A															
Estimate & Negotiations - Station PI	29-Jun-21	15-Sep-21															
Estimate & Negotiations - Station FI	09-Sep-21	02-Aug-22															

Community Engagement

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

- Adding subscribers to email list.
- Answering public email inquiries about the station.

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.5	4.0	(0.5)
Consultants	19.5	28.0	8.5
TOTAL	24.0	32.0	8.0

* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



girder span placement

Contract Cost Summary

Civil Final Design Overview

Sound Transit executed an amendment with HNTB Jacobs to perform civil final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive civil contract documents for construction, design coordination and cooperation with the GC/CM contractors, permit support, survey, geotechnical investigations, right-of-way planning and acquisition support, third party coordination support, risk assessment support, value engineering and constructability support, building and station design and sustainability reports. This period, the civil final design team delivered the 100% set of documents for C2 (platform and canopy structures) for Agency review.

Present Financial Status	Amount
HNTB Jacobs– Civil Final Design	
Original Contract Value	\$1,570,864
Change Order Value	\$4,377,595
Current Contract Value	\$5,948,459
Total Actual Cost (Incurred to Date)	\$4,553,440
Financial Percent Complete	76%
Authorized Contingency	\$596,337
Contingency Drawdown	\$0
Contingency Index	N/A

Systems Final Design Overview

Sound Transit executed an amendment with LTK Engineering to perform systems final design for NE 130th station in the Lynnwood Link corridor to investigate the possibility of integrating the 130th St Infill Station into Lynnwood Link. Design services include preparation of comprehensive contract documents for construction, design coordination and cooperation with the civil final designer, permit support, third party coordination support, risk assessment support, value engineering and constructability support, schedules and cost estimating. This period, the systems final design team continued development of the 90% set of documents based on the civil deliverables.

Present Financial Status	Amount
LTK– Systems Final Design	
Original Contract Value	\$299,332
Change Order Value	\$823,076
Current Contract Value	\$1,122,408
Total Actual Cost (Incurred to Date)	\$424,778
Financial Percent Complete	38%
Authorized Contingency	\$110,310
Contingency Drawdown	\$0
Contingency Index	N/A

Construction Overview

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

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	\$5,000,000
Change Order Value	\$0
Current Contract Value	\$5,000,000
Total Actual Cost (Incurred to Date)	\$3,129,442
Percent Complete	63%
Authorized Contingency	\$500,000
Contingency Drawdown	\$0
Contingency Index	N/A

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



Project Summary

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



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

Phase Construction
Budget \$207.6 Million
Schedule Construction Complete: December 2020 for Primary work; Third Party oversight to continue through 2025

Major Contracts

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

Key Project Activities/Milestones

- **Civil Construction** – Ancillary construction: I-90 Catch Basin Lid & Frame Replacement: Substantial Completion granted 21-Aug-19; MBT Hydrant Cover Safety Restriping Substantial Completion granted 5-Jun-20
 - ◆ Final payment for R8A Construction & CM Services task order received by WSDOT; closeout of task orders pending (tentative end of May 2021)
- **Physical Completion, IMCO Contract** – Notification to be issued by WSDOT (pending)
- **Third Party Oversight (City of Mercer Island)** – Ongoing obligation through December 2025

Closely Monitored Issues

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

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

Project Cost Summary

The following tables summarize the cost information for the I-90 Two-Way Transit and HOV Operations (Stage 3) project. Expenditures for the month of April were \$12.84K, for ST staff charges. With completion of the major construction work, a Project budget reserve was realized and \$18.0M de-committed from the Project; tables below are in millions.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.6	\$2.8	\$2.5	\$2.5	\$2.8	\$0.0
Preliminary Engineering	\$1.5	\$1.5	\$1.5	\$1.5	\$1.5	\$0.0
Final Design	\$22.1	\$19.4	\$18.7	\$18.4	\$19.4	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$198.3	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.9	\$207.6	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
40 Sitework & Special Conditions	\$180.6	\$183.9	\$187.0	\$177.5	\$183.9	\$0.0
80 Professional Services	\$26.3	\$23.6	\$22.7	\$22.4	\$23.6	\$0.0
90 Unallocated Contingency	\$18.7	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$225.6	\$207.6	\$209.7	\$199.6	\$207.6	\$0.0

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

Cost Contingency Management

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

Contingency Status	Baseline Amount	Baseline % of Total	Current Amount	CTG as % of Remaining Work Budgeted
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Committed Allocated Contingency	\$17.0	7.5%	\$1.1	14.8%
Unallocated Contingency	\$18.7	8.3%	\$0.2	2.3%
Total	\$35.7	15.8%	\$1.3	17.1%

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

Link Light Rail East Link Extension



Project Summary

Scope

Limits Fourteen-mile extension from Downtown Seattle to Mercer Island, Bellevue and the Overlake area of Redmond.

Alignment East Link Extension expands light rail to East King County via I-90 from Downtown Seattle to the Overlake Transit Center area of Redmond.

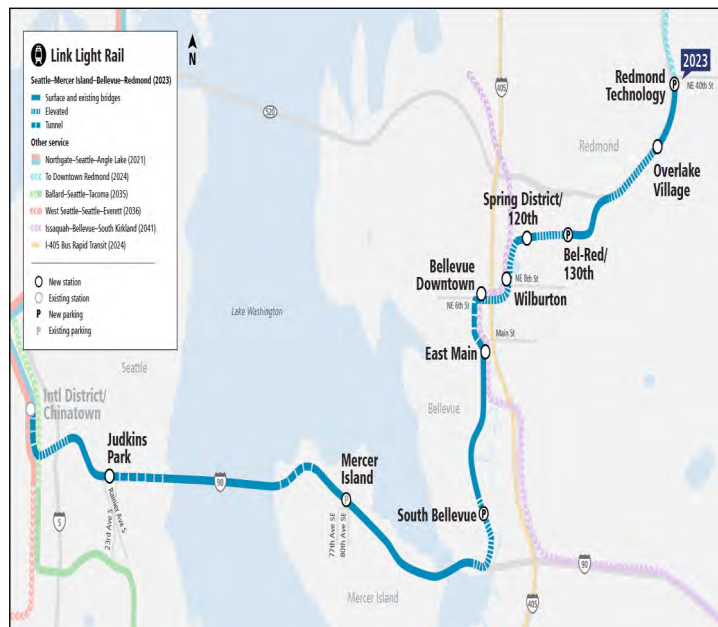
Stations Judkins Park, Mercer Island, South Bellevue, East Main, Bellevue Downtown, Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

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

Phase Construction

Budget \$3.677 Billion (Baseline April 2015)

Schedule Revenue Service: June 2023



Map of East Link Extension Alignment.

Key Project Activities

- **Floating Bridge Retrofit (E130):** Progress installation of WSDOT maintenance railing; continue wax tape removal and track plinth grout pad remediation; advance cathodic protection, electrical commissioning activities
- **Mercer Island (E130):** Complete jet fan testing in Mercer Island Tunnel; ongoing track plinth grout pad remediation at East Channel Bridge, MI Station; continue access point construction at west approach structure
- **IDS to Mt. Baker Tunnel (E130):** Ongoing jet fan testing in Mt. Baker Tunnel; advance Judkins Park Station final phase construction, utility, and commissioning activities; completed Pioneer Square center platform demolition and restoration work
- **E320 South Bellevue:** Completed acoustic panel installation for guideway emergency walkways on I-90. Commenced planting trench areas, paved SE 15th St., pour sidewalks at 112th and SE 8th St., and working on Utility punch list along 112th Ave SE.
- **Downtown Bellevue to Spring District (E335):** Commenced Root Ball sculpture installation in reflection pool at BDS, Continued installation metal wall, soffit and roof panels at Wilburton Station. Continued installation irrigation, light fixture and grade plaza sidewalk at East Main Station.
- **Bel-Red (E340):** Installed wire way fittings on system ductbank on aerial guideway area. Installed track boxes and sidewalk at crossing guideway at the station. Installed header rebar and formwork at NE Spring Blvd.
- **SR520 to Redmond Technology Station (E360):** Ongoing Overlake Village Station (OVS) site furnishing installation. Preparation and commencement of partial demolition on Redmond Technology Station (RTS) parking garage. Valley Creek punchlist work ongoing and SR520 guardrail installation along with fiber repair.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication and signaling equipment installations at E130 and E360; setting OCS poles at E130 and posted OCS wire at E360. TPSS delivered and installed at E130. All TPSS has now been delivered and install.

Closely Monitored Issues

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

Project Cost Summary

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

The Estimated Final Cost (EFC) remains the same at approximately \$3.68B. This period’s estimated expenditure is approximately \$32.2M, increasing the total expenditure to date from \$2.85B to \$2.88B. Project commitment is at approximately \$3.2B with all major construction contracts in place. The pace of construction expenditures has begun to slow down. That said, the major cost predominantly driven from E130; E335 and Systems E750 constructions. Impacts from COVID-19 continue to be assessed as well as ongoing monitoring due to the fluid situation of the pandemic.

Cost Summary by Phase

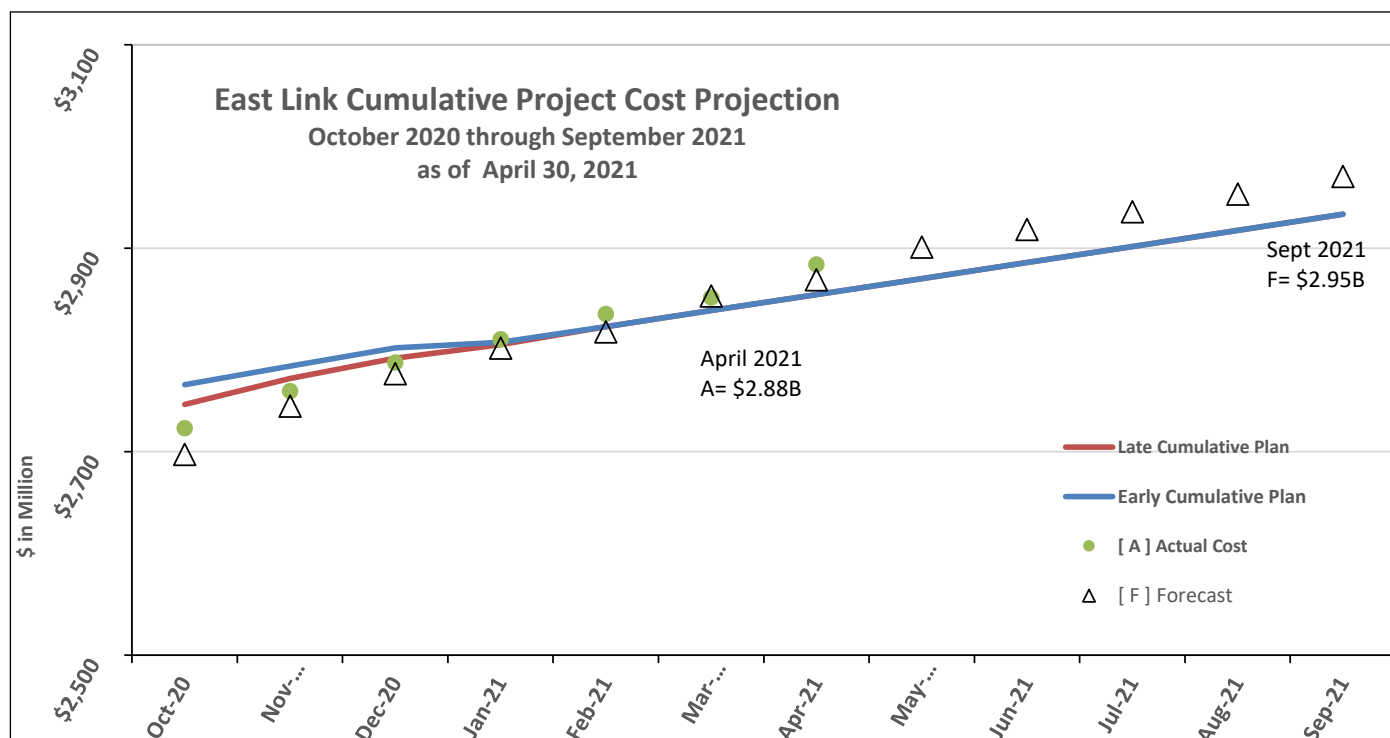
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$107.2	\$106.7	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$248.6	\$235.0	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$196.7	\$171.3	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.3	\$32.7	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,243.3	\$2,005.3	\$2,544.3	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$298.2	\$279.1	\$278.3	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,168.0	\$2,884.0	\$3,677.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$744.6	\$945.7	\$905.3	\$884.2	\$949.3	(\$204.7)
20 Stations	\$397.7	\$478.2	\$453.8	\$418.6	\$478.8	(\$81.1)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$499.5	\$452.5	\$567.9	\$240.6
50 Systems	\$353.8	\$367.9	\$352.0	\$221.2	\$369.9	(\$16.1)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,210.6	\$1,976.4	\$2,366.0	(\$61.4)
60 Row, Land	\$288.5	\$288.5	\$279.1	\$278.3	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$0.9	\$0.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$677.4	\$629.3	\$889.9	\$8.5
90 Unallocated Contingency	\$182.9	\$130.0	\$0.0	\$0.0	\$130.0	\$52.8
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,168.0	\$2,884.0	\$3,677.2	\$0.0

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pickup. This period's project to date expenditure topped out at approximately \$32.2M where Construction Phase is responsible for about 83.9% or approximately \$27M of April's expenditure. Total project cost incurred to date topped \$2.88B, to which about Construction Phase's share is now at \$2B. The project expenditures continue to pick up and is predicted to rise to approximately \$2.95B by September 2021.



Risk Management

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

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

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

The project is now in updating the risk registers for 1st Quarter 2021.

Contingency Management

East Link project budget was baselined on April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$334M (previously \$335.8M). The current contingency balance is consistent with the project’s planned contingency drawdown.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period, AC balance shows a net decrease of approximately \$1.8M due to continued normal construction changes.

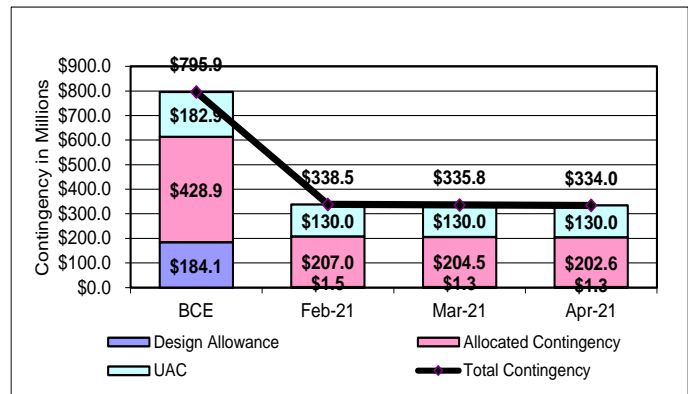
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$1.3	0.2%
Allocated Contingency	\$428.9	11.7%	\$202.6	25.5%
Unallocated Contingency	\$182.9	5.0%	\$130.0	16.4%
Total	\$795.9	21.6%	\$334.0	42.1%

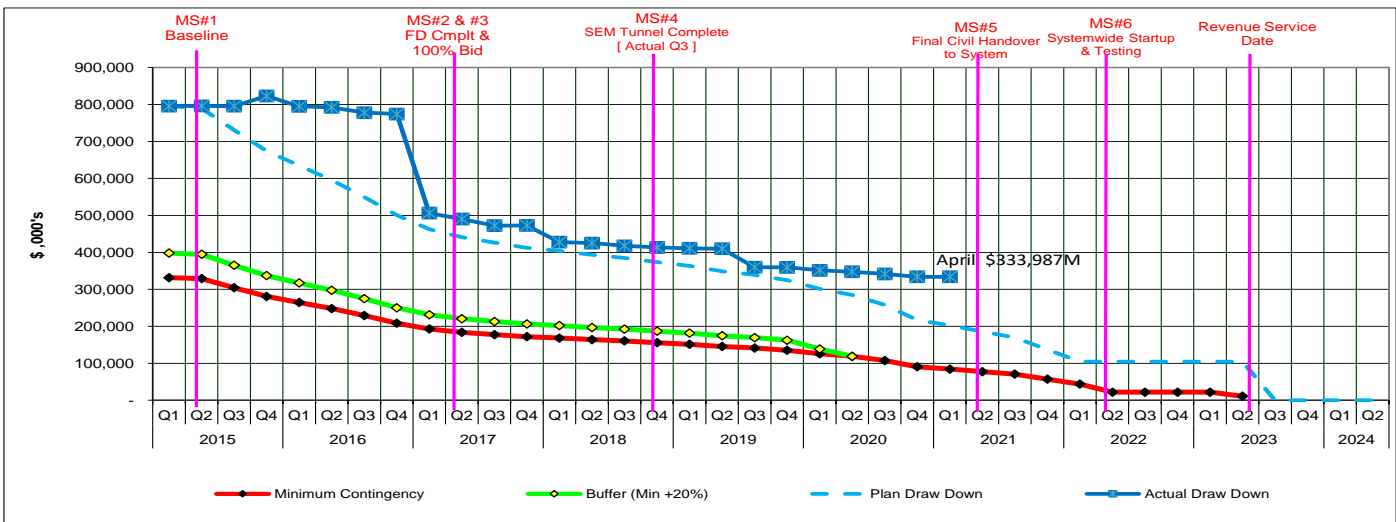
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project’s total contingency drawdown continues to trend within plan with an overall contingency balance at proximately \$334M (previously \$335.8M) 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 April represented the monthly net decrease \$1.8M due to various construction change orders and a reduction of Design Allowance of \$136K due to a miscellaneous electrical work associated to service connections.



Contingency Drawdown as of April 30, 2021

Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below.

E130 continued jet fan testing in Mt. Baker tunnel; finishes and commissioning at Judkins Park Station; completed jet fan testing in Mercer Island Tunnel and commissioning at the station; wax tape removal and track plinth grout pad remediation.

E320 continued acoustic panel artwork installation along aerial guideway; signals testing and conduit verification along BWSE; continued commissioning at the station and parking garage; thermite weld and survey work of track; landscaping.

E330 has achieved final acceptance.

E335 continued rough-ins at E. Main Station; wire pull at the South Portal Electrical Building; finish work at Bellevue Downtown Station; metal panel, framing, and glazing installation at Wilburton.

E340 conducted rail-to-earth testing at the station; installed safety railing on 136th Pl; embedded track repair along Spring Blvd.

E360 continued landscaping; punchlist and repair work on aerial guideway and at OVS; continued RTS garage crack repair; punchlist work and repairs on the OVS pedestrian bridge.

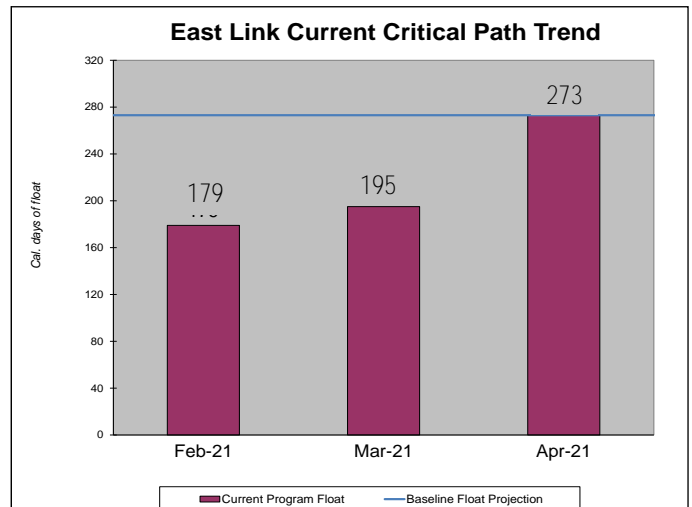
E750 continued installation of communications systems at most stations; set OCS poles and installed signal equipment and conduit along civil segments; set TPSS-09.

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

Activity Name	Start	Finish	2021			2022				2023		
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Sound Transit	18-Jan-15 A	30-Jun-23										
Sound Transit 2	18-Jan-15 A	30-Jun-23										
East Corridor	18-Jan-15 A	30-Jun-23										
LRT Extension - East	18-Jan-15 A	30-Jun-23										
East Link	18-Jan-15 A	30-Jun-23										
East Link Construction	18-Jan-15 A	30-Jun-23										
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	19-Feb-22										
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	16-Aug-21										
EL 330 - Downtown Bellevue Tunnel (DBB)	18-Jan-15 A	12-Oct-20										
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	20-Oct-21										
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	10-Jun-21										
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	19-Sep-21										
EL 750 - Systems	12-Jun-17 A	13-Jul-22										
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	30-Jun-22										
ELRACT - East Link Rail Activation/System Integration/Project Close out	23-Jun-21	30-Jun-23										
East Link Rail Activation/System Integration/Project Close out	23-Jun-21	30-Jun-23										
Pre-Revenue Testing & Start Up	23-Jun-21	30-Sep-22										
East Link System Integration Testing (LOE Summary)	23-Jun-21	30-Jun-22										
East Link Pre Revenue Operations (3 Mo)	30-Jun-22	30-Sep-22										
Revenue Service Window	30-Sep-22	30-Jun-23										
East Link Program Float (Baseline 273 Days)	30-Sep-22	30-Jun-23										
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*										

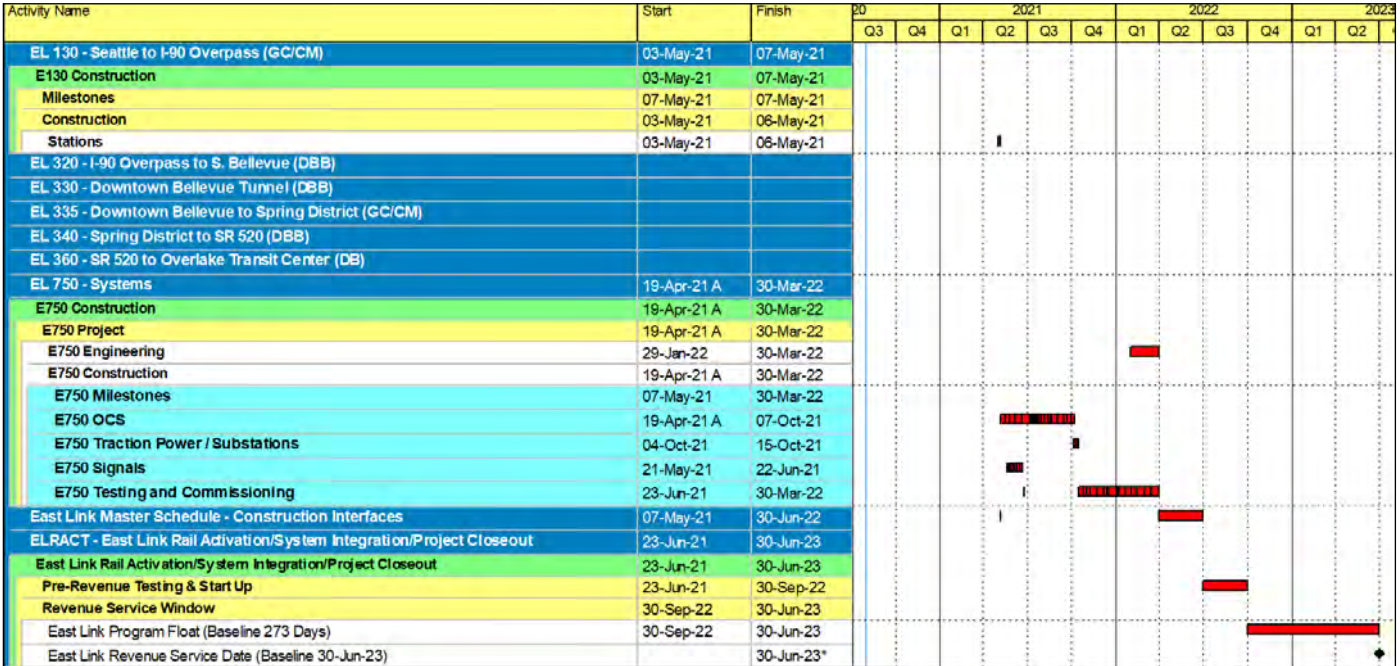
Project Float

East Link was baselined with 273 days of program float. After some projected delays over the past few months, a change to the E750 Systems contract (still under negotiation) is forecast to result in significant acceleration of the construction schedule, and restoration of current projected float use. In the coming months, the post-construction path to revenue service will be refined, which may result in another reduction of float.



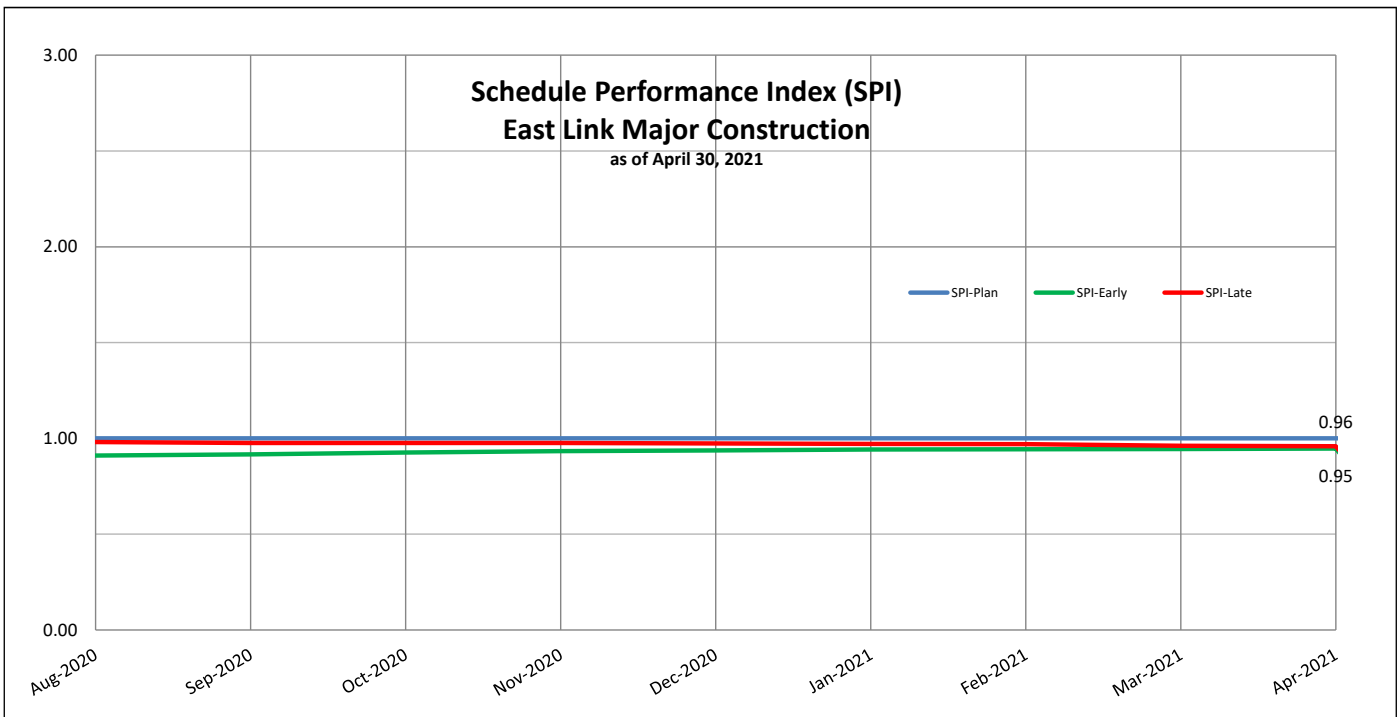
Critical Path Analysis

The East Link critical path is currently driven by the 130 handover of Judkins Park Station, followed by E750 OCS installation. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.



Schedule Performance Index

The early Schedule Performance Index (SPI) for East Link’s Major Construction Packages is at 0.95 for this period, which indicates continued steady performance. The late SPI is at 0.96 as contractors work toward final completion milestones.

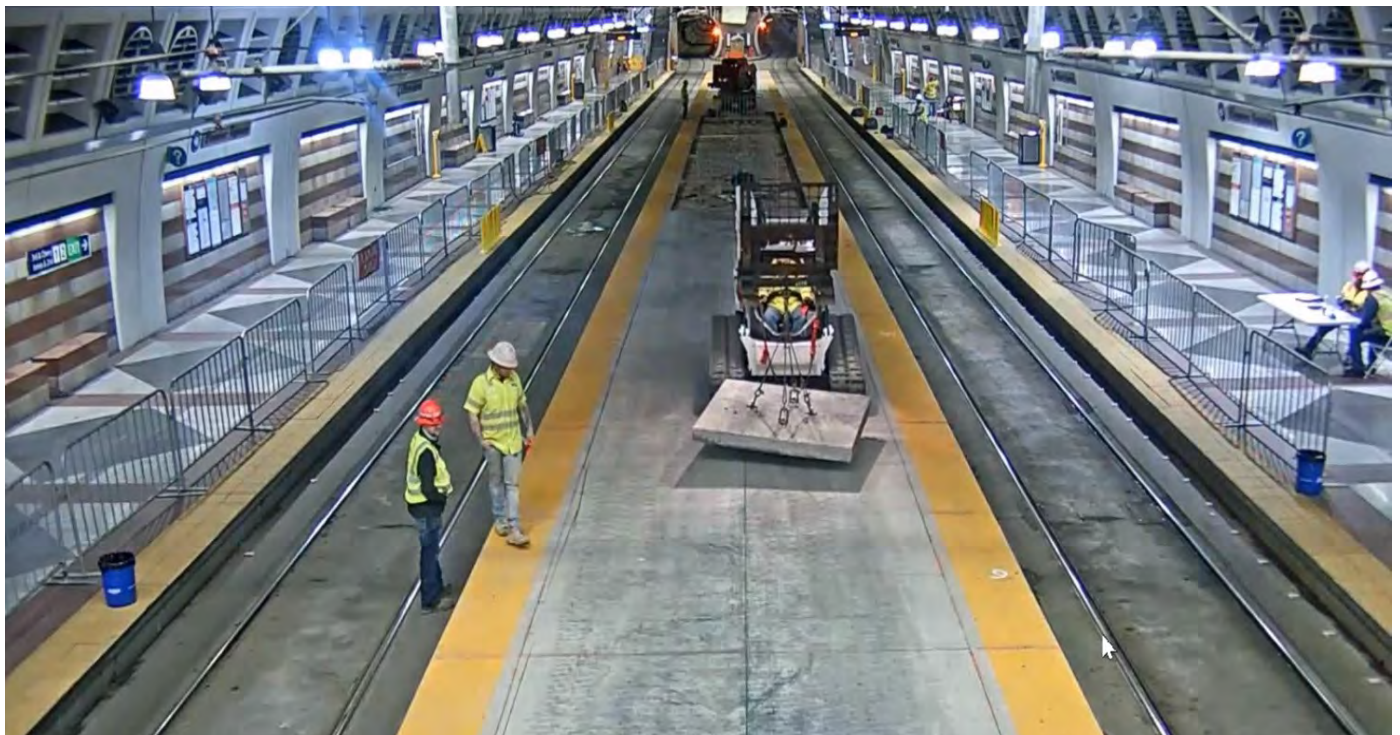
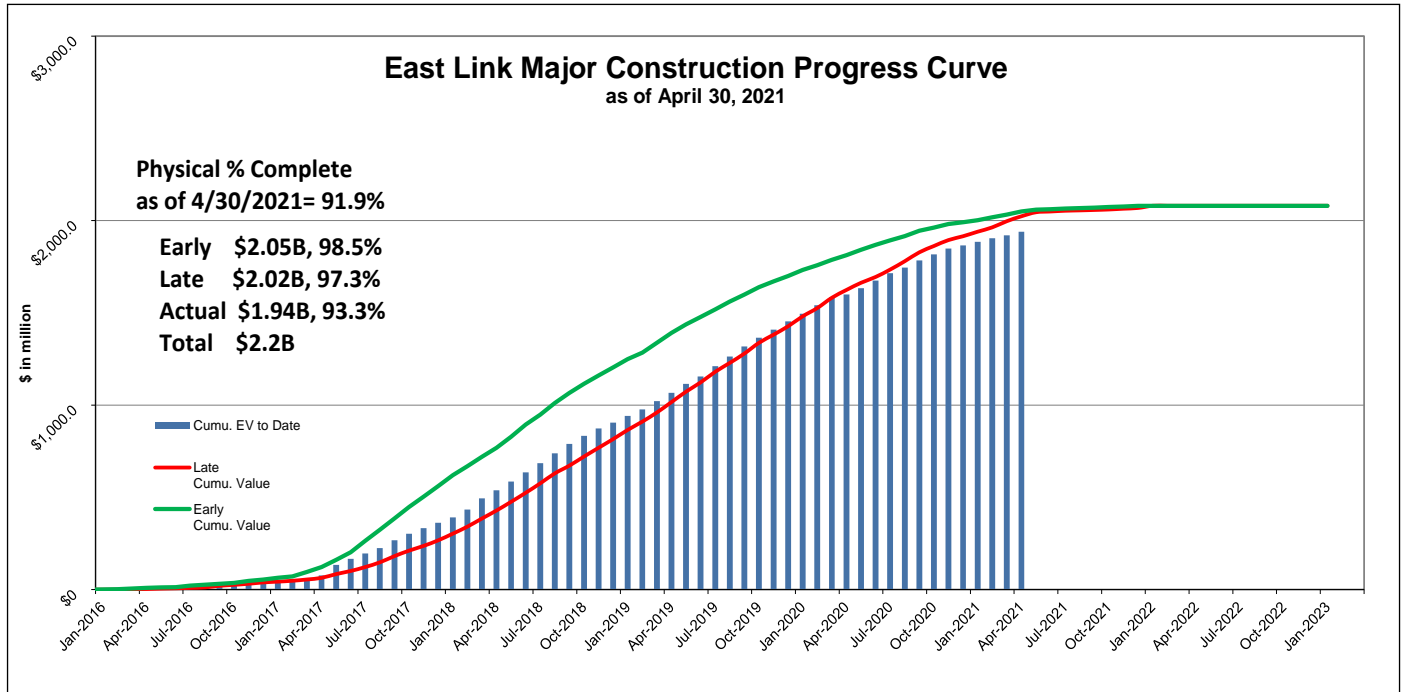


Link Light Rail East Link Extension

Project Cash Flow Projection

The overall physical percent complete for East Link construction is 91.9%.

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



E130 Seattle to South Bellevue: Pioneer Square center platform demotion—removal of concrete tops of platform

Community Engagement

- Ongoing distribution of weekly construction alerts for maintenance of traffic activities for Mercer Island, Bellevue and Redmond. While maintaining proper social distancing, communicated with numerous neighbors about upcoming major traffic changes, including full closures. April’s focus: weekend System’s tie-in work at IDS; communicating with residents and other stakeholders on ongoing work 112th paving, maintenance at 110th; general parking issues; continued coordination of TPSS delivery and future Signal House deliveries and coordination of Judkins Park Art installation.
- 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	239	229	229

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.8	45.9	(6.8)
Consultants	91.5	158.9	67.4
TOTAL	144.3	204.9	60.6

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	April 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	3	88
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	2	11	280
Reported Near Mishaps	2	8	286
Average Number of Employees on Worksite	512	-	-
Total # of Hours (GC & Subs)	70,304	373,996	6,940,918
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	2.84	1.60	2.54
LTI Rate	0.00	0.00	0.43
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

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Major Construction Contract Packages

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

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

Status: Completed and Closed.

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

Status: See following pages under Contract E130.

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

Status: See following pages under Contract E320.

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

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

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

Status: See following pages under Contract E335.

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

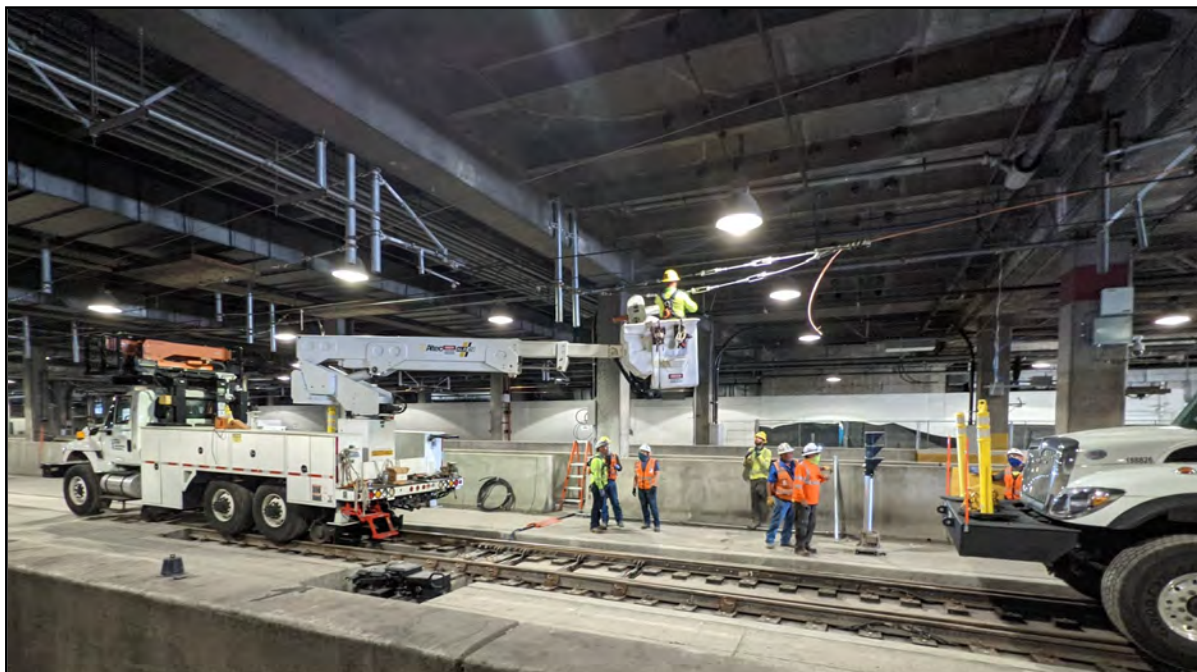
Status: See following pages under Contract E340.

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

Status: See following pages under Contract E360.

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

Status: See following pages under Contract E750



E750 Systems: East Link Tie-In of Overhead Catenary System cables at IDS

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

Current Progress

West Segment: Ongoing jet fan testing in Mt. Baker Tunnel; progress Rainier Ave Rapid Ride reconfiguration activities; advance Judkins Park Station final phase construction, utility, and commissioning activities

Center Segment: Progress installation of WSDOT maintenance railing; continue wax tape removal and track plinth grout pad remediation; advance cathodic protection, electrical commissioning activities

East Segment: Complete jet fan testing in Mercer Island Tunnel; ongoing track plinth grout pad remediation at East Channel Bridge, MI Station; continue access point construction at west approach structure

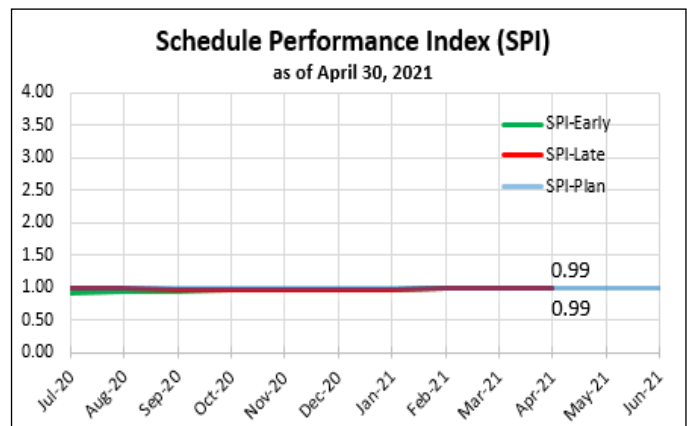
Schedule Summary

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

Activity Name	Start	Finish	2021			
			Q2	Q3	Q4	Q1
E130 Construction	10-Mar-17 A	19-Feb-22	[Gantt bar spanning Q2, Q3, Q4, and Q1 2021]			
Milestones	10-Mar-17 A	19-Feb-22	[Gantt bar]			
Access Milestones	10-Mar-17 A	12-May-17 A	[Gantt bar]			
16. Notice to Proceed - Package 1	10-Mar-17 A		[Gantt bar]			
16. Notice To Proceed - Remaining Scope	12-May-17 A		[Gantt bar]			
Major Project Complete Milestones	21-Aug-19 A	19-Feb-22	[Gantt bar]			
16. MS#02 - Substantial Completion of IDS Conversion - Reinstale NB Operations (10-Feb-20)		09-Feb-20 A	[Gantt bar]			
16. MS#03 - Substantial Completion of IDS Conversion - Reinstale SB Operations (16-Mar-20)		23-Mar-20 A	[Gantt bar]			
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (29-Jan-20)		01-Dec-21*	[Gantt bar]			
16. MS#01 - Acceptance		31-Dec-21	[Gantt bar]			
16. MS#04 - Substantial Completion All Work (12-Dec-20)		20-Jan-22*	[Gantt bar]			
16. Acceptance		19-Feb-22	[Gantt bar]			
Milestone 1 Interim Dates	21-Aug-19 A	22-Nov-21	[Gantt bar]			
Construction	20-Mar-17 A	31-Dec-21	[Gantt bar]			
Preliminary Activities	03-Apr-17 A	08-Feb-21 A	[Gantt bar]			
Sitework	23-Aug-17 A	13-Jul-20 A	[Gantt bar]			
Demolition	20-Jul-17 A	10-May-21	[Gantt bar]			
Tunnel Modifications	18-Sep-17 A	12-Aug-21	[Gantt bar]			
Stations	31-May-17 A	31-Dec-21	[Gantt bar]			
OCS Bases/Frames	02-Apr-18 A	01-Jun-21	[Gantt bar]			
Civil/Utilities	05-Jul-17 A	04-Oct-21	[Gantt bar]			
Electrical	20-Mar-17 A	28-Oct-21	[Gantt bar]			
Structures Retrofit	20-Mar-17 A	08-Nov-21	[Gantt bar]			
Trackwork	29-Jan-18 A	19-Oct-21	[Gantt bar]			
Systems	26-Jun-17 A	11-Jun-21	[Gantt bar]			
IDS Modification	16-Jan-19 A	23-Aug-21	[Gantt bar]			
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A	[Gantt bar]			

Schedule Performance Index

Through April, reported cumulative SPI-Early/SPI-Late remains at 0.99. This indicates the contractor remains nearly on target with early & late start/finish schedule performance; the current progress update continues to reflect progress impacts due to unresolved commercial issues. Delay impacts continue to be evaluated; revisions to Milestones 1, 3, & 4 are being negotiated. The primary critical path runs through Judkins Park Station and cathodic protection, and commissioning. Coordination with the E750 contractor is ongoing, and E750 contract work continues along the E130 alignment.



Link Light Rail East Link Extension



Next Period's Activities

- **West Segment:** Continue grout pad remediation in Mt. Baker Tunnel; ongoing Judkins Park Station finishes, lighting, access, and commissioning activities
- **Center Segment:** Continued wax tape removal / grout pad remediation; advance WSDOT maintenance access activities; ongoing commissioning activities
- **East Segment:** Ongoing jet fan testing, grout pad remediation in Mercer Island Tunnel; continued grout pad repair; progress remaining commissioning activities at Mercer Island Station

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- COVID-19 impacts
- NCR mitigation timeline for plinth grout pad remediation
- Wax-Tape Removal from Nylon Inserts on floating bridge
- IDS: rail grinding, Milestone 3 resolution

E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$36,197,759
Current Contract Value*	\$700,219,596
Total Actual Cost (Incurred to Date)	\$669,785,423
Percent Complete	95.79%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$36,197,759
Contingency Index	1.5

* Contract Value excludes Betterments



East head house pedestrian access—Mercer Island Station

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Continued acoustic panel artwork along guideway, as well as pavement markings and traction power substation (TPSS) work.

Bellevue Way SE: Worked on finish grading for Winters House parking lot; conducted signals testing and conduit verification with the City of Bellevue (COB) and finished grading irrigation slope at Winters House.

S. Bellevue Sta./P&R: Performed commissioning and conveyance work in the station, as well as form, rebar and pour (FRP) curb and gutter at station.

Wye-to-East Main and Track Work: Continued work on utility punch list, FRP sidewalks on the west side of 112th, as well as landscaping and planting on that side. Ongoing de-stress and thermite weld of track and ballasted walkway install.

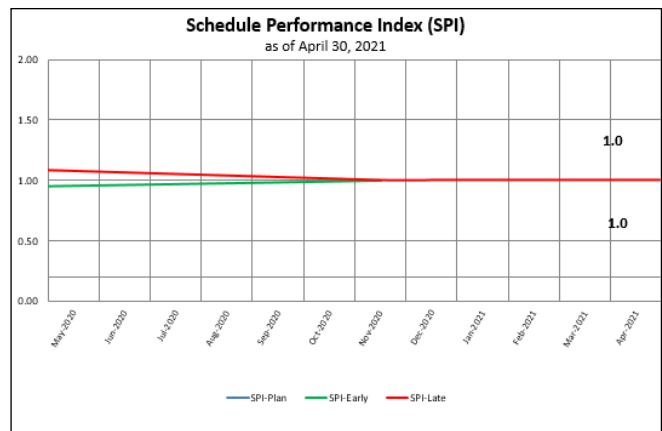
Schedule Summary

The critical path for this project currently runs through finish work and final landscaping. The contractor’s April update is presented below. The contractor has granted station and parking garage access to the E750 systems contractor; track access is anticipated within the next month.

Activity Name	Start	Finish	2021		
			Q2	Q3	Q3
E320 Construction	05-Dec-16 A	15-Aug-21	[Gantt bar spanning Q2 and Q3]		
Milestones and Summary	05-Dec-16 A	15-Aug-21	[Gantt bar]		
Contract Milestones	05-Dec-16 A	15-Aug-21	[Gantt bar]		
Limited Notice to Proceed	05-Dec-16 A		[Gantt bar]		
Notice to Proceed	13-Feb-17 A		[Gantt bar]		
Milestone 3A - Clear & Grub Swaylocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A	[Gantt bar]		
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A	[Gantt bar]		
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A	[Gantt bar]		
Milestone 4 - SIDT & SCADA Complete (NTP+1160D)		27-Feb-20 A	[Gantt bar]		
Milestone 2 - Final Restoration of Bellevue Way (Start+897D)		01-May-21*	[Gantt bar]		
Milestone 5 - Acceptance of South Bellevue Station (NTP+ 1225D)		26-Jul-21*	[Gantt bar]		
Milestone 6 - Required Substantial Completion (NTP+1364D)		15-Aug-21*	[Gantt bar]		
Construction-1	21-Apr-17 A	13-Aug-21	[Gantt bar]		
Mobilization	21-Apr-17 A	16-Jul-18 A	[Gantt bar]		
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	23-Jun-21	[Gantt bar]		
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	13-Aug-21	[Gantt bar]		
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	18-Jun-21	[Gantt bar]		
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	09-Jul-21	[Gantt bar]		
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A	[Gantt bar]		
Area F - Swaylocken Mitigation	23-Apr-18 A	21-Dec-18 A	[Gantt bar]		

Schedule Performance Index

At this late stage of the project, most of the baseline planned work has already occurred; hence, SPI of 1, a normative indicator stating scope been executed as planned. That said, the critical path to the finishing line runs through commissioning, final track survey, road work and landscaping. While there are pockets of activities that continues to lag, Systems has had access to the parking garage (scheduled for opening this Fall) and the Station. Monitoring of access continues to mitigate impacts to follow on contractors.



Link Light Rail East Link Extension



Next Period's Activities

- **Bellevue Way SE:** Trench area B landscaping and continued COB signalization testing.
- **S. Bellevue Sta./P&R:** Continued curb & gutter work at station.
- **Wye-to-East Main:** Set lighting poles, continue curb & gutter work, as well as landscaping and planting work.
- **Track Work:** Ongoing distress/thermite weld track, and pedestrian crossing work.

Closely Monitored Issues

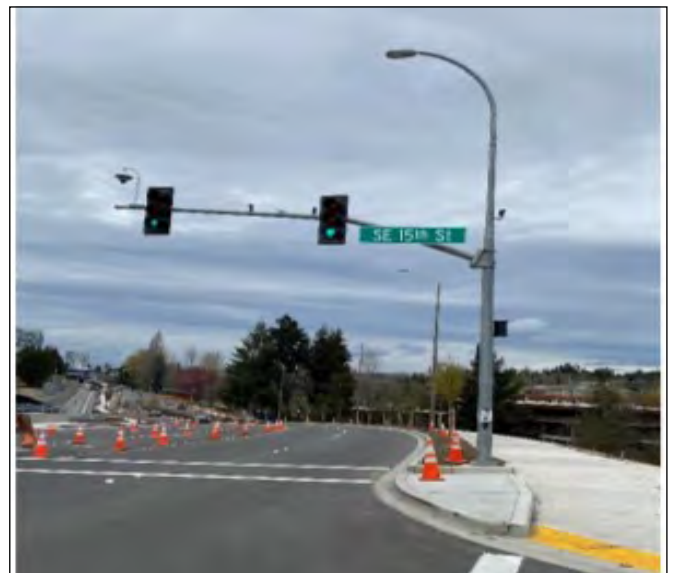
- COVID-19 impacts
- Working adjacent to wetland areas, environmental compliance concerns



Cost Summary

Present Financial Status	Amount*
E320 Contractor - Shimmick/Parsons JV.**	
Original Contract Value	\$319,859,000
Change Order Value	\$9,814,039
Current Contract Value	\$329,341,312
Total Actual Cost (Incurred to Date)	\$320,261,950
Percent Complete	97.89%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$9,814,039
Contingency Index	3.8

•\$ Amount excludes betterments and START.



Signal at New SE 15th Intersection

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Link Light Rail East Link Extension



Contract E330 – Downtown Bellevue Tunnel

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



Cost Summary

Final Financial Status	Amount
E330 Contractor– Guy F Atkinson Construction, LLC.	
Original Contract Value	\$121,446,551
Change Order Value	(\$1,109,096)
Current Contract Value	\$120,337,455
Total Actual Cost	\$120,337,455
Percent Complete	100%
Authorized Contingency	\$13,256,330
Contingency Drawdown	(\$1,109,096)
Contingency Index	N/A



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

Current Progress

East Main Station: Continued Electrical rough-ins at station canopy, grade plaza and sidewalk, install glazing sloped, light fixtures and benches/receptacles at central canopy. Continued pull wire at South Portal Electrical Building, commenced commissioning.

Bellevue Downtown Station (BDS): Commenced installation Root Ball sculpture in reflection pool, green kiosk panels on platform level, excavation in preparation for soil cells and placing topsoil on the surface of garden. Continued installation monument wall, glazing public stairs, tile installation for pedestals and outside of elevators.

Wilburton Station: Continued installation of canopy overhang, north plaza metal wall panel and curtain wall glazing, concrete placement for curbs. Installed stud framing for soffit at south entrance coiling door and continued installation bike shelter studs, tile caulk expansion joints and platform level canopy nosing.

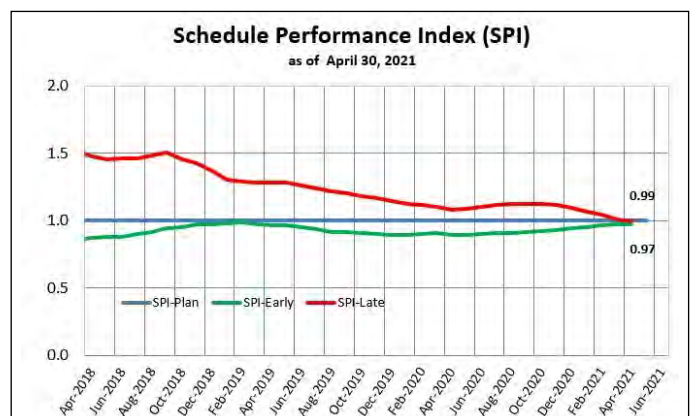
Schedule Summary

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

Activity Name	Start	Finish	2021	
			Q2	Q3
E335 Construction	24-Apr-17 A	20-Oct-21	[Gantt bar spanning Q2 and Q3]	
Milestones	04-May-18 A	26-Sep-21	[Gantt bar spanning Q2 and Q3]	
Contract Milestones	30-Sep-18 A	18-Jul-21	[Gantt bar spanning Q2 and Q3]	
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A	[Gantt bar in Q2]	
Milestone #2 - Complete S/DIT's for Interface to SCADA		14-Jan-20 A	[Gantt bar in Q2]	
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		01-May-21*	[Gantt bar in Q2]	
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		01-May-21*	[Gantt bar in Q2]	
Milestone #6 - Substantial Completion of all Work (16-May-21)		16-May-21*	[Gantt bar in Q2]	
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-20)		18-Jul-21*	[Gantt bar in Q3]	
Calculated Milestones	04-May-18 A	26-Sep-21	[Gantt bar spanning Q2 and Q3]	
E335 Achieves Milestone #1		04-May-18 A	[Gantt bar in Q2]	
E335 Achieves Milestone #2		14-Jan-20 A	[Gantt bar in Q2]	
E335 Achieves Milestone #3		18-Jul-21	[Gantt bar in Q3]	
E335 Achieves Milestone #4		12-Aug-21	[Gantt bar in Q3]	
E335 Achieves Milestone #5		12-Aug-21	[Gantt bar in Q3]	
E335 Achieves Milestone #6		26-Sep-21	[Gantt bar in Q3]	
Mobilization	24-Apr-17 A	24-Apr-17 A	[Gantt bar in Q2]	
Construction	24-Apr-17 A	20-Oct-21	[Gantt bar spanning Q2 and Q3]	
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	12-Aug-21	[Gantt bar in Q2]	
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	27-Aug-21	[Gantt bar in Q2]	
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	20-Oct-21	[Gantt bar spanning Q2 and Q3]	
Area 4: Aerial Guideway (568+45 - 606+50)	24-Apr-17 A	16-Aug-21	[Gantt bar in Q2]	
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	27-Jul-21	[Gantt bar in Q2]	
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	18-Jul-21	[Gantt bar in Q2]	
Testing and Commissioning	01-Jun-20 A	11-May-21	[Gantt bar in Q3]	

Schedule Performance Index

This period, the SPI-Early is at 0.97 and the SPI-Late is at 0.99. The lag on SPI Early is mostly due to delay at DBS and Wilburton Station which some design changes caused rework and re-sequencing non-critical activities in these areas.



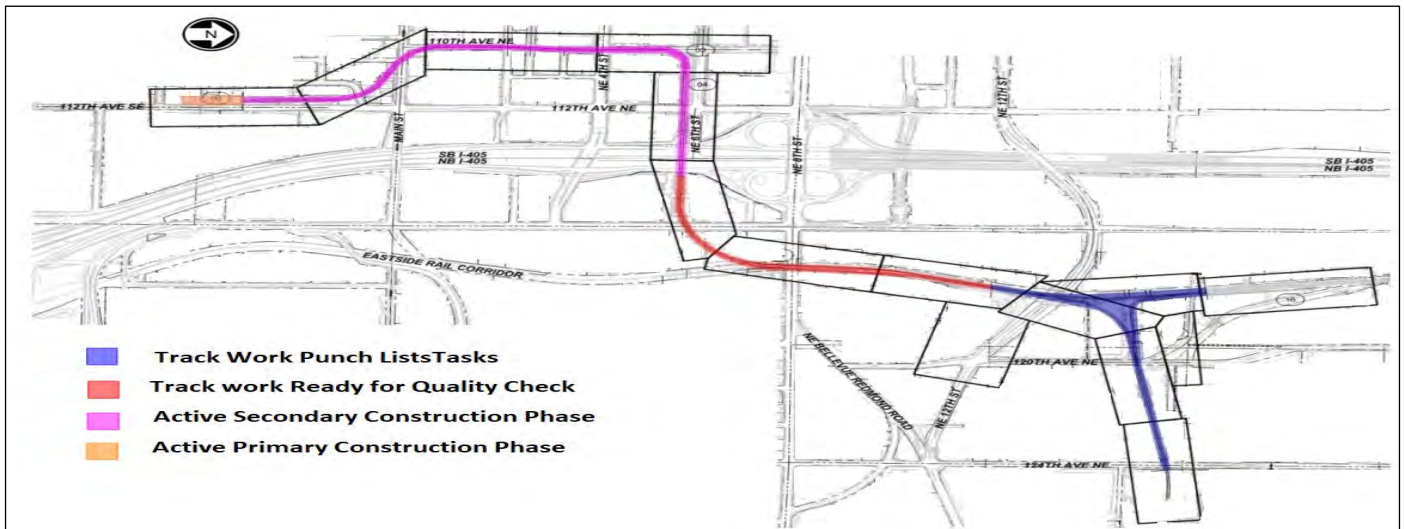
Link Light Rail East Link Extension

Next Period's Activities

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

Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount
E335 Contractor– Stacy & Witbeck/Atkinson Joint Venture (SWA-JV).	
Original Contract Value (includes station scope)	\$393,798,210
Change Order Value	\$18,329,301
Current Contract Value	\$412,127,511
Total Actual Cost (Incurred to Date)	\$381,613,148
Percent Complete	96.27%
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$18,329,301
Contingency Index	1.6



STArt's root sculpture placement at BDS Reflection Pool

Contract E340 – Bel-Red

Current Progress

Aerial Guideway area: Installed wireway fittings on system ductbank.

130th Ave Station: Installed track boxes. Conduit rail-to-earth testing

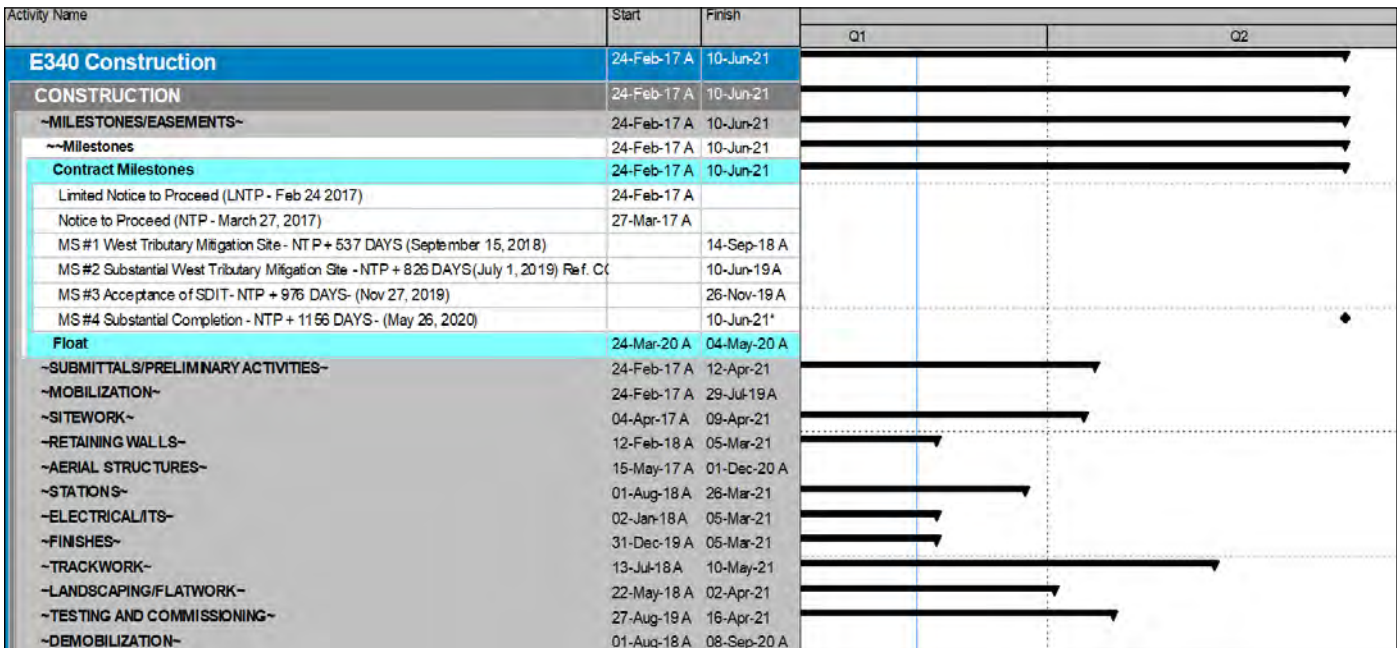
NE Spring Blvd: Installed header rebar and formwork. Poured track headers and center slabs.

136th PI NE: Installed metal safety railing. Installed hardscape along 136th PI NE and NE Spring Blvd intersection.

System Scope: Installed Overhead Catenary System (OCS) poles. Installed OCS brackets and wire support.

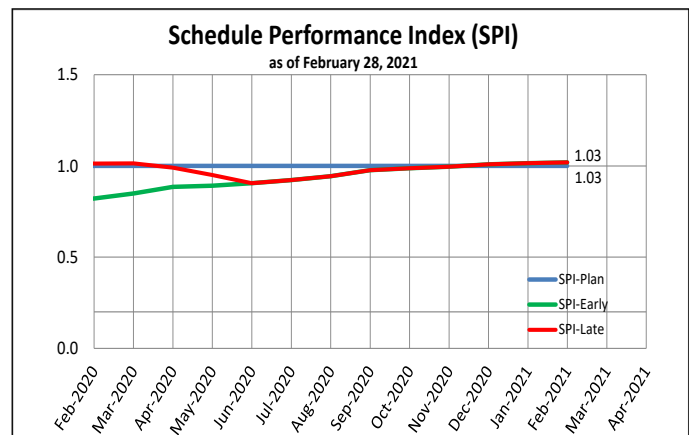
Schedule Summary

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



Schedule Performance Index

The Contractor is behind on their substantial completion date. This Schedule Performance Index chart has been updated as of February 2020, which is the latest schedule submittal. Contractor has been tardy with their schedule. The SPI-Early is at 1.03 and the SPI-Late is at 1.03. These numbers indicate that the contractor is right on track with their current early and late performances.



Link Light Rail East Link Extension



Next Period's Activities

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

130th Ave Station: Apply permanent pavement marking. Install irrigation and station signage.

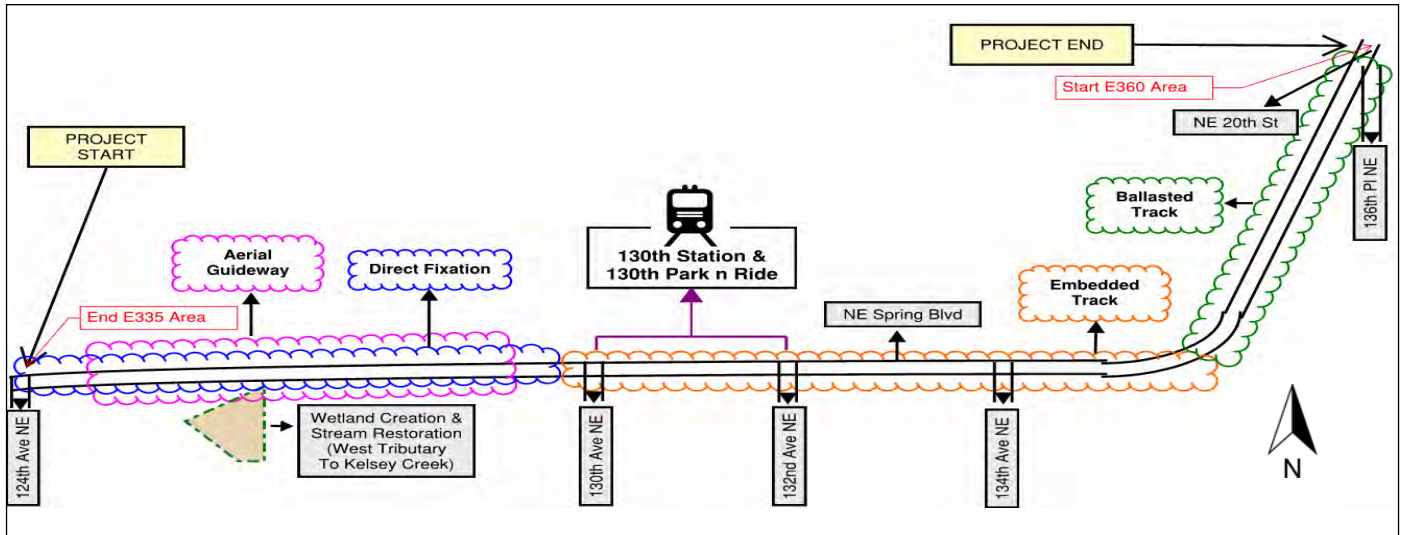
NE Spring Blvd: Install header rebar and formwork. Pour track center headers.

136th Place NE: Install metal safety railing. Continue installing hardscape along 136th Pl NE and NE Spring Blvd intersection. Install irrigation service.

Closely Monitored Issues

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

E340 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E340 Contractor– Max J Kuney	
Original Contract Value	\$93,170,012
Change Order Value	\$6,140,661
Current Contract Value	\$99,310,673
Total Actual Cost (Incurred to Date)	\$96,990,325
Percent Complete	97.01%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$6,140,661
Contingency Index	2.26



Placing concrete in the center track slab facing west.

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

Current Progress

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

Construction:

- Work Area (WA)#1: Valley Creek vault punchlist work and Oakhurst landscape restoration.
- WA #2: Ductbank punchlist work for Aerial Guideway continue. Clear Zone compost placement between Overlake Village Station (OVS) and Redmond Technology Station (RTS).
- WA #3/4: OVS punch list work and installation of site furnishing is ongoing.
- WA #5: All major construction activities complete in this area.
- WA #6: Removing louvers from garage, crane pad installation, and temporary shoring / utility potholing in preparation for demolition; garage demolition began on April 23, 2021.
- WA #7: OVS Ped Bridge handrail installation , punchlist, and NCR repair work continued.

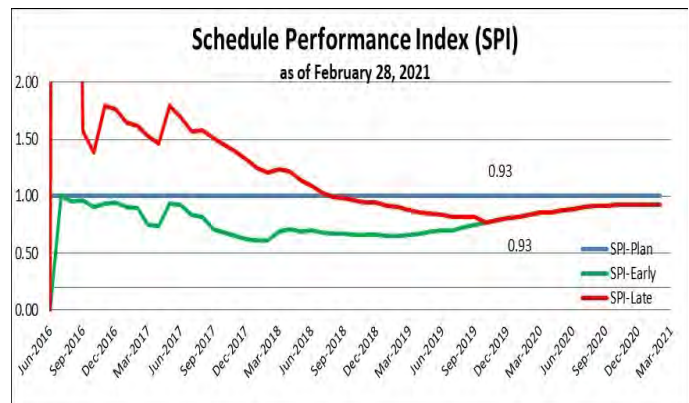
Schedule Summary

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

Activity Name	Start	Finish	2021	
			Q2	Q3
E360 Construction	13-Jul-16 A	20-Aug-21	[Gantt bar spanning Q2 and Q3]	
Base Contract	13-Jul-16 A	20-Aug-21	[Gantt bar spanning Q2 and Q3]	
Design	13-Jul-16 A	18-Jun-21	[Gantt bar in Q2]	
Construction	13-Jul-16 A	20-Aug-21	[Gantt bar spanning Q2 and Q3]	
General	13-Jul-16 A	20-Aug-21	[Gantt bar spanning Q2 and Q3]	
Project Milestones	13-Jul-16 A	20-Aug-21	[Gantt bar spanning Q2 and Q3]	
Notice to Proceed	13-Jul-16 A			
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A		
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A		
Milestone 3B Substantial Completion (31-Jul-2020)		20-Aug-21*	[Milestone dot in Q3]	
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A	[Gantt bar in Q2]	
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A	[Gantt bar in Q2]	
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A	[Gantt bar in Q2]	
WA #4 - Overlake Village Station	14-Jul-16 A	21-May-21	[Gantt bar in Q2]	
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	02-Jun-21	[Gantt bar in Q2]	
WA #6 - Overlake Transit Center	01-May-17 A	06-May-21	[Gantt bar in Q2]	
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	14-May-21	[Gantt bar in Q2]	
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	03-May-21	[Gantt bar in Q2]	

Schedule Performance Index

The May/June/July 2020 pay apps are being withheld due to defective structural design and construction of the RTS garage. Schedule Performance Index chart has been updated per the latest schedule submittal. Early and late SPI are both 0.93. The lag on SPI curves are skewed to the late finish because of pending commercial resolution of the RTS pedestrian bridge scope that was terminated from the project.



Link Light Rail East Link Extension



Next Period's Activities

- **WA #1:** Park Place Punch list inspection for vaults.
- **WA #2:** Punch list work continues
- **WA #3/4:** Punch list work / NCR Repair Work.
- **WA #5:** All major construction work complete.
- **WA #6:** Punch list items. RTS Garage Repair Work.
- **WA #7:** Ped Bridge Punchlist Work.

Closely Monitored Issues

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

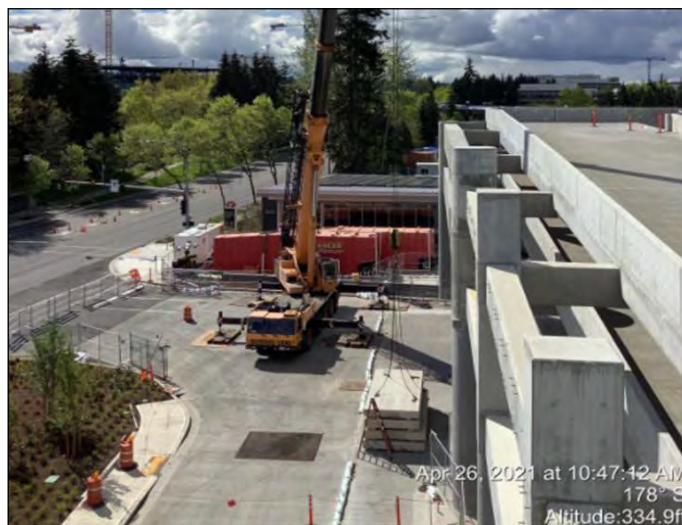
E360 Construction Work Areas



Cost Summary

Present Financial Status	Amount
E360 Contractor— Kiewit-Hoffman	
Original Contract Value	\$225,336,088
Change Order Value	\$9,199,662
Current Contract Value	\$234,300,126
Total Actual Cost (Incurred to Date)	\$214,620,479
Percent Complete	96.35%
Authorized Contingency	\$22,533,609
Contingency Drawdown	\$9,199,662
Contingency Index	2.4

Excludes Betterment



WA 6— RTS Garage Section Removal via crane.

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

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

- Continue development and reviews of engineering submittals covering all disciplines: Traction Power Substations (TPSS), Overhead Catenary Systems (OCS), Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installed radio system, communication equipment and fiber innerduct at E130 civil segment.
- Installed conduit and signal equipment/devices at E130 civil segment.
- Install OCS poles and cantilevers E130 and posted OCS wire at E360 civil segments.
- Delivered and set TPSS unit, preformed testing and installed equipment at E130 civil segment.

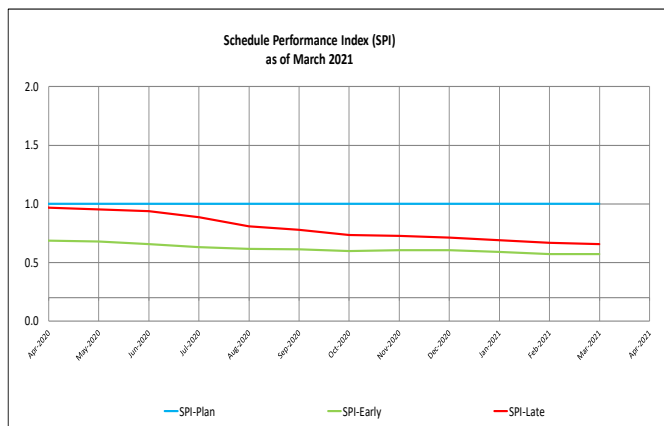
Schedule Summary

The contractor’s April update is presented below. The critical path for this project is driven by access to Judkins Park Station, followed by OCS installation. The contractor has experienced some delays in access to work areas, but negotiations are ongoing for acceleration to achieve substantial completion in time to meet Sound Transit’s post-construction schedule.

Activity Name	Start	Finish	2021				2022	
			Q2	Q3	Q4	Q1	Q2	
E750 Construction	12-Jun-17 A	12-Jul-22						
General	12-Jun-17 A	12-Jun-17 A						
Key Dates	12-Jun-17 A	12-Jun-17 A						
NTP - Notice to Proceed (NTP) Northgate and East Link	12-Jun-17 A							
E750 Project	11-Jul-17 A	12-Jul-22						
E750 Engineering	11-Jul-17 A	30-Mar-22						
E750 Construction	12-Sep-18 A	12-Jul-22						
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A						
E750 Milestones	12-Mar-19 A	27-May-22						
E750 Project Milestones	31-May-21	23-Nov-21						
E750 Access Dates	12-Mar-19 A	15-Oct-21						
E750 Contract Milestones	09-Feb-20 A	27-May-22						
MS#06a East Link: Substantial completion of IDS Station Tie-in Work For North Bound (3/9/20)		09-Feb-20 A						
MS#06b East Link: Substantial completion of IDS Station Tie-in Work (CNRF-P 27)		22-Mar-20 A						
MS#07 East Link: Limited systems, South Bellevue parking garage (CCTV, Telephone) (05/16/21)		08-Jun-21*						
MS#08 East Link: Limited systems, Redmond Tech transit center parking garage (CCTV, Tele) (09/30/21)		19-Nov-21*						
MS#09a East link: Install & Test completion of East Link Systems (03/31/22)		30-Mar-22*						
MS#09B East link: Substantial completion of East Link Systems (05/30/22)		27-May-22*						
E750 SCCRIM	25-Jan-19 A	07-Sep-21						
E750 OCS	14-Feb-19 A	11-Oct-21						
E750 Traction Power / Substations	01-Oct-18 A	15-Oct-21						
E750 Signals	12-Sep-18 A	06-Dec-21						
E750 Communications	13-Nov-18 A	25-Dec-21						
E750 Radio	28-Jan-19 A	19-Nov-21						
E750 SCADA	30-Dec-21	27-Jan-22						
E750 Trunk Fiber	19-Dec-18 A	03-Nov-21						
E750 Testing and Commissioning	14-Aug-20 A	12-Jul-22						

Schedule Performance Index

Performance for March is shown, the April invoice has not been submitted. The SPI-Early is 0.57 and SPI-Late is 0.66. Both figures indicates the contractor is behind the early and late plans. This lag is due to access issues on civil segments, especially E130 and E360, as well as from the April 2020, suspension of activities in response to COVID-19. While the suspension was lifted on May 4, 2020, the challenges to comply with pandemic protocols remains a challenge and directly impacts the efficiency of work. The trend is expected to persist in the near future.



Link Light Rail East Link Extension

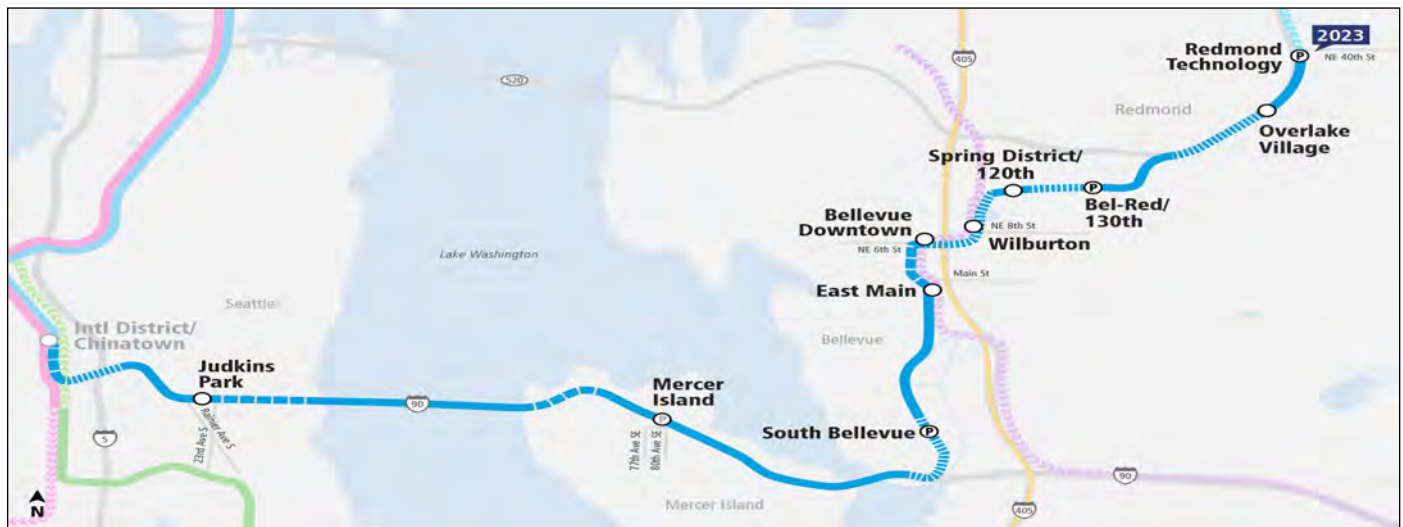


Next Period's Activities

- Continue development and reviews of engineering submittals covering all disciplines: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing meetings between systems and civil contractors for interface and access points for respective contracts.
- Ongoing installation and delivery of TPSS and Factory Acceptance Testing (FAT).
- Ongoing installation of OCS cabling and pole installation at the E130 and E360 civil segments.

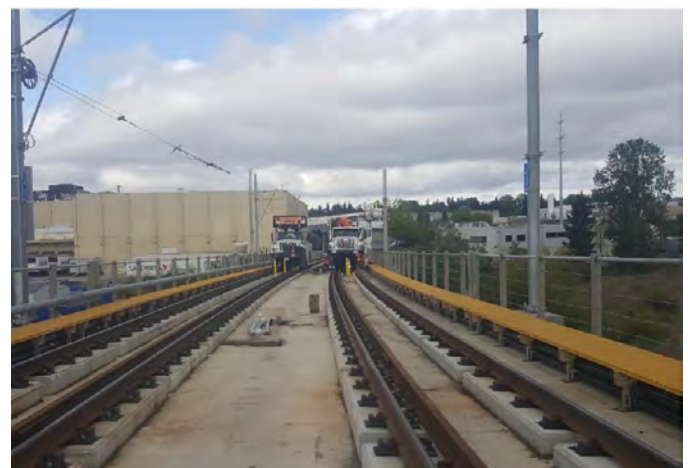
Closely Monitored Issues

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



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$2,342,806
Current Contract Value	\$257,715,833
Total Actual Cost (Incurred to Date)	\$135,720,307
Percent Complete	59%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$2,342,806
Contingency Index	2.4



Installation of OCS brackets along Bel-Red segment.

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

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Link Light Rail Downtown Redmond Link Extension



Project Summary

Scope

Limits The Downtown Redmond Link Extension (DRLE) builds new light rail from the Redmond Technology Station to downtown Redmond.

Alignment The extension starts at Redmond Technology Station and travels generally along SR-520 and SR-202 to downtown Redmond.

Stations Two Stations—SE Redmond (at Marymoor Park) and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Design Build

Budget \$1.530 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- 100% design reviews underway for SE Redmond Station and Garage and 60th St. box structure.
- Comment resolution with City, county, state and other third party reviewers on the Heavy Civil & Systems 100% design package.
- Field work including: NE 40th cut and cover drilled shaft installation, soil nail wall work north of NE 51st, site preparation at NE 60th cut and cover, column pour at Sammamish River crossing, joint utility work at SE Redmond Station, early utility work at SR 520/SR 202 interchange, joint trench conduit installation along NE 70th street, paved RCC trail detour in Downtown area, and crane mobilization into Downtown Redmond for shaft construction.
- Concurrence from Corps and City of Redmond that permit conditions related to work at Bear Creek are satisfied, allowing early work to begin near Bear Creek in preparation for summer fish window work.
- Conducted a post mitigation Quantitative Risk Assessment.
- Cell providers preparing to submit permit applications for temporary mobile cell towers to support permanent cell tower relocations.

Closely Monitored Issues

- Utility relocations being done by third parties, and ensuring they support the overall project schedule.
- Sensitive vibration receptor identified near the guideway within the Microsoft campus that require additional testing, evaluation and development of potential mitigation strategies.



Link Light Rail Downtown Redmond Link Extension

Project Cost Summary

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

In this period, DRLE incurred approximately \$10.1M of expenditure. This period expenditure incurred primarily in the Construction phase \$8.4M for mostly progression of design build scope and ROW acquisition of \$1M. Total cumulative expenditure to date rose from \$325.7M to \$335.8M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77.0	\$77.0	\$15.1	\$14.9	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.2	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$0.8	\$0.7	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.4	\$15.6	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$5.3	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$747.2	\$182.6	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$101.4	\$97.4	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$944.4	\$335.8	\$1,530.0	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332.4	\$332.4	\$231.3	\$51.5	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$184.4	\$26.2	\$261.9	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.1	\$287.7	\$194.6	\$30.0	\$287.7	\$0.0
50 Systems	\$108.6	\$103.6	\$65.7	\$9.4	\$103.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$985.6	\$675.7	\$117.1	\$985.6	\$0.0
60 Row, Land	\$168.5	\$168.5	\$101.4	\$97.4	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.0	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$166.7	\$121.3	\$293.6	\$0.0
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$944.4	\$335.8	\$1,530.0	\$0.0

Link Light Rail Downtown Redmond Link Extension



Risk Management

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

The project completed its quantitative risk assessment risk workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment report supported with good probability that the project baseline cost and schedule assumptions. The externality conditions remains the same this period and may have reduced in some instances, therefore, the project’s risk profile remains unchanged. Conducted post mitigation Quantitative Risk Assessment on April 29th. Analysis and report is being drafted with issuance now anticipated in June. The following are the current top project risk areas:

- Property acquisition - market conditions; protracted durations of attaining control of properties; evolving design impacts property needs; however, the current cost risk seems to be subsiding due to appraisals and offers aligning to the baseline budget assumptions.
- Permitting and third party requirements - construction adjacent to SR520; flood prone areas by Sammamish River and Bear Creek; archaeological discovery; permitting of stream crossings; betterment requests increases complexity of projects; construction impacts to traffic; protracted negotiation with third parties; interfaces with private utilities for utility relocations.
- Change during finalization of design and during construction—late discovery of sensitive receptors; utilities; threat and Vulnerability and preliminary hazard designs.
- Agency staffing and labor capacity - developing and mobilizing resources and coordinating start up activities across multiple extensions within a short time frame.; market shortage of qualified construction labor.
- COVID-19 pandemic - impact due to COVID-19 is unknown and this fluid situation is being closely monitored.

Project Schedule

The current project schedule is presented below. Major design packages for guideway, systems, and SE Redmond Station are almost finalized. Utility relocation, the 40th and 51st St. cut & cover tunnels, and drilled shafts for the Sammamish Guideway substructure are ongoing. Ground improvements at SE Redmond Station have begun. The project is forecast for completion toward the end of 2024.

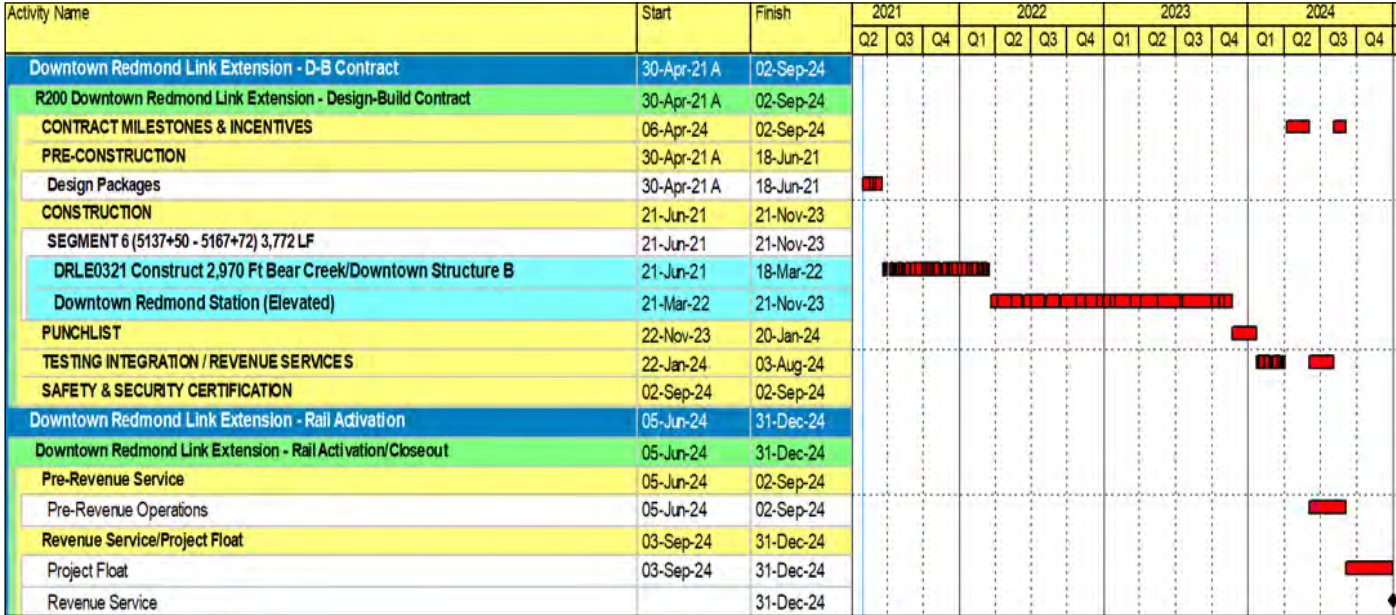
Activity Name	Start	Finish	2021				2022				2023				2024			
			Q2	Q3	Q4		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24																
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	02-Sep-24																
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	02-Sep-24																
NTP (9/9/19)	09-Sep-19 A																	
SWK Construction Complete		16-Nov-23																
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		04-Jun-24*																
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		02-Sep-24																
OWNER FLOAT	08-Apr-24	02-Sep-24																
PRE-CONSTRUCTION	09-Sep-19 A	28-Sep-22																
CONSTRUCTION	09-Sep-19 A	04-Jun-24																
OCC	06-Sep-23	31-Oct-23																
PUNCHLIST	22-Nov-23	19-Feb-24																
TESTING INTEGRATION / REVENUE SERVICES	19-Jul-22	03-Aug-24																
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	02-Sep-24																
Downtown Redmond Link Extension - Rail Activation/Closeout	17-Oct-23	31-Dec-24																
Systems Integration & Testing	17-Oct-23	04-Jun-24																
Safety and Security Certification	17-Nov-23	04-Jun-24																
Pre-Revenue Service	05-Jun-24	02-Sep-24																
Pre-Revenue Operations	05-Jun-24	02-Sep-24																
Revenue Service/Project Float	03-Sep-24	31-Dec-24																
Project Float	03-Sep-24	31-Dec-24																
Revenue Service		31-Dec-24																



Link Light Rail Downtown Redmond Link Extension

Critical Path Analysis

The critical path for R200 currently runs through the Heavy Civil, Guideway, and Systems Design Package, and then through the Downtown Guideway Structure and Downtown Redmond Station, and finally into System Integration Testing.



Right-of-Way

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

Downtown Redmond Link Extension Property Acquisition Status*					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required **	Relocations Completed to date
84	88	91	66	1579	1571

* All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.
 ** A large majority of the relocation count is due to the relocation of storage units.
 Note: The change in Board Approved was due to a correction. The WSDOT ASL/TCAL leases was being counted in the #of parcels needed and board authorized and they should have been included in the WSDOT tracking.

Community Engagement

- Ongoing engagement with the public and businesses on potential construction impacts, with specific focus on property owners and tenants regarding the start of construction this year and the increasing construction activities along SR520.
- Outreach effort on construction alerts and flyers regarding NE 40th; NE 50th and NE 60th Street undercrossing.
- Addressed noise complaints from residents along SR520 corridor
- Briefed upcoming work on upcoming traffic changes on NE 60th St. Update on long term closure on SR520 overpasses.

Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through April of 2021. The consulting variance is due to the fact that the design build project management consultants are being prudently mobilized. Effectively the variance gap should trend closer to plan average as the year progresses; however, due to fluidity of the situation with COVID-19, it 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	27.2	24.4	(2.7)
Consultants	37.0	31.3	(5.7)
TOTAL	64.2	55.7	(8.4)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	April 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	2	3	3
Days Away From Work Cases	1	1	1
Total Days Away From Work	28	28	28
First Aid Cases	0	2	3
Reported Near Mishaps	1	1	5
Average Number of Employees on Worksite	344	-	-
Total # of Hours (GC & Subs)	25,302	80,435	112,562
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	15.81	7.46	5.33
LTI Rate	7.90	2.49	1.78
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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



Artist rendering of Downtown Redmond Station platform

Link Light Rail Downtown Redmond Link Extension



Contract R200 - DRLE Design Build

Current Progress

Design:

- Reviewed South East Redmond Station and Garage, 60th Street Box Structure and Unnamed Tributary Bridge packets.
- Reviewed and responded to Notice of Design Change / Final Design Consultant.

Construction:

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

Next Period's Activities

- Complete work to relocate transformers/vista switches at the Liberty Mutual Building.
- Demo median strip at 60th in preparation for 60th Cut and Cover construction.
- Stone column installation continued in the garage footprint.
- Early utility relocation work in preparation for traffic switch at the 202/520 interchange commenced.

Closely Monitored Issues

- Unnamed Tributary designation as a fish passage has resulted in a change with significant cost impacts. ST is working with the Contractor to avoid schedule impacts.
- Working on the design and permitting approval to allow site prep work near Bear Creek supporting a full utilization of the summer 2021 fish window.
- The requirement to limit vibration adjacent to Microsoft RL 105 (Building 87) and modify guideway design from ballasted to floating slabs will have cost impacts.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$719,396,000
Change Order Value	\$6,507,736
Current Contract Value	\$725,903,736
Total Actual Cost (Incurred to Date)	\$173,118,701
Percent Complete	27.0%
Alternative Concept Allowance	\$46,471,698
Authorized Contingency	\$78,784,902
Contingency Drawdown	\$6,507,736
*Contingency Index	3.27

*Excludes Betterments



Drilled shaft placing second casing section.

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Link Light Rail West Seattle and Ballard Link Extensions



Project Summary

Scope

West Seattle

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

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

Ballard

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

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

Stations

See project map

Phase

Planning

Budget

\$285.9 M through completion of Preliminary Engineering

Schedule

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



Map of Project Alignment

Key Project Activities

- Continued production of the Draft EIS.
- Continued collecting data and conducting fieldwork activities in support of environmental and engineering evaluation.
- Briefed community groups virtually as requested. Provided overview of outreach, project goals, agency roles, and near-term opportunities for engagement.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.



Link Light Rail West Seattle and Ballard Link Extensions

Project Cost Summary

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

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

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

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$63.1	\$19.7	\$19.6	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$85.7	\$79.4	\$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	\$1.5	\$1.0	\$11.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$6.0	\$2.9	\$1.8	\$6.0	\$0.0
Total	\$285.9	\$109.7	\$101.8	\$285.9	\$0.0

Cost Summary by SCC

SCC Element	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 Row, Land	\$5.0	\$2.9	\$1.8	\$5.0	\$0.0
80 Professional Services	\$263.4	\$106.8	\$100.0	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$109.7	\$101.8	\$285.9	\$0.0

Link Light Rail West Seattle and Ballard Link Extensions



Risk Management

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

Project issues and risks identified at this stage include:

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

Project Schedule

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

Activity Name	Start	Finish	2021				2022	
			Q1	Q2	Q3	Q4	Q1	Q2
Sound Transit	17-Mar-17A	24-Mar-22	[Gantt bar spanning from Q1 2021 to Q2 2022]					
ST3 - Central Corridor	17-Mar-17A	24-Mar-22	[Gantt bar spanning from Q1 2021 to Q2 2022]					
West Seattle and Ballard Link Extension	17-Mar-17A	24-Mar-22	[Gantt bar spanning from Q1 2021 to Q2 2022]					
West Seattle and Ballard Link Extension	17-Mar-17A	24-Mar-22	[Gantt bar spanning from Q1 2021 to Q2 2022]					
West Seattle and Ballard Link Extensions	17-Mar-17A	24-Mar-22	[Gantt bar spanning from Q1 2021 to Q2 2022]					
Alternative Analysis - (Phase I)	17-Mar-17A	23-May-19A	[Gantt bar spanning from Q1 2021 to Q1 2022]					
Alternative Analysis - Milestones	23-May-19A	23-May-19A	[Gantt bar spanning from Q1 2022 to Q1 2022]					
WSBLE - Board Identifies DEIS AIts. & Prelim Preferred Alt.	23-May-19A	23-May-19A	[Gantt bar spanning from Q1 2022 to Q1 2022]					
Alternative Analysis Procurement	17-Mar-17A	05-Oct-17A	[Gantt bar spanning from Q1 2021 to Q1 2022]					
Alternative Analysis	06-Oct-17A	06-May-19A	[Gantt bar spanning from Q1 2022 to Q1 2022]					
Conceptual Engineering - (Phase II)	24-May-19A	24-Mar-22	[Gantt bar spanning from Q1 2022 to Q2 2022]					
Conceptual Engineering - Milestones	24-Mar-22	24-Mar-22	[Gantt bar spanning from Q2 2022 to Q2 2022]					
WSBLE - Board Reaffirms Preferred Alternative	24-Mar-22	24-Mar-22	[Gantt bar spanning from Q2 2022 to Q2 2022]					
Conceptual Engineering	24-May-19A	18-Nov-21	[Gantt bar spanning from Q1 2022 to Q4 2021]					
Geotech Investigation - Phase II	24-May-19A	05-Aug-21	[Gantt bar spanning from Q1 2022 to Q3 2021]					

Community Outreach

- Prepared and staffed four briefings/activities in April 2021 to provide communities along the project corridor with opportunities to learn more about light rail route and station location options being studied in the Draft EIS. The specific dates of each event were:
 - International District Rotary Club, April 1, 2021
 - Washington Society of Professional Engineers (WSPE), April 20, 2021
 - Alliance for Pioneer Square Board Meeting, April 26, 2021
 - Seattle Center Advocacy Committee, April 27, 2021
- Continued effort to contact stakeholders throughout the project corridor to offer briefings regarding the project alternatives as well as information related to ongoing fieldwork activities.

Staffing Summary

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

The planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects January-April actuals. Staffing variance reflects extension of DEIS schedule to accommodate internal and external agency capacity in response to COVID.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	34.3	35.4	1.1
Consultants	50.0	42.2	(7.8)
TOTAL	84.3	77.6	(6.7)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Federal Way Link Extension



Project Summary

Scope

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



Map of Federal Way Link Extension.

Key Project Activities

- F200 detail highlights are reflected on last two pages of FWLE section. Guideway work (drill shaft, column & cap), station and garage columns at various locations continued. FWTC station design is at 60%.
- DB contractor has identified a potential long-span bridge solution to accommodate the liquefaction zone at Structure C.
- DB contractor presented findings of the Load Flow Analysis modeling report which have eliminated mitigations that ST has previously found objectionable
- ST Board (System Expansion and Board) approved FWTC ATC change order and replenishment to DB contract contingency for reimbursable third party agreement expenditures.
- FTA’s environmental re-evaluation of scope at the siding track is anticipated in early June
- Project team updated PMP and awaits FTA review/comments.
- WSDOT & Sound Transit for the SR 509 Noise Wall betterment agreement has been executed.
- Project team continued coordinating PSE utility relocations to avoid conflicts with Kiewit’s deep foundation drilled shaft work.
- Project team, PSE and WSDOT continued to secure time-sensitive outstanding WSDOT utility permits related to PSE utility relocation work in WSDOT ROW.

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 \$32.9M was incurred for April of which \$2.1M incurred was for Right-of-Way; \$1.6M incurred for Construction Services; \$28.1M for Construction phase comprised mainly of \$27.3M (after \$0.4M credit reimbursement from WSDOT Midway Landfill) for Design Build construction contract, \$0.2M for Cities Construction Permits and \$0.5M Utility Relocations. Remaining major expenditures reside in Preliminary Engineering, Third Party and Administration. Overall the project Estimate at Completion continues to reflect \$2.45B .

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$96.5	\$96.5	\$31.8	\$31.8	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$45.1	\$49.0	\$0.0
Final Design	\$3.1	\$3.1	\$1.1	\$1.0	\$3.1	(\$0.0)
Construction Services	\$107.0	\$107.0	\$97.2	\$34.6	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$24.9	\$11.0	\$27.7	(\$0.0)
Construction	\$1,831.9	\$1,829.4	\$1,334.5	\$434.8	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$203.2	\$199.4	\$338.8	\$0.0
Total	\$2,451.5	\$2,451.5	\$1,738.2	\$757.7	\$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	\$391.2	\$101.0	\$513.4	(\$62.4)
20 Stations	\$318.9	\$297.7	\$251.6	\$62.7	\$333.7	(\$36.0)
30 Support Facilities	\$5.3	\$11.8	\$11.4	\$3.0	\$5.1	\$6.7
40 Sitework & Special Conditions	\$558.4	\$489.5	\$457.1	\$144.7	\$640.1	(\$48.6)
50 Systems	\$153.8	\$170.4	\$114.9	\$29.7	\$150.8	\$19.6
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,226.1	\$341.1	\$1,643.0	(\$120.6)
60 Row, Land	\$341.6	\$338.8	\$203.2	\$199.4	\$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	\$309.0	\$217.1	\$294.1	\$120.6
90 Unallocated Contingency	\$178.1	\$176.3	\$0.0	\$0.0	\$174.0	(\$0.0)
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,738.2	\$757.7	\$2,451.5	\$0.0

Note: the tables above represent the Board-authorized FWLE project budget. Vehicles, P65 contingency, and finance charges included in the FTA FFGA budget of \$3.1B are not shown.

Risk Management

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

Below are the top project risks:

- PSE service connections & utility relocations impacting the construction schedule
- Unsuitable subgrade conditions may be found during construction, requiring additional excavation and stabilization (Structure C liquefaction)
- Design and construction change requests are not implemented in a timely manner due to staff and process delays, causing additional cost to the agency and possible end results lacking Operational requirements, reliability and TCO met
- Siding track construction delays impacting LRV storage capacity and timing
- Property acquisition schedule provided in RFP could potentially not be met for permits and/ or construction
- Sanding program and LRV storage requirements impacting permit issuance
- PSE may request reimbursement to upgrade their electrical grid outside of known scope
- System adequacy for traction power design may trigger mitigation steps (Load Flow Analysis)
- Requirements for facility and/or systems modifications by AHJs and ST
- Utility relocation work that extends outside the Area of Potential Effect (APE)
- DB delays due to securing PSE Easements for advanced utility relocations
- Not meeting the property acquisition schedule provided in RFP
- Ensuring safe and effective interior equipment access for Operations
- Undisclosed utilities discovered during course of construction
- Design and construction submittal reviews from ST and WSDOT are not completed as scheduled



Midway Landfill concrete placement for cast-in-place wall



Concrete shear wall placement at KDM

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 \$493.8M.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC was increased by \$21.5M due to a combination of draws and additional funding. A few executed F200 CO draws, Board action to replenish F200 contingency for betterments & contributions, establish Utility Relocation Task Order contingencies and a credit reimbursement by WSDOT for Midway Landfill that was applied to future AC totals.

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

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$139.6	5.7%	\$0.0	0.0%
Allocated Contingency	\$232.2	9.5%	\$319.9	18.9%
Unallocated Contingency	\$178.1	7.3%	\$174.0	10.3%
Total:	\$549.9	22.4%	\$493.8	29.2%

Contingency by Type

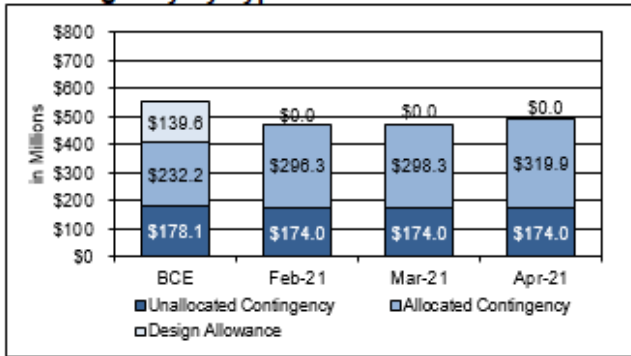
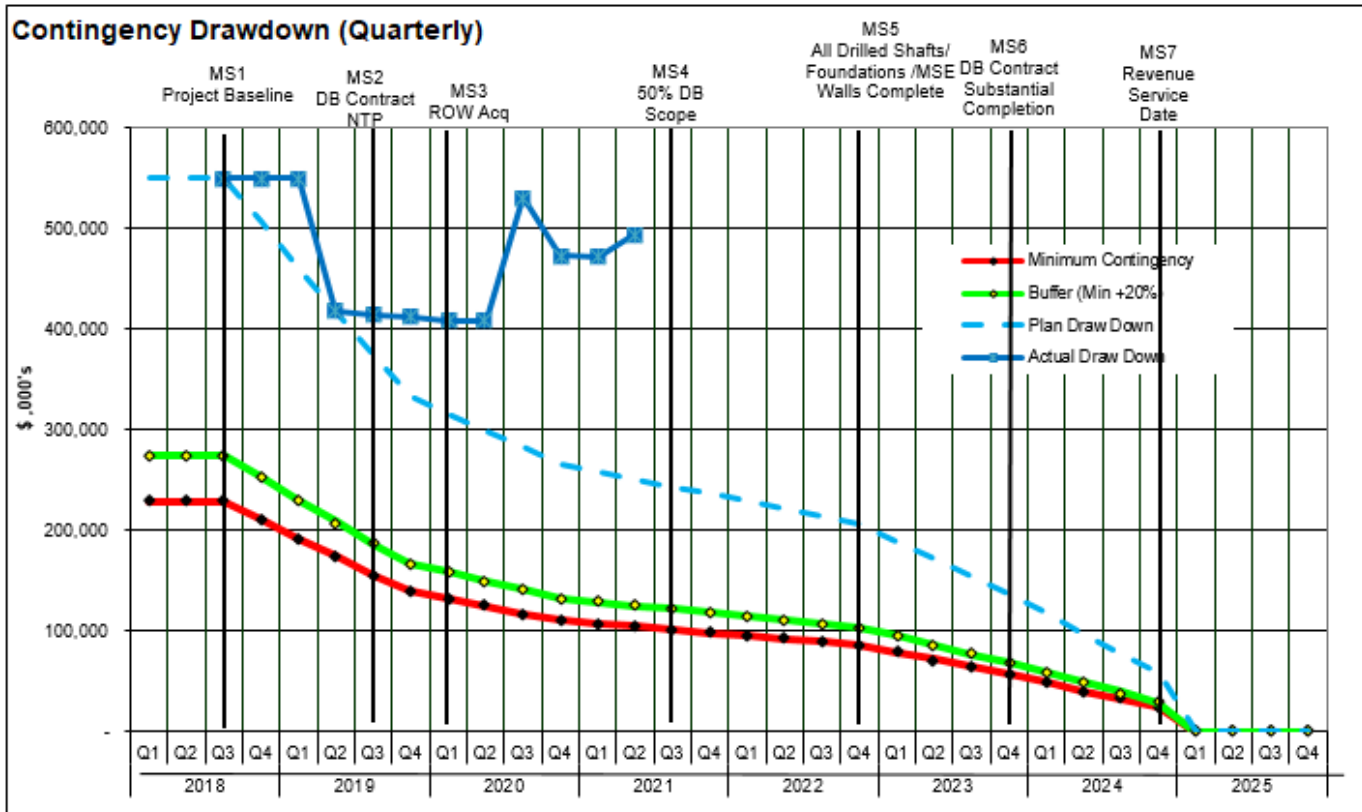


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



Link Light Rail Federal Way Link Extension



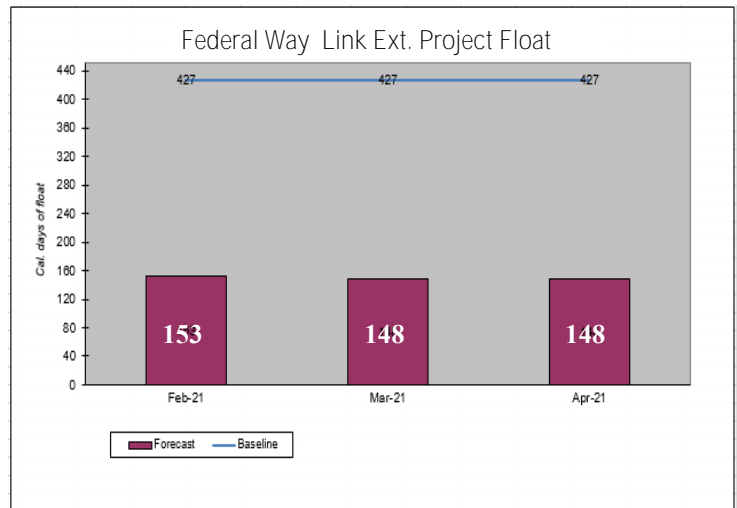
Project Schedule

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

Activity Name	Start	Finish	2021				2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit	01-Jul-16 A	31-Dec-24																
Sound Transit 2	01-Jul-16 A	31-Dec-24																
South Corridor	01-Jul-16 A	31-Dec-24																
LRT Extension - South	01-Jul-16 A	31-Dec-24																
Federal Way - Master Schedule	01-Jul-16 A	31-Dec-24																
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	31-Dec-24																
Federal Way Link Extension - Integrated Master Schedule	01-Jul-16 A	31-Dec-24																
Baseline/FFGA Milestones	27-Sep-18 A	31-Dec-24																
MS 01 - Baseline Project (Q3 2018)		27-Sep-18 A																
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-19 A																
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		11-Aug-21																
MS 03 - ROW Acquisitions Complete (Q1 2020)		15-Aug-21																
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		09-Nov-22																
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		11-Apr-24																
MS 07 - Revenue Service w/Float (Q4 2024)		31-Dec-24*																
Preliminary Engineering	01-Jul-16 A	22-Jan-20 A																
Third Party Agreements and Permitting	01-Jul-16 A	21-Sep-20 A																
Federal Way Link - Design-Build Construction Management Consultant - Contract	14-Nov-16 A	17-May-24																
Federal Way Design/Build Contract Procurement	11-Mar-17 A	07-Jun-19 A																
Federal Way - Right of Way	10-May-17 A	15-Aug-21																
Federal Way - Construction	01-Jun-19 A	31-Dec-24																
Federal Way - F200 - Guideway and Stations - D/B S Schedule Update	01-Jun-19 A	05-Aug-24																
Federal Way - F210 - Traffic Mitigation	04-Jan-21 A	31-Dec-24																
Federal Way - Rail Activation	03-Aug-20 A	31-Dec-24																
Federal Way Link Extension - Rail Activation	03-Aug-20 A	31-Dec-24																
Federal Way Link Extension - Rail Activation	03-Aug-20 A	31-Dec-24																
Rail Activation	03-Aug-20 A	31-Dec-24																
Systems Integration & Testing	22-May-23	10-Apr-24																
LRV Conditional Acceptance - FWLE	17-Jul-23	05-Dec-23																
Network Readiness - Fiber Audit and Installation	03-Aug-20 A	20-Dec-23																
Pre-Revenue Service	11-Apr-24	09-Jun-24																
Project Float	06-Aug-24	31-Dec-24																
Revenue Service	31-Dec-24	31-Dec-24																

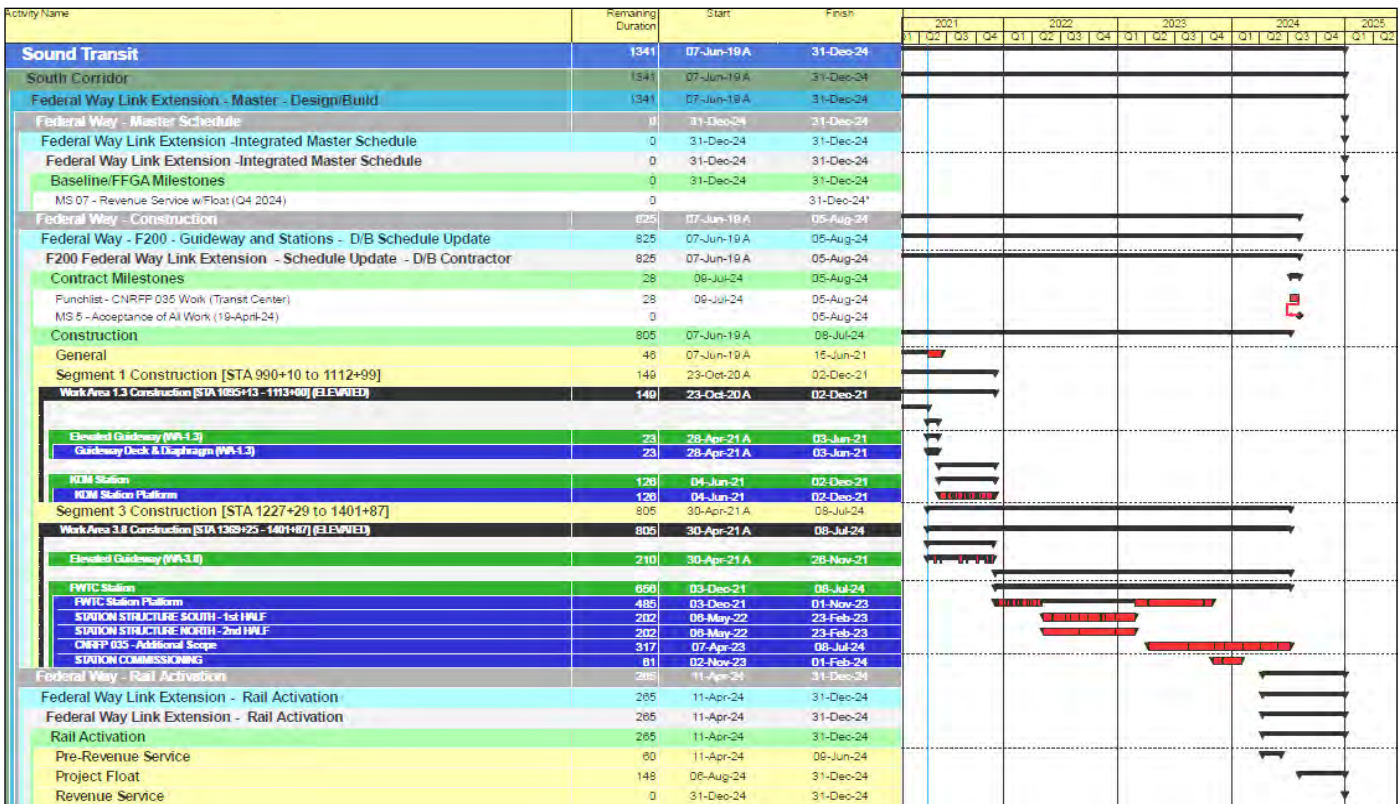
Project Float

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



Critical Path Analysis

The critical path to Revenue Service currently runs through KDM Station decks and diaphragms, KDM platform concrete to FWTC platform concrete, FWTC structure and finishes, commissioning through Pre-Revenue Service and ST project float contingency. The change order for FWTC redesign has been incorporated in the schedule update this period and was approved by ST Board in April. Negotiations were completed and is expected to be signed by both parties in May. Kiewit is showing F200 Milestone #5 Final Acceptance as August 5, 2024 for completion of the project at the FWTC. The schedule update for April 2021 has been accepted as we continue to work with Kiewit regarding ongoing schedule impacts.



Right-of-Way

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

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
256	353	297	247	441	432

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

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

Community Engagement

- Communication with property owners and the public on FWLE route, station areas and property acquisition is ongoing.
- Presented to the Kent Chamber of Commerce on 4/1.
- Presented to Highline College leadership on 4/9.
- Presented to Multi-Service Center of Federal Way on 4/15.
- Neighborhood briefing to FL189/Newport Village in Des Moines on 4/14.
- Neighborhood briefing to FL355/Chelsea Court in Federal Way on 4/22.
- Online Federal Way Transit Center 60% design survey released on 4/26, runs through May 10.
- Met with various property owners and local businesses to address concerns about future project impacts.



Progress of formwork columns on 30th Ave, Kent



First drilled shafts going in at Federal Way Transit Center

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 5.3 slightly over the staffing plan. DBPM Services is over plan as they address Design-Build contractor activities for change management, design and major construction oversight that involves drill shafts, demo, utility relocations and various civil site work throughout the alignment. ST staffing is trending approximately 25% under plan, however there are a few vacancies in the project that needs filling.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	43.9	33.1	(10.8)
Consultants	57.3	73.4	16.1
TOTAL	101.2	106.5	5.3

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

Sound Transit Board Actions

Board Action	Description	Date
M2021-25	Use of Alternative Technical Concept / Notices to Designer Allowance Contingency for the Federal Way Link Extension	04/08/2021
M2021-24	Contingency Replenishment for Contributions and Betterments for Federal Way Link Extension Design-Build Construction Contract	04/08/2021

Construction Safety

Data/ Measure	April 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	1
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	3	2	5
Reported Near Mishaps	1	1	3
Average Number of Employees on Worksite	420	1534	3256
Total # of Hours (GC & Subs)	41,025	146,799	367,731
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	1.36	0.54
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.8		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

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F200 Design Build Contract

Current Progress

Status at the close of April 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings. Delivered 33 of 46 design package submittals (S1.02 216th Undercrossing redesign) and 11 of 17 final specification packages. A review of the baseline schedule for design delivery identified 8 late items: 4 design packages and 4 specification packages. Civil clear & grub is nearing completion, aerial structures and KDM Garage foundations are in progress.

Design:

- Two design packages were dispositioned; 2 were acceptable. One specification package was dispositioned; 1 was acceptable.
- During the month, 15 RFIs were received and answered, 34 Shop drawings were received with 25 dispositioned.
- Load Flow Simulation for the traction power system Task Force meetings were ongoing throughout April.
- The Contractor is pursuing a long span bridge design at Structure C to span over the soil liquefiable area. Additional exploratory borings to further understand the soil conditions.
- The Contractor is progressing with the FWTC design.

Construction:

- Guideway structures % completeness (all Segments): Drilled shafts = 59%, Columns = 37%, and Caps and Straddles = 30%, Girder erection = 10%.
- Structure B: drilled shafts, columns, caps and straddles. Girder placement at KDM Station is complete.
- FWTC: drilled shafts construction.
- KDM Garage foundation construction.
- SR99 Bridge drilled shaft construction.
- Midway landfill: geo-membrane installation, trash removal, wall construction, drainage lines, and backfill .



Erection of falsework at Columns G24 (in WA 3.8)

Link Light Rail Federal Way Link Extension



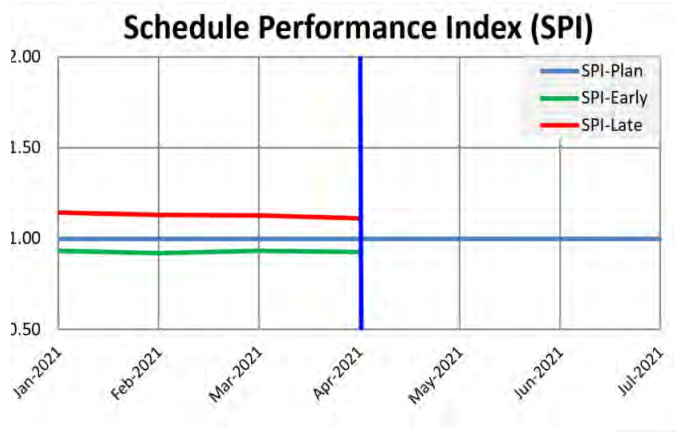
Schedule Summary

The progress schedule for April 2021 has been accepted and is shown below. Construction NTP was issued in May 2020. All contract milestones are currently being met. Federal Way Transit Center redesign change order was accepted by the ST Board in April which will move Milestone #5 Final Acceptance to August 5, 2024. ST will continue to work with Kiewit regarding ongoing schedule impacts.

Activity Name	Start	Finish	2021												
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19 A	05-Aug-24	[Gantt bar spanning from Q2 2021 to Q4 2024]												
Contract Milestones	07-Jun-19 A	05-Aug-24	[Gantt bar spanning from Q2 2021 to Q4 2024]												
Limited Notice to Proceed	07-Jun-19 A		[Gantt bar spanning from Q2 2021 to Q2 2021]												
Contractual Notice to Proceed	28-Feb-20 A		[Gantt bar spanning from Q4 2020 to Q1 2021]												
Notice to Proceed	04-May-20 A		[Gantt bar spanning from Q2 2021 to Q2 2021]												
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A		[Gantt bar spanning from Q4 2020 to Q4 2020]												
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		20-Jan-22*	[Gantt bar spanning from Q1 2022 to Q1 2022]												
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		05-Aug-22*	[Gantt bar spanning from Q3 2022 to Q3 2022]												
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		12-May-23*	[Gantt bar spanning from Q2 2023 to Q2 2023]												
MS 4 - Work in WSDOT ROW from I-5 (Sta. L 2260+00) to S 272nd Street (VA-3) (01-Nov-23)		15-Aug-23*	[Gantt bar spanning from Q3 2023 to Q3 2023]												
Substantial Completion		10-Apr-24	[Gantt bar spanning from Q4 2023 to Q4 2023]												
60-Day Pre-Revenue Operations	11-Apr-24	09-Jun-24	[Gantt bar spanning from Q2 2024 to Q2 2024]												
30-Day Sound Transit-Controlled Float	10-Jun-24	10-Jun-24	[Gantt bar spanning from Q2 2024 to Q2 2024]												
MS 5 - Acceptance of All Work (19-Apr-24)		05-Aug-24	[Gantt bar spanning from Q4 2023 to Q4 2024]												
Design	07-Jun-19 A	30-Jun-23	[Gantt bar spanning from Q2 2021 to Q2 2023]												
Design Milestones	07-Jun-19 A	30-Jun-23	[Gantt bar spanning from Q2 2021 to Q2 2023]												
Corridor Wide	07-Jun-19 A	19-Aug-21	[Gantt bar spanning from Q2 2021 to Q3 2021]												
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	27-Jul-21	[Gantt bar spanning from Q2 2021 to Q3 2021]												
Design Packages - Star Lake Segment 2	07-Jun-19 A	14-Jun-21	[Gantt bar spanning from Q2 2021 to Q3 2021]												
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	14-Sep-21	[Gantt bar spanning from Q2 2021 to Q3 2021]												
Construction	01-Jun-19 A	08-Jul-24	[Gantt bar spanning from Q2 2021 to Q4 2024]												
General	01-Jun-19 A	10-Apr-24	[Gantt bar spanning from Q2 2021 to Q2 2024]												
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	09-Jan-24	[Gantt bar spanning from Q3 2021 to Q1 2024]												
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	13-Feb-24	[Gantt bar spanning from Q3 2021 to Q1 2024]												
Segment 3 Construction [STA 1227+29 to 1401+07]	28-Jun-19 A	08-Jul-24	[Gantt bar spanning from Q3 2021 to Q4 2024]												
Provisional Sums	01-Dec-19 A	11-Nov-23	[Gantt bar spanning from Q4 2020 to Q3 2023]												
Change Orders	01-Jul-19 A	12-Apr-24	[Gantt bar spanning from Q3 2021 to Q2 2024]												

Schedule Performance Index

For the April period, the Early SPI is 0.93 and Late SPI is 1.11 (previously: 0.93 and 1.13, respectively). April's actuals were less than both the Early and Late date planned value for the period. Although the Early SPI is less than 1.0, compared against revised cash flow projections, (incorporating both base contract and change orders executed to date), Kiewit remains within acceptable performance tolerances for early and late curves.



Next Period's Activities

Design:

- Specification packages or standard drawings expected to be delivered: Stations & Garages Specification (CW04C), Systems Specs Final (CW.02) Stations and Garages (CW.04i), Fencing & Stairs (CW.04G), Landscaping (CW.07), and Guideway Fire Protection 60% (CW08).
- Design packages expected to be delivered include SL Station IFC (S2.05), SL Garage IFC (S2.06), Segment 3 Drainage (S3.09), Mark Twain (S3.14), FWTC Civils (S3.15), FWTC MOT (S3.15b), FWTC Stations Dwgs (S3.16), and Laurelwood Park Mitigation IFC (S3.20).
- Continue effort on NDC responses (completing designs) and RFIs.
- Structure C exploration and design; additional exploratory borings to further understand the soil conditions. The Contractor will present design concepts to ST for consideration.

Construction:

- KDM garage foundations, shear wall, and columns. Underground plumbing and electrical install.
- SR99 drilled shafts construction.
- FWTC and EOL drilled shafts and columns construction at Structure G.
- Structure B construction of diaphragms, girder stops, falsework, wall and abutment construction with columns, and cap construction at WA 2.1. Midway Landfill WA2.2 Clear and Grub, drainage, and geomembrane.

Construction (continued)

- Structure G (WA 3.8) construction of drilled shafts, columns, and caps.
- Soil nail and MSE Wall construction at Work Area 1.2. Midway Landfill CIP wall construction.

Closely Monitored Issues

- Load flow analysis (LFA): Traction Power system configuration not yet complete. Contractor Load Flow analysis was designed with 4 new TPSS instead of 5; models were unsuccessful with this configuration without compromises.
- Structure C soil liquefaction; DBC presented solutions to soil liquefaction at structure C. DB recommended Long Span Bridge. Risk register noted potential cost and schedule impacts.
- Siding Track completion may affect LRV delivery; IFRC is pending.
- COVID-19: Work continues with appropriate oversight.
- Permitting: Timeliness of permit issuance to enable progress of work.

SBE/DBE Participation: As of the March 2021 payment work performed period, SBE is currently 9.37%, but remains below the contract goal of 15%. DBE participation is at 7.11% (with 5% goal).

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$71,915,964
Current Contract Value	\$1,357,115,964
Total Actual Cost (Incurred to Date)	\$424,980,148
Percent Complete	33.35%
Authorized Contingency	\$248,297,519
Contingency Drawdown	(71,915,964)
Contingency Index	1.15



Progress at the KDM Station site.

Link Light Rail Hilltop Tacoma Link Extension

Project Summary

Scope

Limits City of Tacoma

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

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

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

Phase Construction

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

Schedule Revenue Service: May 2022



Map of Hilltop Tacoma Link Extension.

Key Project Activities

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

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

- **Heading 1:** Installed track drains on Commerce St. and water line at Old City Hall station. Installed systems ductbanks and inbound and outbound track slab from I-705 to S. 7th St. Installed crosswalks at Old City Hall station. Graded for and began welding and building of track turnouts south of S. 7th St. and Commerce intersection.
- **Heading 2:** Poured inbound track slab from Division and MLK Jr. Way to N. I St. which represents completion of all track work in Heading 2. Installed traffic signal conduits across intersections of Division and N. J and N. I St.
- **Heading 3:** Formed and poured curb and gutter at NE corner of S. 3rd St. and MLK. Began installation of sidewalks and driveways from S. 3rd St. to Division Ave. Installed inbound illumination and traffic signal conduit at intersection of S. 17th and MLK. Installed pedestrian push button foundations at intersection of MLK and S. 18th St.
- **OMF: E. 25th St** – Continued building and welding rail on E. 25th St. **Yard** – Installed Y3 track pocket. Began factory testing of TPSS No. 5 in Canada. **Interior** – Continued building testing and commissioning activities. Installed turn table transfer rack. Began installation of IT equipment in Communications Room.

Project Cost Summary

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

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

Approximately \$3.3M was incurred in the April 2021 period. A majority of the expenditures (\$1.8M) occurred in the Construction Phase that are related to the T100 contract, City of Tacoma Work Orders, Vehicle Procurement, and Startup & Testing. The remaining expenditures are from Administration, Construction Services, and Final Design phases.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs.
Administration	\$21.7	\$15.8	\$15.8	\$21.7	(\$0.0)
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$14.1	\$13.2	\$13.1	\$14.1	\$0.0
Construction Services	\$12.4	\$10.4	\$9.3	\$12.4	\$0.0
3rd Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$131.9	\$112.9	\$162.0	(\$0.0)
Vehicles	\$33.4	\$32.3	\$5.5	\$33.4	\$0.0
ROW	\$2.2	\$2.2	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$212.7	\$165.0	\$252.7	(\$0.0)

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost	Adopted Budget vs.
10 Guideway & Track	\$31.0	\$25.3	\$21.6	\$31.0	(\$0.0)
20 Stations	\$3.5	\$2.8	\$2.4	\$3.5	\$0.0
30 Support Facilities	\$41.2	\$33.5	\$28.7	\$41.2	\$0.0
40 Sitework & Special Condi-	\$51.7	\$42.2	\$36.1	\$51.8	\$0.1
50 Systems	\$34.6	\$28.1	\$24.1	\$34.6	\$0.0
Construction Subtotal (10 - 50)	\$161.9	\$131.9	\$112.9	\$162.0	(\$0.1)
60 Row, Land	\$2.0	\$2.2	\$1.9	\$2.2	\$0.2
70 Vehicles (non-revenue)	\$33.1	\$32.3	\$5.5	\$33.4	\$0.3
80 Professional Services	\$53.8	\$46.3	\$44.7	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	(\$2.0)
Total (10 - 90)	\$252.7	\$212.7	\$165.0	\$252.7	(\$0.0)

Risk Management

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

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

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

Contingency Management

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

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA is at \$0M, as a result of completion of Final Design.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the AC was reduced by approximately \$2.7M due to executed change orders for T100 contract. Current balance is to \$28.8M.

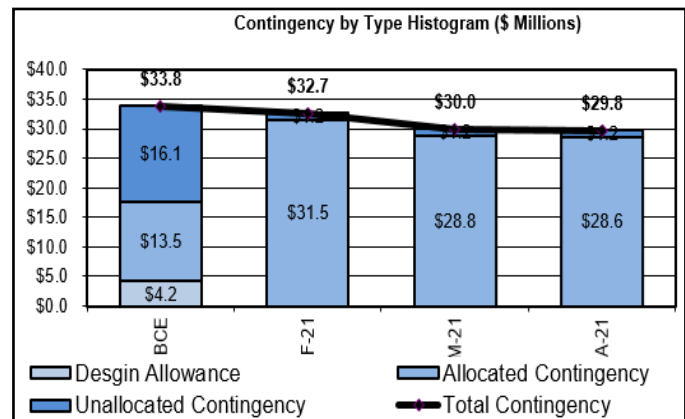
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains unchanged this period.

Contingency Status (Monthly)

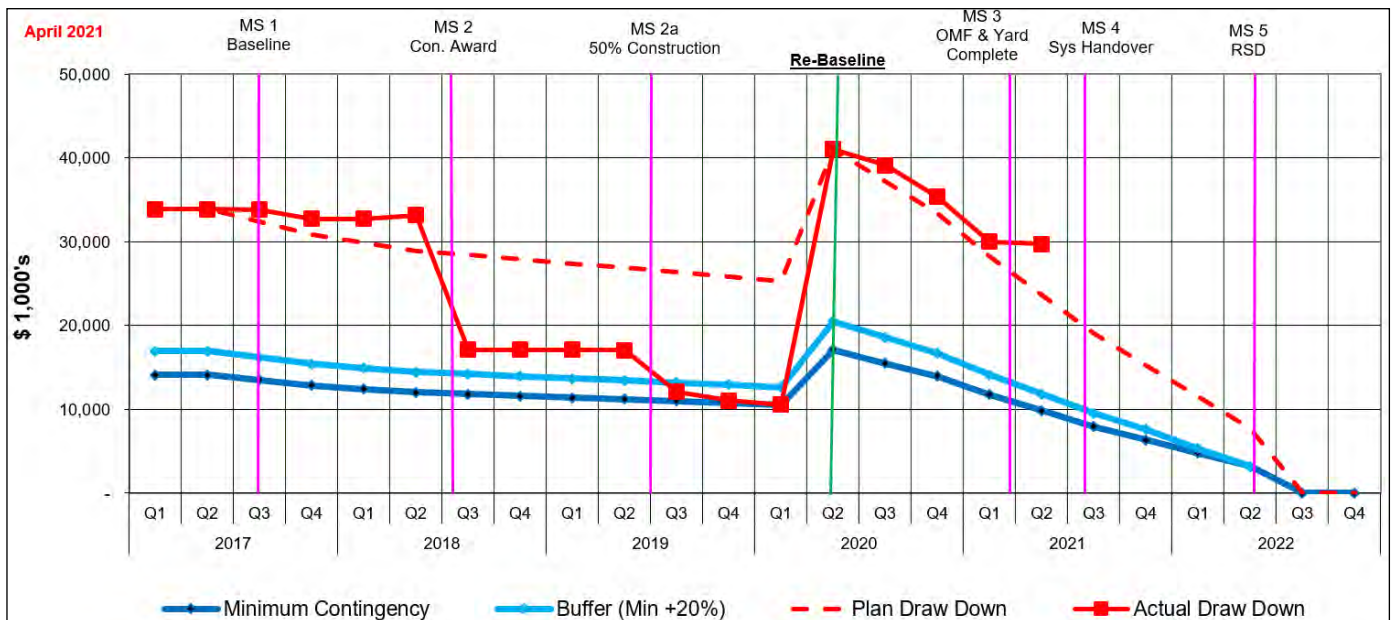
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$28.6	32.6%
Unallocated Contingency	\$16.1	8.2%	\$1.2	1.3%
Total	\$33.8	17.2%	\$29.8	33.9%

Table figures are shown in millions.

Contingency by Type Histogram (\$ Millions)



Contingency Drawdown (Quarterly)



Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

The Master Schedule has been updated through the end of April 2021. *Master Schedule does not include T100 Apr 2021 schedule* . Overall physical percent complete is 77%

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

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

Activity Name	Start	Finish	2021				2022			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
HTLE - Mar 2021 Update	02-Feb-15 A	23-May-22	[Gantt bar spanning from Feb 2021 to May 2022]							
Project Milestones	28-Sep-17 A	23-May-22	[Gantt bar spanning from Sep 2017 to May 2022]							
MS-01 - Project Baseline		28-Sep-17 A	[Gantt bar spanning from Sep 2017 to Sep 2017]							
MS-02 - Construction Contract Award		27-Aug-18 A	[Gantt bar spanning from Aug 2018 to Aug 2018]							
MS-03 - Submit Design & Delivery Schedule for the Automobile Vehicle Locator		21-Nov-18 A	[Gantt bar spanning from Nov 2018 to Nov 2018]							
MS-01 AOMF Facility Interior Finishes - Certificate of Occupancy		17-May-21*	[Gantt bar spanning from May 2021 to May 2021]							
MS-01 - OMF & Yard Complete (Contractual Date Nov 21 2020)		07-Sep-21*	[Gantt bar spanning from Sep 2021 to Sep 2021]							
MS-04 - Systems Handover OMF and Yard Testing		07-Sep-21	[Gantt bar spanning from Sep 2021 to Sep 2021]							
BEC - LRV Delivered Car 1 to ST (Contractual Date Jun 4 2020)		20-Sep-21*	[Gantt bar spanning from Sep 2021 to Sep 2021]							
BEC - LRV Delivered Car 2 to ST (Contractual Date Aug 4 2020)		22-Nov-21	[Gantt bar spanning from Nov 2021 to Nov 2021]							
BEC - LRV Delivered Car 3 to ST (Contractual Date Sep 4 2020)		22-Nov-21	[Gantt bar spanning from Nov 2021 to Nov 2021]							
BEC - LRV Delivered Car 4 to ST (Contractual Date Oct 4 2020)		03-Jan-22	[Gantt bar spanning from Jan 2022 to Jan 2022]							
BEC - LRV Delivered Car 5 to ST (Contractual Date Nov 4 2020)		09-Feb-22	[Gantt bar spanning from Feb 2022 to Feb 2022]							
MS-02 - Substantial Completion of all work (Contractual Date May 28 2021)		16-May-22*	[Gantt bar spanning from May 2022 to May 2022]							
T100 Cutover - 9th and Commerce		16-May-22	[Gantt bar spanning from May 2022 to May 2022]							
MS-05 Revenue Service Date		23-May-22*	[Gantt bar spanning from May 2022 to May 2022]							
Preliminary Engineering	02-Feb-15 A	04-Nov-18 A	[Gantt bar spanning from Feb 2015 to Nov 2018]							
ROW & Third Parties	01-Oct-15 A	14-Jun-17 A	[Gantt bar spanning from Oct 2015 to Jun 2017]							
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	10-May-22	[Gantt bar spanning from Oct 2017 to May 2022]							
Light Rail Vehicles (Qty 5)	11-Oct-16 A	30-Mar-22	[Gantt bar spanning from Oct 2016 to Mar 2022]							
Construction	23-Jan-18 A	19-May-22	[Gantt bar spanning from Jan 2018 to May 2022]							
Construction Contract Procurement	23-Jan-18 A	27-Jul-18 A	[Gantt bar spanning from Jan 2018 to Jul 2018]							
T100 Hilltop Tacoma Link Extension Schedule March 2021 T100	31-May-18 A	19-May-22	[Gantt bar spanning from May 2018 to May 2022]							
Pre-Revenue Testing	10-May-22	22-May-22	[Gantt bar spanning from May 2022 to May 2022]							
Simulated Revenue Service	10-May-22	22-May-22	[Gantt bar spanning from May 2022 to May 2022]							
Project Float - Owner Controlled	23-May-22	23-May-22	[Gantt bar spanning from May 2022 to May 2022]							
Project Float - Baseline Project Float	23-May-22*	23-May-22	[Gantt bar spanning from May 2022 to May 2022]							
Revenue Service	23-May-22	23-May-22	[Gantt bar spanning from May 2022 to May 2022]							
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*	[Gantt bar spanning from May 2022 to May 2022]							

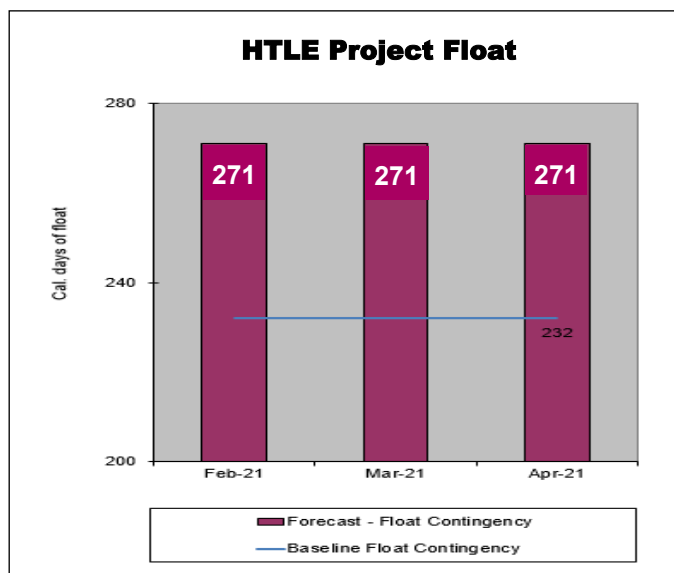
Project Float

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

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

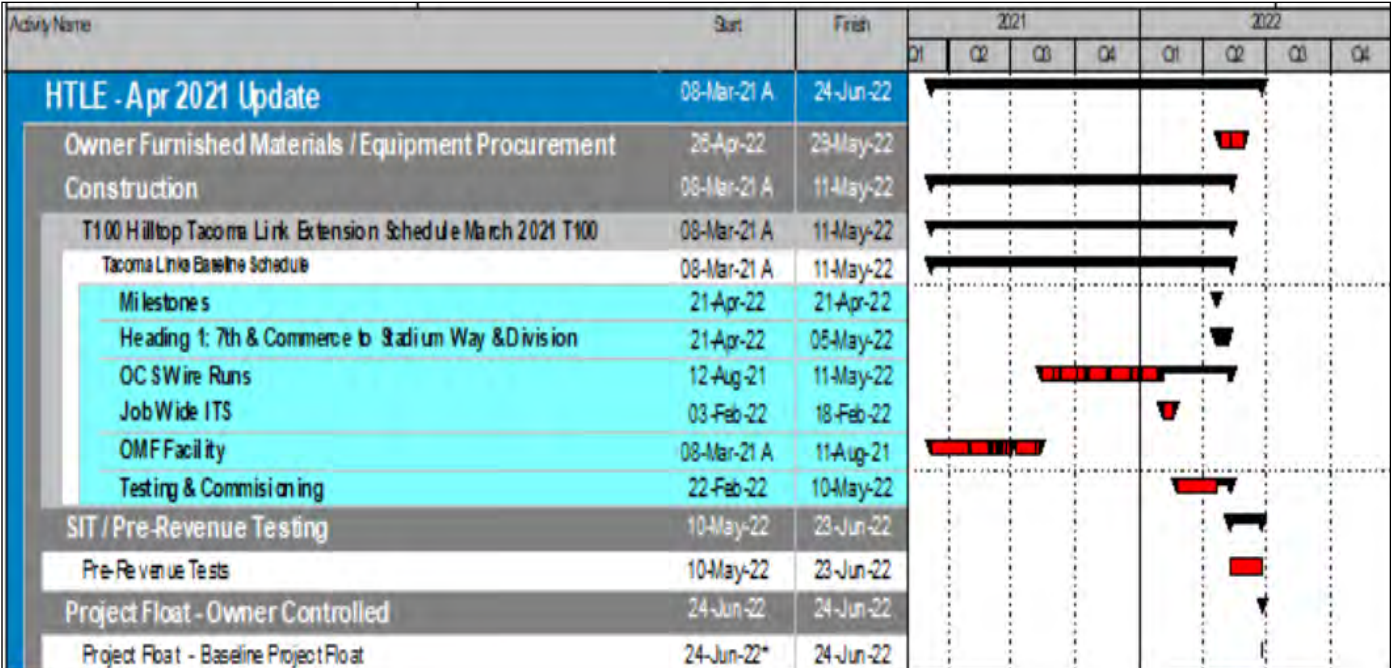
CO #35 , #46 and #14 were approved for seven day time extension due to weather delays and is reflected in the current project float drawdown.

RFC #251 has been reviewed and will award the contractor with 110 day time extension which will be reflected in the May 2021 project float drawdown.



Critical Path Analysis

The analysis for Apr 2021 shows the main critical path for the T100 contract in the OCS Wire Runs Registration; Job Wide ITS testing and Testing and Commissioning , 9th Commerce intersection work before pre-revenue service begins. LRV deliveries and conditional acceptance are on the longest path getting to the completion of pre-revenue service tests. LRVs are not presently on the critical path.



Right-of-Way

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

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

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

Community Engagement

- Continued coordination with Kaiser Permanente and MultiCare on track installation and flatwork near the MLK Jr. Way and Division Ave intersection and as this work advanced on Division Ave. Held two site walks with MultiCare (April 2 and April 16) and met with Kaiser on April 28.
- Produced and distributed notification to Commerce Street businesses and residents about night-time work near the existing Theater District Station. This work complies with the noise variance.
- Informed Hilltop businesses and residents about signal and lighting work on MLK Jr. Way from S. 18th St. to S. 13th St. and about rail cleaning.
- Informed businesses on E. 25th St. about construction near the expanded Operations and Maintenance Facility and about the full street closure for track installation.
- Informed Stadium stakeholders about track installation advancing on Division Ave. and also about a tentative schedule for track installation at the Stadium Way and Division Ave intersection.
- Sound Transit sponsored the Hilltop Spring Crawl that occurred April 18-24. The Hilltop Action Journal included our article about the HTLE project in their April edition.
- Produced and distributed the weekly construction alert about traffic impacts. Produced and distributed an HTLE project update to provide a big picture of upcoming construction this year and highlight some outreach and Loyal to the Local activities.
- Gave an update on the HTLE project at the HTLE stakeholders outreach meeting, April 22.
- Coordinated with Sound Transit internal teams on fares, Tacoma Link service disruption for the E. 25th St. cutover, safety outreach and signage.
- Continued coordinating with Communications on the Loyal to the Local campaign, including videos for businesses. Continued posting to the HTLE Facebook group. Took construction videos.
- Responded to questions/complaints about the Old City Hall station, paving on Stadium Way, ADA ramps on N. 1st St., sidewalk repair on Division Ave., E. 25th St. full street closure, the Links to Opportunity project, parking on Commerce St., and MultiCare's irrigation line near/under an OCS foundation.

Staffing Summary

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

ST staff variance reflects shared design and engineering SME resources across multiple ST projects including South Corridor and Vehicles. Despite the variance in FTE levels project is sufficiently staffed for this period. ST will monitor project needs and adjust FTE levels as needed. Consultant FTE's (CMC and DSDC) are slightly over plan as they continue to support T100 and vehicle procurement contracts approaching startup and pre-revenue activities.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	24.1	13.8	(10.3)
Consultants	15.5	21.5	6.0
TOTAL	39.6	35.3	(4.3)

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

Sound Transit Board Actions

Board Action	Description	Date
M2021-27	Increase Contract Contingency with Walsh Construction Company II LLC for the Hilltop Tacoma Link Extension	4/8/2021
M2021-26	Betterment Agreement with the City of Tacoma for Curb and Gutter Construction, Roadway Restoration, and Development Related Utility and Streetscape Enhancements as part of the Hilltop Tacoma Link Extension	4/8/2021

Link Light Rail Hilltop Tacoma Link Extension



Construction Safety

Data/ Measure	April 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	1	9
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	2	20
Reported Near Mishaps	2	16	63
Average Number of Employees on Worksite	101	500	4276
Total # of Hours (GC & Subs)	6,438	26,904	272,508
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	7.43	6.61
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.8		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

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: Finished eastern S. 7th Corners for signal conduits and foundations, poured IB and OB trackslab ductbank and saw cut IB and OB trackslab joints from I-705 ramps , poured IB and OB trackslab cross walks at the Old City Hall Station. Finished grading for driveways , curb and gutter, sidewalks and started welding and building turnouts on the IB side between I-705 and Commerce.
- Heading 2: Excavated and graded for IB trackslab and pulled IB rail on Division Ave through the J Street intersection. Applied channelization in MLK and Division Ave intersection.
- Heading 3: Finished excavating and grading for IB trackslab on Division Ave through I Street intersection. Poured PPBs foundations at MLK and S. 18th intersection.
- OMF—E. 25th St : Continue grading for curb, gutter and sidewalk on E. 25th.
- OMF Yard/Building: Completed Y3 track pocket , installed vinyl base and elevator threshold, finished office furniture wiring , continued with building testing and commissioning. Flushed fire suppression system.

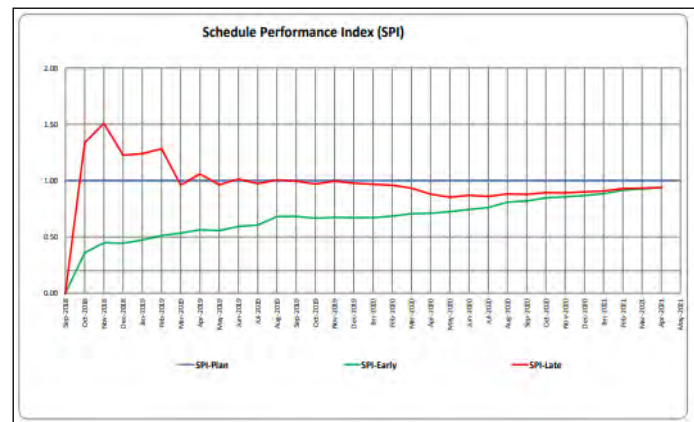
Schedule Summary

The T100 contractor schedule continues to represent the Mar 2021 monthly update submittal as the Apr 2021 CPM submittal was still under review. *MS#1 OMF & Yard Substantial Completion* is forecasting September 2021. *MS #2 Substantial Completion of All Work* is for still forecasting a May 2022 completion date.

Activity Name	Start	Finish	2021					2022
			Q2	Q3	Q4	Q1	Q2	
T100 Hilltop March 2021 T100	31-May-18 A	20-May-22	[Gantt bar spanning Q2 2021 to Q2 2022]					
Tacoma Links Baseline Schedule	31-May-18 A	20-May-22	[Gantt bar spanning Q2 2021 to Q2 2022]					
Milestones	29-Jun-18 A	20-May-22	[Gantt bar spanning Q2 2021 to Q2 2022]					
PreConstruction	31-May-18 A	03-Apr-22	[Gantt bar spanning Q2 2021 to Q1 2022]					
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	13-May-22	[Gantt bar spanning Q4 2021 to Q1 2022]					
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	11-Apr-22	[Gantt bar spanning Q4 2021 to Q1 2022]					
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	11-Apr-22	[Gantt bar spanning Q4 2021 to Q1 2022]					
OCS Wire Runs	01-Jul-21	11-May-22	[Gantt bar spanning Q3 2021 to Q2 2022]					
Train Signal System	19-Dec-20 A	05-Oct-21	[Gantt bar spanning Q4 2020 to Q3 2021]					
Job Wide ITS	20-Dec-21	21-Feb-22	[Gantt bar spanning Q4 2021 to Q1 2022]					
OMF Facility	29-Aug-18 A	30-Sep-21	[Gantt bar spanning Q3 2021 to Q3 2021]					
Testing & Commissioning	11-Mar-19 A	19-May-22	[Gantt bar spanning Q1 2022 to Q2 2022]					
Change Orders	07-Jan-19 A	30-Dec-21	[Gantt bar spanning Q4 2020 to Q4 2021]					
Provisional Sum Time Impacts	01-Feb-19 A	30-Sep-21	[Gantt bar spanning Q4 2020 to Q3 2021]					
Other Time Impacts	04-Mar-19 A	07-Mar-22	[Gantt bar spanning Q4 2020 to Q1 2022]					
RFCs	29-Jan-19 A	18-Aug-21	[Gantt bar spanning Q4 2020 to Q3 2021]					
Provisional Sums	03-Dec-18 A	25-Aug-21	[Gantt bar spanning Q4 2020 to Q3 2021]					
Weather Days	04-Feb-19 A	27-Jan-20 A	[Gantt bar spanning Q4 2020 to Q1 2021]					

Schedule Performance Index

This period, the SPI-Early increased from 0.93 to 0.94 and the SPI-Late increased to the same amount at 0.94. The early index indicates that the contractor continues to perform behind the plan but is improving when compared to the baseline schedule. Based on the current trends there will be schedule impacts to the current T100 contract milestones. Multiple Change Orders are in process to address the schedule delays.



Link Light Rail Hilltop Tacoma Link Extension



Next Period's Activities

- Heading 1: Form and pour curb and gutter on the west side of Commerce from I-705 to S. 7th Street. Install systems ductback from S. 7th to the Theater District.
- Heading 2: Pour IB trackslab crosswalks and red crosswalks at Division Ave and I Street intersection. Permanent pave in between the trackslabs on Division Ave from MLK through I Street.
- Heading 3: Install OCS tie-ins on the IB side from S.16th to S. 11th Street.
- OMF Yard: Complete pour for turntable walls, continue with welding and building rail on E. 25 Street.
- OMF Building: Install water line from meter into OMF Building, finish forming and shimming turntable grout pad. Install ST provided IT equipment. Pour grout at track pockets in existing OMF.

Closely Monitored Issues

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

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$ 108,295,000
Change Order Value	\$ 11,698,450
Current Contract Value	\$ 119,993,450
Total Actual Cost (Incurred to Date)	\$ 101,370,268
Percent Complete	84%
Authorized Contingency	\$ 37,114,750
Contingency Drawdown	\$ 11,698,450
Contingency Index	2.7



Pouring track slab

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

Current Progress

- Brookville continues to work the vehicle weight as a high priority in order in to maintain production schedule.
- Continue working on remaining CDRLs in Sections 2 , 3 ,14 ,15, 16 , 17, 18 and 19 for ST Approval.
- Providing FAI packages this month and next month to support manufacturing and scheduling of FAI of subsystems and systems. Some FAI may need to be performed virtually due to restrictions in the suppliers facilities or travel restrictions.
- Brookville continues to work with Tacoma Link Operations to plan for onsite training, commissioning and the testing plan.

Schedule Summary

- Brookville provided letter TAC2-CRE-00763 COVID-19 Supplier Force Majeure due to the uptick of additional COVID cases causing possible delays with subcontractors and supplier.
- The April 2021 Monthly Progress Report indicates FDR 3 for Carbody, Coupler, Truck, Interior /Exterior was held on Mar 09 , 2021 and that FDR 4 / FDR 5 slipped into June 2021.
- Schedule is still forecasting the delivery of the 1st car arriving to OMF in Tacoma in Oct 2021. The 2nd LRV and 3rd LRV will arrive in Nov 2021 with the remaining LRVs shipping in Q1 2022. Conditional Acceptance testing for all 5 LRVs in Tacoma will be complete by March 2022.
- SIT test schedule is under review and will be finalized in May 2021 APR. Activities in schedule are placeholders until SIT test schedule is complete.

Activity Name	Start	Finish	2021				2022	
			Q2	Q3	Q4	Q1	Q2	
HTLE - Apr 2021 Update	02-Feb-15 A	24-Jun-22						
Project Milestones	28-Sep-17 A	23-May-22	—————▶					
MS-01 - Projct Baseline		28-Sep-17 A						
MS-02 - Construction Contract Award		27-Aug-18 A						
MS-03 - Submt Design & Delivery Schedule for the Automotive Vehicle Locator		21-Nov-18 A						
MS-01 - OMF & Yard Complete(Contractual Date Nov 21 2020)		07-Sep-21*		◆				
BEC - LRV/ Delivered Car1 to ST (Contractual Date Jun 4 2020)		12-Oct-21*			◆			
BEC - LRV/ Delivered Car3 to ST (Contractual Date Sep 4 2020)		10-Nov-21			◆			
BEC - LRV/ Delivered Car2 to ST (Contractual Date Aug 4 2020)		24-Nov-21			◆			
BEC - LRV/ Delivered Car4 to ST (Contractual Date Oct 4 2020)		13-Dec-21			◆			
BEC - LRV/ Delivered Car5 to ST (Contractual Date Nov 4 2020)		12-Jan-22				◆		
MS-02 - Substantial Completion of all work (Contractual Date May 29 2021)		16-May-22					◆	
T100 Cutover - 9th and Commerce		16-May-22					◆	
MS-05 Revenue Service Date		23-May-22*						◆
Preliminary Engineering	02-Feb-15 A	04-Nov-16 A	—————▶					
ROW & Third Parties	01-Oct-15 A	14-Jun-17 A	—————▶					
Owner Furnished Materials / Equipment Procurement	02-Oct-17 A	29-May-22	—————▶					
Light Rail Vehicles (Qty 5)	11-Oct-18 A	02-Mar-22	—————▶					
Construction	23-Jan-18 A	19-May-22	—————▶					
SIT / Pre-Revenue Testing	30-Mar-22	23-Jun-22					▶	▶
Pre-Revenue Tests	10-May-22	23-Jun-22					▶	▶
SIT Yard Tests	30-Mar-22	01-Apr-22					▶	▶
SIT Clearance and Civil Interfaces	30-Mar-22	14-Apr-22					▶	▶
SIT Traction Power	30-Mar-22	14-Apr-22					▶	▶
SIT Train Control	30-Mar-22	19-Apr-22					▶	▶
Project Float - Owner Controlled	24-Jun-22	24-Jun-22						▶
Project Float - Baseline Project Float	24-Jun-22*	24-Jun-22						▶
Revenue Service	23-May-22	23-May-22						▶
Revenue Service Begins (BL Date May 23 ,2022)		23-May-22*						▶

Link Light Rail Tacoma Dome Link Extension



Project Summary

Scope

Limits Federal Way Transit Center to South Federal Way, Fife, East Tacoma, and Tacoma Dome

Alignment The Tacoma Dome Link Extension (TDLE) expands light rail 9.7 miles from the Federal Way Transit Center to Tacoma. The representative alignment travels adjacent to I-5 with four stations.

Stations South Federal Way, Fife, and East Tacoma (elevated stations) and Tacoma Dome (at-grade station)

Systems Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)

Phase Planning: Alternative Development

Budget \$125.7 Million for Preliminary Engineering Phase 1—Alternative Development

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



Map of Tacoma Dome Link Extension.

Key Project Activities

- TDLE - Held meeting with Puyallup tribe, City of Fife, Federal Way.
- TDLE - Held meeting with Federal Transit Administration (FTA).
- TDLE - Shared the Fall 2020 outreach summary on the project website.
- TDLE - Began conversations and planning around parcels at risk of development for TDLE.
- OMF South - Finished DEIS Public comment period, supported online public meetings and hearings, stakeholder briefings and owner notifications
- OMF South - Coded public DEIS comments and drafted report, reviewed and categorized public comments.
- OMF South - Developed scope and cost estimates for change order to extend services and contract time to November 2021.
- OMF South - Began Phase 3 scope of work (SOW) development
- OMF South - Held kickoff meeting for Title VI Equity Analysis development

Link Light Rail Tacoma Dome Link Extension



Project Cost Summary

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

Project expenditure is almost 25% less than the planned budget in April. The major variance is observed in Administration, PE and 3rd Party phases. Selection of preferred alternative by the ST Board was pushed out from May to September, and as a result of this postponement, ST staff and consultant burn rate was reduced. The other factor contributing to the variance is that 3rd Parties have been late in issuing of their invoices to Sound Transit.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$26.8	\$12.3	\$12.2	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$48.8	\$32.3	\$87.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$6.4	\$1.8	\$0.7	\$6.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$5.4	\$1.0	\$0.2	\$5.4	\$0.0
Total	\$125.7	\$63.9	\$45.4	\$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	\$4.4	\$1.0	\$0.2	\$4.4	\$0.0
80 Professional Services	\$114.4	\$62.9	\$45.2	\$114.4	\$0.0
90 Unallocated Contingency	\$6.9	\$0.0	\$0.0	\$6.9	\$0.0
Total (10 - 90)	\$125.7	\$63.9	\$45.4	\$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. Sound Transit will continuously monitoring project status and associated risks. ST will take mitigation actions for known risks identified on the risk register that pose a significant impact to the project cost or schedule forecast.

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

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

Critical Path Analysis

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

Activity Name	Start	Finish	2021			
			Q2	Q3	Q4	Q1
OMF South - Monthly Update Apr 2021	02-Apr-19 A	24-Jan-22	[Gantt bar spanning Q2, Q3, Q4, and Q1]			
Key Milestones	04-Mar-21 A	23-Sep-21	[Gantt bar]			
DEIS Publication		04-Mar-21 A	[Gantt bar]			
OMF S - Board Selects Preferred Alternative		23-Sep-21*	[Gantt bar]			
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A	[Gantt bar]			
Conceptual Engineering - (Phase II)	03-Jul-19 A	23-Sep-21	[Gantt bar]			
Project Management	27-May-21	24-Jun-21	[Gantt bar]			
Conceptual Engineering	03-Jul-19 A	23-Sep-21	[Gantt bar]			
AE 0030-17 1.10.B OMFS Phase 2 - Schedule Update - DD 20210430	03-Jul-19 A	23-Sep-21	[Gantt bar]			
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	23-Sep-21	[Gantt bar]			
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A	[Gantt bar]			
Task 9.3 Engineering	07-Oct-19 A	23-Sep-21	[Gantt bar]			
Task 9.4 Cost Estimating and Construction Support	01-Jul-20 A	30-Sep-20 A	[Gantt bar]			
Task 9.5 OMF South Environmental	03-Jul-19 A	23-Sep-21	[Gantt bar]			
Task 9.6 OMF South External Engagement	03-Jul-19 A	23-Sep-21	[Gantt bar]			
Task 9.7 GIS and Graphics	03-Jul-19 A	03-Jun-21	[Gantt bar]			
Task 9.8 Detailed Evaluation of Landfill Site Reuse	03-Jul-19 A	03-Jun-21	[Gantt bar]			
CE Plan Submittal (10%)	18-Nov-19 A	15-May-20 A	[Gantt bar]			
ACE Plan Submittal (20%)	30-Jun-20 A	25-Jun-21	[Gantt bar]			
Detailed Evaluation of Landfill Site Reuse	24-Aug-21	23-Sep-21	[Gantt bar]			
Preliminary Engineering - (Phase III)	19-Jul-21	09-Dec-21	[Gantt bar]			
Final EIS	19-Jul-21	09-Dec-21	[Gantt bar]			
ROW (Phase IV)	24-Sep-21	24-Jan-22	[Gantt bar]			
Third Party - BPA Relocation	24-Sep-21	27-Dec-21	[Gantt bar]			

Link Light Rail Tacoma Dome Link Extension



TDLE Project Schedule

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

Below is the summary schedule as of April 30, 2021. At this time the project is estimating approximately 12 months of delay to the DEIS being published due to stakeholder reviews which can be associated with COVID-19 related impacts. These delays have the potential to impact the overall project schedule and are being assessed by the ST Board.

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

Activity Name	Start	Finish	2021			2022				
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	
Tacoma Dome Link Extension - Apr 2021	22-May-17 A	20-Jul-22								
Key Milestones	25-Mar-22	23-Jun-22								
Phase II Draft EIS Printing and Publication		25-Mar-22								
Phase II ST Board Confirms/Revises Preferred Alternative for TDLE		23-Jun-22*								
TDLE and OMF South Alternative Analysis - (Phase I)	22-May-17 A	05-Jan-18 A								
Alternative Analysis Procurement	22-May-17 A	05-Jan-18 A								
Conceptual Engineering - (Phase II)	05-Aug-19 A	20-Jul-22								
Tacoma Dome Link Extension - Phase 2 - UPDATE - DD: 20210430	05-Aug-19 A	20-Jul-22								
Task 1 - Project Management, Controls & Administration	05-Aug-19 A	20-Jul-22								
Task 2 Jurisdictional and Tribal Coordination and Agreements	05-Aug-19 A	20-Jul-22								
Task 3 Engineering	05-Aug-19 A	03-Dec-21								
Task 5 Preparation of TDLE Draft Environmental Impact Statement	05-Aug-19 A	25-Mar-22								
Task 6 External Engagement	05-Aug-19 A	20-Jul-22								
Task 7 Cost Estimating, Construction Planning and Value Engineering Support	05-Aug-19 A	13-Aug-20 A								
Task 8 GIS and Graphics	05-Aug-19 A	20-Jul-22								
Task 10 Supplemental Services	19-Apr-21 A	30-Apr-21								
Task 12 - Optional Tasks	30-Jun-21	30-Jun-21								

OMF South Project Schedule

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

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

Below is the summary schedule as of Apr 30, 2021. ST Board Selects Preferred Alternative is forecasted to happen Q3 2021.

Activity Name	Start	Finish	2021			
			Q2	Q3	Q4	Q1
OMF South - Monthly Update Apr 2021	02-Apr-19 A	24-Jan-22				
Key Milestones	04-Mar-21 A	23-Sep-21				
DEIS Publication		04-Mar-21 A				
OMF S - Board Selects Preferred Alternative		23-Sep-21*				
Alternative Analysis - (Phase I)	02-Apr-19 A	03-Jul-19 A				
Conceptual Engineering - (Phase II)	03-Jul-19 A	23-Sep-21				
Project Management	27-May-21	24-Jun-21				
Conceptual Engineering	03-Jul-19 A	23-Sep-21				
AE 0030-17 1.10.B OMF S Phase 2 - Schedule Update - DD 20210430	03-Jul-19 A	23-Sep-21				
Task 9.1 Project Management, Controls, and Administration	03-Jul-19 A	23-Sep-21				
Task 9.2 OMF South Facility Programming Requirements	03-Jul-19 A	31-Jan-20 A				
Task 9.3 Engineering	07-Oct-19 A	23-Sep-21				
Task 9.4 Cost Estimating and Construction Support	01-Jul-20 A	30-Sep-20 A				
Task 9.5 OMF South Environmental	03-Jul-19 A	23-Sep-21				
Task 9.6 OMF South External Engagement	03-Jul-19 A	23-Sep-21				
Task 9.7 GIS and Graphics	03-Jul-19 A	03-Jun-21				
Task 9.8 Detailed Evaluation of Landfill Site Reuse	03-Jul-19 A	03-Jun-21				
CE Plan Submittal (10%)	18-Nov-19 A	15-May-20 A				
ACE Plan Submittal (20%)	30-Jun-20 A	25-Jun-21				
Detailed Evaluation of Landfill Site Reuse	24-Aug-21	23-Sep-21				
Preliminary Engineering - (Phase III)	19-Jul-21	09-Dec-21				
Final EIS	19-Jul-21	09-Dec-21				
ROW (Phase IV)	24-Sep-21	24-Jan-22				
Third Party - BPA Relocation	24-Sep-21	27-Dec-21				

Community Engagement

- OMF South – Provided briefing to the residents of Belmor Park, virtual meeting on 4/5
- OMF South – Provided a short briefing to the Federal Way Black Collective, virtual meeting on 4/8
- OMF South – Provided briefing to GarageTown, virtual meeting on 4/12
- OMF South – Provided briefing to the Multi-Service Center, virtual meeting on 4/15
- TDLE – Provided briefing to the Building Owners and Managers Association (BOMA) of South Puget Sound, virtual meeting on 4/28
- TDLE – Provided briefing to Kitsap Bank, virtual meeting on 4/28

Staffing Summary

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

Project has planned 58.5 average FTEs per month for the year 2021. To date, both ST and consultant actual staffing levels have recorded a negative variance (underrun) to the Planned Monthly FTE average. This underrun rate is expecting to be continued as board action on preferred alternative anticipated to be pushed out.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	20.4	(9.6)
Consultants	28.5	21.2	(7.3)
TOTAL	58.5	41.6	(16.9)
* An FTE is the equivalent of 2080 hours. YTD performance FTE hours are divided by a monthly factor of 173.33.			

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Link Light Rail Link Operations & Maintenance Facility: East



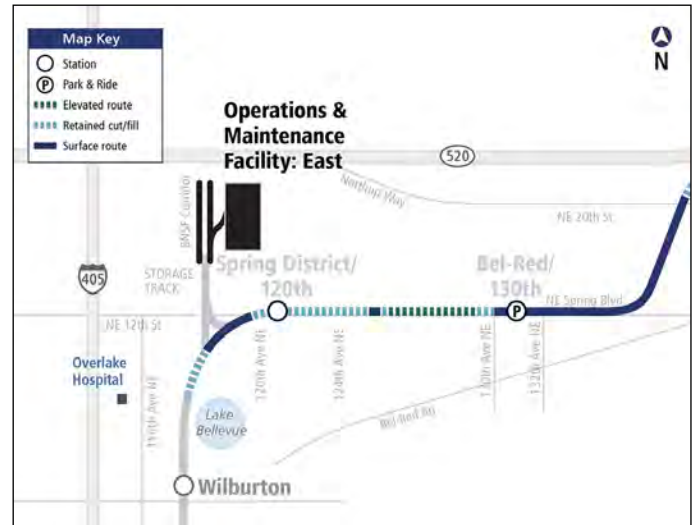
Project Summary

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

Phase Construction

Budget \$449.2 Million (Baselined July 2016)

Schedule Substantial Completion Achieved:
December 2020



Map of OMF East Site

Key Project Activities

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

Closely Monitored Issues

- Monitoring commissioning and testing in support of project transition to Operations.
- Readiness of Operations to assume occupancy of the facilities.
- COVID-19 Impacts.
- Submittal of complete and acceptable as-built drawings.



Operations and Maintenance Facility East in Bellevue



Link Light Rail

Link Operations & Maintenance Facility: East

Project Cost Summary

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

The Estimated Final Costs (EFC) continues to be projected at approximately \$449.2M but there is high probability that there will be savings. The project is currently finalizing the anticipated savings. This period’s project expenditure topped out at about \$1.5M. The total project cost incurred increased from approximately \$366.8M to \$368.3M. The majority of the cost are driven by the Administrative and Construction Service Phase.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$17.6	\$17.6	\$10.0	\$10.0	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$9.0	\$8.7	\$9.5	\$0.0
Final Design	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$19.3	\$19.3	\$17.6	\$17.1	\$19.3	\$0.0
3rd Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$234.3	\$229.9	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$374.0	\$368.3	\$449.2	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$2.6	\$4.4	\$4.3	\$4.2	\$4.3	\$0.1
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$131.0	\$129.4	\$143.2	-\$7.1
40 Sitework & Special Conditions	\$43.6	\$48.5	\$42.2	\$40.1	\$44.5	\$4.0
50 Systems	\$43.0	\$41.6	\$40.4	\$39.7	\$40.4	\$1.2
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$217.8	\$213.4	\$232.4	-\$1.8
60 ROW, Land, Improvements	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
70 Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$71.6	\$70.3	\$53.5	\$52.3	\$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	\$374.0	\$368.3	\$449.2	\$0.0

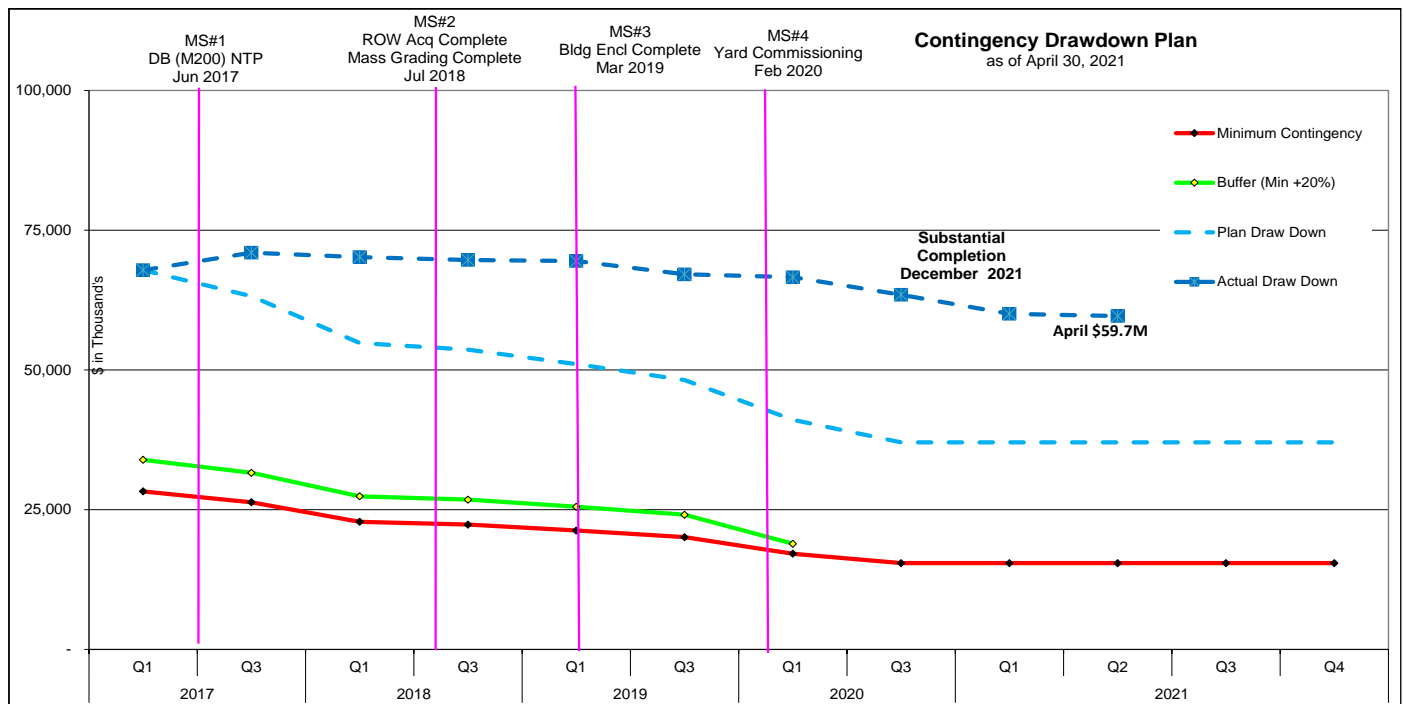
Risk Management

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

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

Contingency Drawdown

At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positively. Project contingency continues to trend positive at juncture with total contingencies balance in April 2021 at approximate \$59.7M (previously quarter at \$60.1M) and remains above all the baseline draw down projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



Staffing Summary

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

The planned FTE monthly average is the monthly annualized average; whereas, the YTD monthly average only reflects average actuals through April of 2021 and is anticipated to average down as the year progress ahead.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	8.8	3.5
Consultants	2.8	14.0	11.2
TOTAL	8.0	22.7	14.7

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	



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

Link Light Rail Link Operations & Maintenance Facility: East



Contract M200 - OMF East Design Build

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$11,729,606
Current Contract Value	\$230,641,606
Total Actual Cost (Incurred to Date)	\$226,810,018
Percent Complete	99.7%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$11,729,606
*Contingency Index	2.5



Operations and Maintenance Facility East in Bellevue

**Excludes Betterments*



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

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Link Light Rail Light Rail Vehicle Fleet Expansion



Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 152 low floor light rail vehicles for service requirements of Northgate, East Link and Lynnwood Link Extensions.
Phase	Manufacturing
Budget	\$740.7 Million (Baseline September 2015, Amended April 2017)
Schedule	Project Completion: Q3 2024



Siemens' LRV

Key Project Activities

- All Operational Conformance CIL open item required for the LRV to enter revenue service has been completed.
- Cars # 216 & 219 were Conditionally Accepted on 4/13/2021 & 4/16/2021 respectively.
- Cars 212, 215, 218 & 211 had completed Burn-In as of 4/28/2021.
- Continued final assembly and fabrication of car shell at Siemens' Sacramento facilities.
- S700 LRV familiarization for riders with disabilities event held at Angle Lake station on 4/28/2021.
- Held April 2021 monthly Safety & Security Certification Review Subcommittee (SSCRS) meeting on 4/30/2021.



LRV Familiarization for Riders with Disabilities in Seattle



Car 281 at Final Assembly in Sacramento, CA

Closely Monitored Issues

- OMF Central yard LRV storage capacity continues to be an issue. The timeframe for this concern remained in the 2nd Quarter of 2021; LRVs delivery and transportation plan between OMF Central and OMF East has been established and closely monitor.
- S700 LRVs availability for North Gate Link Extension revenue service & East Link Extension System Integration Tests are continue to be in discussion with all stakeholders.
- Manufacturer continue reporting supply chain interruptions impacting implementation of FMIs and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.

Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$740.7M. The project cost is summarized into two cost tables. The first table is in accordance with Sound Transit’s Work Breakdown Structure (WBS) displaying the cost summary by phase. The second table summarizes project cost by SCC, in accordance to the FTA Standard Cost Categories (SCC) format. Both tables show figures in millions.

The project expenditure incurred to date is approximately \$296.6M to which a majority of the cost is attributed to the vehicles phase of \$282.8M. The current period expenditure is \$9.8M mainly from light rail vehicles of \$9.3M comprised mainly of vehicles production milestone payments to Siemens. The other incurred cost was mostly attributed from engineering and inspection of \$267.1K and staff costs of \$164.9K.

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	\$6.3	\$9.6	\$4.7	\$4.7	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$9.1	\$18.0	\$0.0
Vehicles	\$716.1	\$713.1	\$657.3	\$282.8	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$677.1	\$296.6	\$740.7	\$0.0

Cost Summary by SCC

SCC Elements	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Construction Subtotal (SCC 10 - 50)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$702.8	\$705.3	\$668.1	\$287.6	\$705.3	\$0.0
80 Professional Services	\$6.1	\$23.2	\$9.0	\$9.0	\$23.2	\$0.0
90 Contingency	\$31.7	\$12.2	\$0.0	\$0.0	\$12.2	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$677.1	\$296.6	\$740.7	\$0.0

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

Link Light Rail Light Rail Vehicle Fleet Expansion



Risk Management

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

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

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

Contingency Management

The project's budget was baselined in September 2015 and was amended in April 2016 to exercise the option LRV contained a total of \$78.0M of Total Contingency. The project's Total Contingency is currently at \$59.4M or about 13.4% 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.

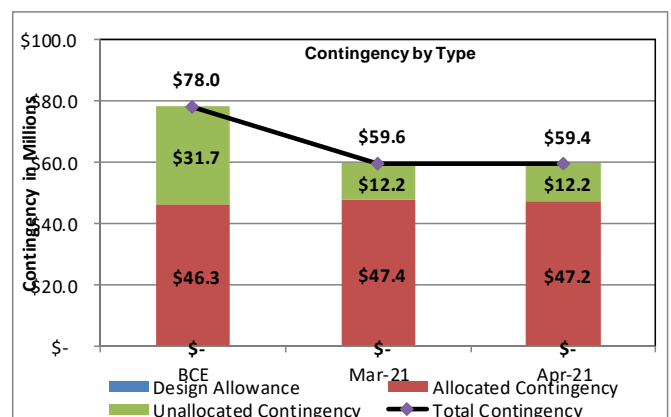
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. The AC for April decreased by \$0.2M to \$47.2M due to Siemens Change Orders.

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

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ -	0.0%	\$ -	0.0%
Allocated Contingency	\$ 46.3	6.3%	\$ 47.2	10.6%
Unallocated Contingency	\$ 31.7	4.3%	\$ 12.2	2.7%
Total	\$78.0	10.7%	\$ 59.4	13.3%

Contingency by Type





Link Light Rail Light Rail Vehicle Fleet Expansion

Project Schedule

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

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

LRV Delivery and Testing Progress as of April 30, 2021

LRV status	Received in Seattle	Testing in progress (Seattle)	Conditionally Accepted	Entered Revenue Service
Planned	71	71	52	52
Actual	40	40	4	0

Critical Path Analysis

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

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

Link Light Rail Light Rail Vehicle Fleet Expansion



Staffing Summary

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

The planned FTE monthly average is the monthly annualized average of 12 months; whereas the YTD monthly average only reflects actuals through the end of April 2021. The variance between the planned ST Staff and the YTD Actual ST Staff is 0.7. This variance largely continues to be due to the cumulative fractions of estimated FTEs spread across various departments and cannot be attributed to any one main variance driver. That said, with COVID-19 pandemic's fluid situation, it is hard to predict how the annual plan will unfold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	9.5	8.8	(0.7)
Consultants	7.8	12.0	4.2
TOTAL	17.3	20.8	3.5

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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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.

April | 2021





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

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

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

Lakewood Station Access Improvements: Project will plan, design, and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders and drivers. This could mean investments in safer walking, rolling and bicycling connections with surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

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.

South Tacoma Station Access Improvements: Project will plan, design and construct a parking facility and provide access improvements to the existing station for bicyclists, bus riders, and drivers. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

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

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

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Sounder Commuter Rail Program Overview



Program Budget

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

SOUNDER	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
AUBURN STATION ACCESS IMPRVMT	\$12.6	\$6.6	\$4.2	\$12.6	\$0.0
EDMONDS & MUKILTEO STN P&A IMP	\$3.9	\$0.9	\$0.9	\$3.9	\$0.0
KENT STATION ACCESS IMPRVMTS	\$16.8	\$7.6	\$5.2	\$16.8	\$0.0
LAKWOOD STATION ACCESS IMPRVMT	\$1.9	\$1.2	\$0.6	\$1.9	\$0.0
PUYALLUP STATION IMPROVEMENTS	\$79.1	\$70.0	\$34.8	\$79.1	\$0.0
SOUNDER MAINTENANCE BASE	\$12.9	\$10.7	\$9.9	\$12.9	\$0.0
SOUNDER SOUTH CAPACITY EXPN	\$17.3	\$4.6	\$3.1	\$17.3	\$0.0
SOUTH TACOMA STATION ACCESS IMPROVMNT	\$1.5	\$0.8	\$0.3	\$1.5	\$0.0
SUMNER STATION IMPROVEMENTS	\$17.8	\$16.1	\$11.2	\$17.8	\$0.0
Total SOUNDER	\$163.8	\$118.6	\$70.3	\$163.8	\$0.0

Figures are shown in millions

Program Schedule

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

Project Name	Start	Finish	2020				2021				2022				2023			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
◆ Sound Transit	01-May-15	11-Apr-22																
◆ Sound Transit 2	01-May-15	11-Apr-22																
◆ South Corridor	01-May-15	11-Apr-22																
◆ Sounder Commuter Rail - South	01-May-15	11-Apr-22																
◆ Station Access - South	01-May-15	11-Apr-22																
◆ S300017-Puyallup Station Access Improvements - DB	01-May-15	11-Apr-22																



Sounder Commuter Rail Auburn Station Parking & Access Improvements

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Sounder Commuter Rail Auburn Station Parking & Access Improvements



Project Summary

- Scope** The purpose of the project is to improve parking and access to the existing Auburn Sounder Station for Sounder riders, bicyclist, bus riders, and drivers.
- Project includes alternatives identification, screening, environmental documentation, design, and construction of station parking and access improvements at or around Auburn Station.
- Phase** Complete Environmental and enter Design & Construction
- Budget** \$12.6 Million
- Schedule** Open for Service date will depend on ST Board direction from realignment process.



Improving access to Sounder Auburn Station

Key Project Activities

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

Project Cost Summary

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

This period expenditures increased by \$41K. The incurred cost increased from \$4.21M to \$4.25M. The majority of this period’s costs is attributed to staff costs, conceptual engineering work and right-of-way activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.4	\$1.5	\$1.5	\$2.4	\$0.0
Preliminary Engineering	\$3.4	\$2.8	\$2.6	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.8	\$0.0	\$2.0	\$0.0
3rd Party Agreements	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
Construction	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
ROW	\$3.8	\$0.4	\$0.1	\$3.8	\$0.0
Total	\$12.6	\$6.6	\$4.2	\$12.6	\$0.0



Sounder Commuter Rail Auburn Station Parking & Access Improvements

Risk Management

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

- The project team will develop the Risk and Contingency Management Plan (RCMP) during Phase III—Preliminary Engineering phase of the project. The project team plans to conduct a risk assessment workshop in 2022 to identify all the potential risks during design and construction.
- The project team reviewed and updated the risk register in March 2021. The team will review and revise the register on a quarterly basis, the next risk register update is scheduled for June 2021.

Project Schedule

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

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

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

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

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

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

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

Sounder Commuter Rail Auburn Station Parking & Access Improvements



Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail Edmonds and Mukilteo Station Parking & Access Improvements



Project Summary

Scope

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

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

Phase

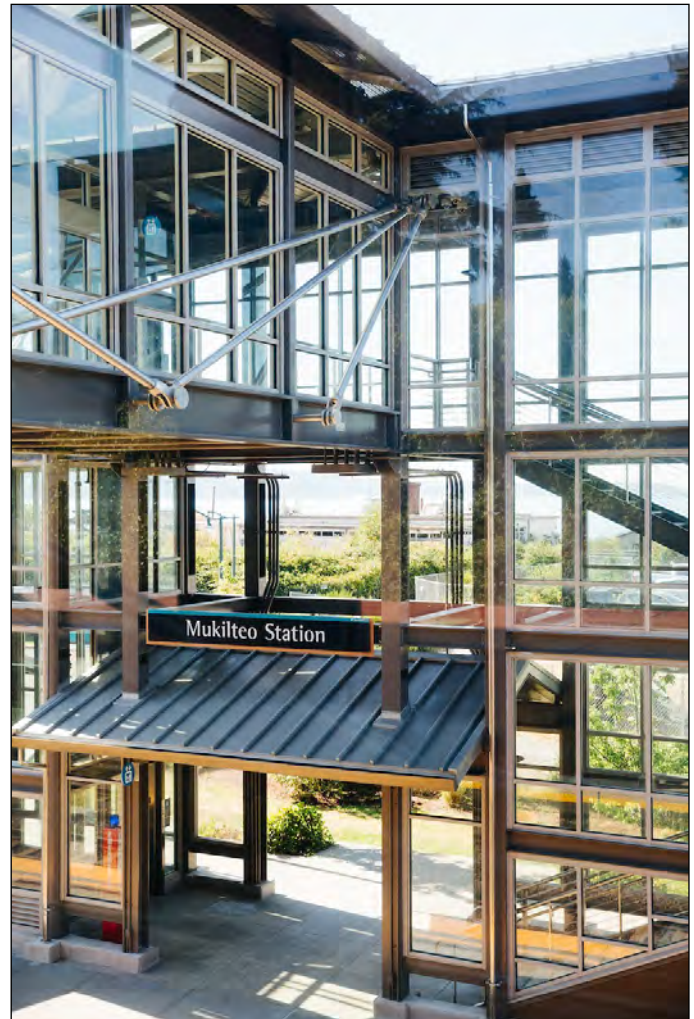
Planning

Budget

\$3.9 Million (Phase 1-2)

Schedule

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



Sounder Mukilteo Station Access Improvements

Key Project Activities

- Next steps, including budget amendment to fund Phase 2 work and amendment of the consultant contract, are pending Board direction on realignment.



Sounder Commuter Rail Edmonds and Mukilteo Station Parking & Access Improvements

Project Cost Summary

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

Since March 2021, the project cost incurred to increased by \$150 not enough to be seen in the rounded figures below.

Cost Summary by Phase

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

Risk Management

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

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

Community Engagement

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

Sounder Commuter Rail Edmonds and Mukilteo Station Parking & Access Improvements



Project Schedule

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

Activity ID	Activity Name	Start	Finish	2021				2022			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S00087 - Edmonds & Mukilteo Stations Parking		08-Jan-18 A	05-May-26								
Preliminary Engineering		08-Jan-18 A	13-Mar-23								
Alternative Analysis - (Phase I)		08-Jan-18 A	28-Jan-21								
Conceptual Engineering - (Phase II)		03-Dec-19 A	31-Dec-21								

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	0.01	(3.8)
Consultants	0.0	0.0	(0.0)
TOTAL	3.8	0.01	(3.8)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail Kent Station Parking & Access Improvements



Project Summary

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

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

Phase Complete Environmental/Enter Design & Construction

Budget \$16.8 Million

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



Improving access to Sounder Kent Station

Key Project Activities

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

Project Cost Summary

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

This period expenditure increased by \$46K. The incurred cost increased from \$5.13M to \$5.18M. The majority of this period’s costs is attributed to staff costs, ROW activities and conceptual engineering work.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$2.7	\$1.7	\$1.7	\$2.7	\$0.0
Preliminary Engineering	\$3.4	\$3.1	\$2.6	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.8	\$0.0	\$2.0	\$0.0
3rd Party Agreements	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Construction	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
ROW	\$8.2	\$1.0	\$0.8	\$8.2	\$0.0
Total	\$16.8	\$7.6	\$5.2	\$16.8	\$0.0



Sounder Commuter Rail Kent Station Parking & Access Improvements

Risk Management

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

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

Project Schedule

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

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

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

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

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

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

Sounder Commuter Rail Kent Station Parking & Access Improvements



Community Engagement

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.1	(3.9)
Consultants	3.0	0.2	(2.8)
TOTAL	8.0	1.3	(6.7)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Sounder Commuter Rail Lakewood Station Access Improvements



Project Summary

- Scope** This project will plan and design access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.
- During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.
- Phase** Planning Phase 1—Alternatives Analysis
- Budget** \$1.96 Million
- Schedule** Open for Service date will depend on Board direction from realignment process.



Lakewood Sounder Station in Pierce County.

Key Project Activities

- Initiated Phase 1—Alternative Analysis
- Developed project goals and criteria
- Identified improvements to evaluate as part of the project
- Engaged with internal and external stakeholders to identify improvements to evaluate
- Conducted an online open house to solicit input on improvements from the public



Lakewood Sounder Station Building



Lakewood Station Passenger Platform Access

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).

This period expenditures increased by \$114K with the majority of the amount coming from staff costs, and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.5	\$0.2	\$0.2	\$0.5	\$0.0
Preliminary Engineering	\$1.0	\$0.7	\$0.2	\$1.0	\$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	\$0.3	\$0.2	\$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	\$1.9	\$1.2	\$0.6	\$1.9	\$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.

There are no risks identified at this time. The first Quarterly Risk Review Workshop will be held June 2021

Sounder Commuter Rail Lakewood Station Access Improvements



Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase I - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022.

Activity Name	Start	Finish	2021				2022
			Q1	Q2	Q3	Q4	Q1
Lakewood Station Access Improvements - Master Schedule	18-Feb-20A	12-Nov-23					
Perliminary Engineering	18-Feb-20A	22-Feb-24					
Phase I - Alternative Analysis	18-Feb-20A	27-Jan-22					
Alternative Analysis Admin	18-Feb-20A	07-Jul-21					
Alternative Analysis Procurement	25-Sep-20A	04-Dec-20A					
Alternative Analysis	01-Oct-20A	27-Jan-22					
Prepare Cost Estimate	01-Oct-20A	15-Oct-20A					
Submit Cost Estimate	16-Oct-20A	30-Oct-20A					
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20A	04-Dec-20A					
Cost Estimates Submitted for review - Alt Development	08-Jul-21*	06-Aug-21					
Alternatives Development	04-Dec-20A	23-Nov-21					
Board Identifies DEIS Alts. & Prelim Preferred Alt.	16-Dec-21	27-Jan-22					

Community Engagement

- Held briefings and interviews with community organizations and social service providers in Lakewood to understand transit needs and help identify potential improvements.
- Conducted an online open house April 1-20 to introduce the project to the community and solicit ideas for potential improvements.
- Provided a project overview to the Lakewood City Council.



Sounder Commuter Rail Lakewood Station Access Improvements

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.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	2.2	1.2	(1.0)
Consultants	2.1	1.8	(0.3)
TOTAL	4.3	3.0	(1.3)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Puyallup Station Access Improvements

Project Summary

Scope	<p>The purpose of the project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.</p> <p>The proposed project includes an up to 5 level parking garage and an expansion of a surface lot; together both shall provide a minimum of 600 total stalls. The project also includes a pedestrian bridge over 5th Street Northwest.</p>
Phase	Final Design and Construction
Budget	\$79.1 Million
Schedule	Open for Service: Q1 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway due to recently completed negotiations with the City impacting previously forecast Design Build Notice To Proceed (NTP) date. Open For Service date may be delayed beyond February 2022.
- Contractor finalized 100% design packages; most design packages are under development to an Issue For Construction (IFC) level or are complete.
- Design Builder continues with obtaining the remainder of the construction permits.
- Slab on grade and column concrete pours continue.
- Utility relocation work (electrical, telecommunication, and storm) continues.

Closely Monitored Issues

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



Sounder Commuter Rail Puyallup Station Access Improvements

Project Cost Summary

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

This period expenditures increased by \$1.98M. The incurred cost increased from \$32.9M to \$34.8M. The majority of this period’s costs are attributed to staff costs, construction management services and \$1.5M for the Design Build construction contract.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.6	\$4.6	\$3.4	\$3.4	\$4.6	\$0.0
Preliminary Engineering	\$2.9	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$5.2	\$5.1	\$4.6	\$2.6	\$5.1	\$0.0
3rd Party Agreements	\$2.2	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0
Construction	\$58.4	\$60.0	\$53.1	\$20.0	\$60.0	\$0.0
ROW	\$5.6	\$6.6	\$6.3	\$6.3	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$70.0	\$34.8	\$79.1	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$47.1	\$31.2	\$28.9	\$7.9	\$31.2	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$1.0	\$10.0	\$8.3	\$2.1	\$10.0	\$0.0
50 Systems	\$0.0	\$4.3	\$2.3	\$0.5	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.5	\$39.5	\$10.5	\$45.5	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.3	\$6.3	\$6.6	\$0.0
80 Professional Services	\$22.0	\$25.8	\$24.1	\$18.1	\$25.8	\$0.0
90 Unallocated Contingency	\$3.7	\$1.2	\$0.0	\$0.0	\$1.2	\$0.0
Total (10 - 90)	\$79.1	\$79.1	\$70.0	\$34.8	\$79.1	\$0.0

Sounder Commuter Rail Puyallup Station Access Improvements



Risk Management

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

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

Contingency Management

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

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

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

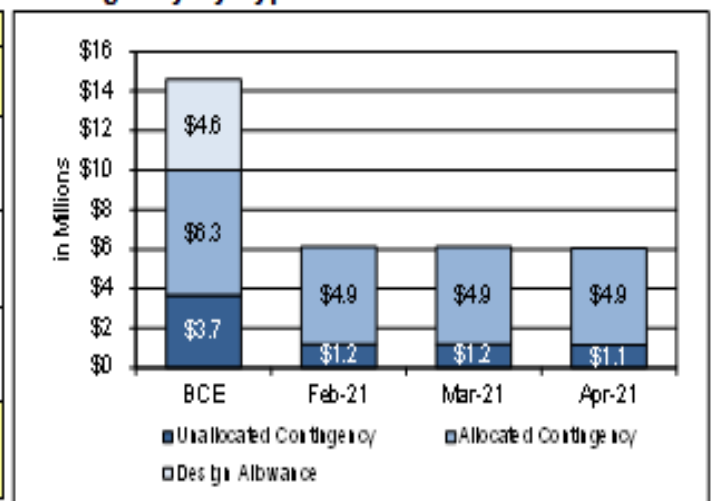
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC was reduced by \$64K due to a task order amendment for additional archaeological support.

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$4.6	5.8%	\$0.0	0.0%
Allocated Contingency	\$8.3	8.0%	\$4.9	11.1%
Unallocated Contingency	\$3.7	4.7%	\$1.1	2.6%
Total:	\$14.6	18.4%	\$6.1	13.7%

Table figures are shown in millions.

Contingency by Type



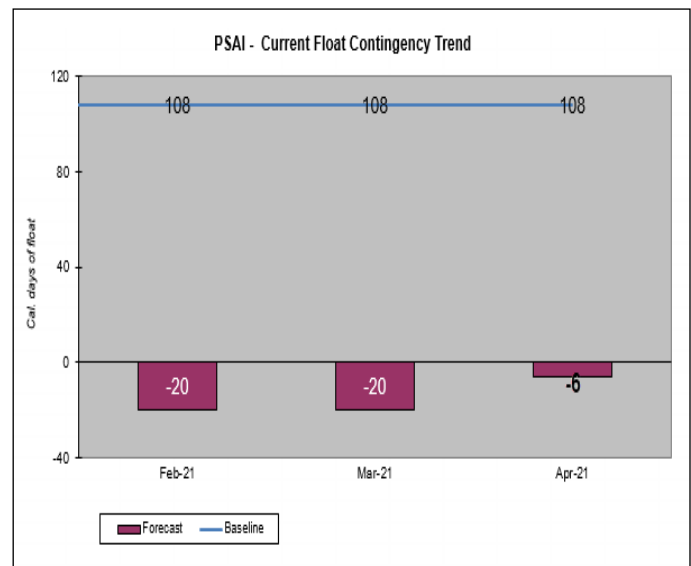
Project Schedule

NTP was issued to the contractor in the first quarter of 2020 to commence design and the contractor mobilized on site Q3 2020. The schedule update for this period was accepted but is showing more than 14 days of negative float as ST and the contractor work through current ROW design. The contractor presented a mitigation plan which is currently under review with ST. It is expected that this project is on track to complete in the Q1 of 2022.

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

Project Float

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

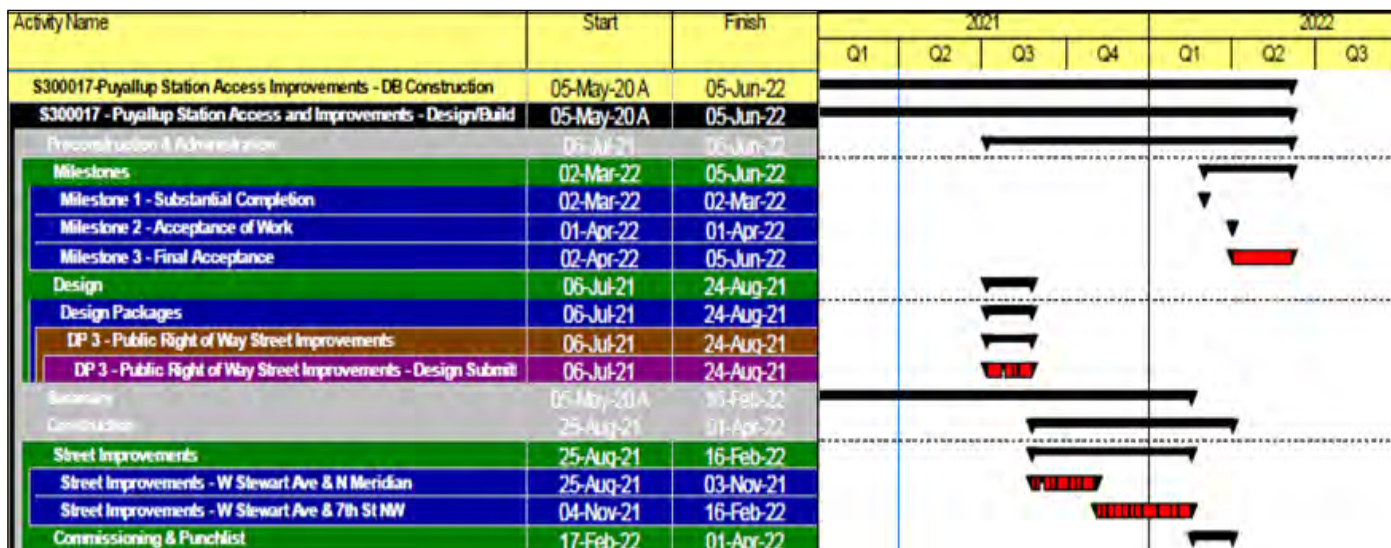


Sounder Commuter Rail Puyallup Station Access Improvements



Critical Path Analysis

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



Community Outreach

- Monitored construction activities for impacts to community.

Staffing Summary

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

Project staffing is on track with planned projections.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	6.4	(0.9)
Consultants	7.5	6.8	(0.7)
TOTAL	14.8	13.2	(1.6)

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



Sounder Commuter Rail Puyallup Station Access Improvements

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/Measure	April 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	0
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	0	0
Reported Near Mishaps	2	4	4
Average Number of Employees on Worksite	40	-	-
Total # of Hours (GC & Subs)	6,400	14,887	17,195
OSHA Incident Rates	Apr. 2021	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	0.00
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		
<p>Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.</p>			

Sounder Commuter Rail Sounder Maintenance Base



Project Summary

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

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

Phase Design and Construction

Budget \$12.9 Million

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



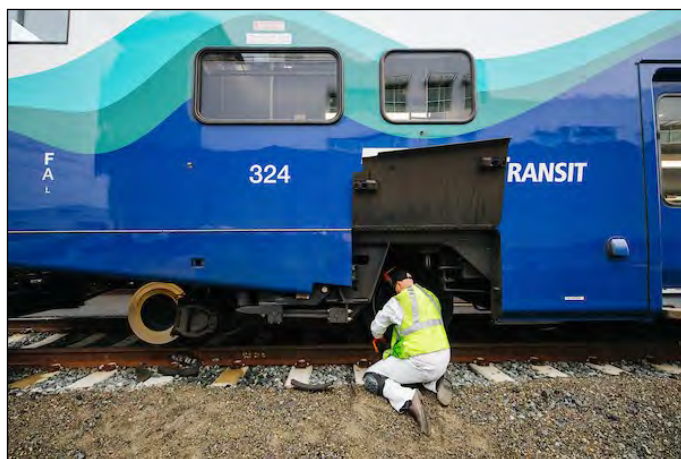
Sounder Maintenance Base Project Alignment

Key Project Activities

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



Air filters are changed on a Sound Car



Brake pads are replaced on a Sounder Car

Project Cost Summary

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

This period’s expenditures increased by \$7K. The majority of this period’s costs are attributed to 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	\$3.6	\$2.6	\$2.6	\$3.6	\$0.0
Preliminary Engineering	\$3.5	\$3.2	\$3.0	\$3.5	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.9	\$1.7	\$2.0	\$0.0
3rd Party Agreements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction	\$0.9	\$0.3	\$0.1	\$0.9	\$0.0
ROW	\$3.0	\$2.6	\$2.4	\$3.0	\$0.0
Total	\$12.9	\$10.7	\$9.9	\$12.9	\$0.0

Risk Management

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

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

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

Project Schedule

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

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

Activity ID	Activity Name	Start	Finish	2019			2020				2021				
				Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
S300004 - Sounder Maintenance Base - Design/Build		01-Apr-13 A	30-Dec-21	[Gantt bar spanning from 01-Apr-13 A to 30-Dec-21]											
	Conceptual Engineering	29-Jul-13 A	30-Jan-18 A	[Gantt bar spanning from 29-Jul-13 A to 30-Jan-18 A]											
	Preliminary Engineering	01-Jun-14 A	26-Aug-21	[Gantt bar spanning from 01-Jun-14 A to 26-Aug-21]											
	Environmental Assessment	01-Apr-13 A	13-Mar-20 A	[Gantt bar spanning from 01-Apr-13 A to 13-Mar-20 A]											
	Third Party Utility Relocation and Misc Construction	02-Jan-19 A	30-Dec-21	[Gantt bar spanning from 02-Jan-19 A to 30-Dec-21]											
	Third Party Utility Relocation	02-Jan-19 A	30-Dec-21	[Gantt bar spanning from 02-Jan-19 A to 30-Dec-21]											
	TPU	02-Jan-19 A	30-Dec-21	[Gantt bar spanning from 02-Jan-19 A to 30-Dec-21]											
	Phase 1 - Design	02-Jan-19 A	30-Dec-21	[Gantt bar spanning from 02-Jan-19 A to 30-Dec-21]											
	TPU-ROW	31-Aug-21	30-Dec-21	[Gantt bar spanning from 31-Aug-21 to 30-Dec-21]											
	PSE	30-Aug-19 A	11-May-21	[Gantt bar spanning from 30-Aug-19 A to 11-May-21]											
	PSE-Design	30-Aug-19 A	30-Aug-19 A	[Gantt bar spanning from 30-Aug-19 A to 30-Aug-19 A]											
	PSE-ROW	03-Sep-19 A	31-Jul-20 A	[Gantt bar spanning from 03-Sep-19 A to 31-Jul-20 A]											
	PSE-Permit	01-Sep-20 A	30-Sep-20 A	[Gantt bar spanning from 01-Sep-20 A to 30-Sep-20 A]											
	PSE-Procurement/Construction	01-Sep-20 A	11-May-21	[Gantt bar spanning from 01-Sep-20 A to 11-May-21]											
	Design Build Project Management Services +	01-Aug-18 A	30-Jun-20 A	[Gantt bar spanning from 01-Aug-18 A to 30-Jun-20 A]											
	DBPM - Phase 1 - Const Services/Support - DB Project Req'ts	01-Aug-18 A	30-Jun-20 A	[Gantt bar spanning from 01-Aug-18 A to 30-Jun-20 A]											

Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail Sounder South Capacity Expansion



Project Summary

Scope This project will establish a program of capital elements that will be used to enhance South Sounder capacity, services and access in response to increased demand.

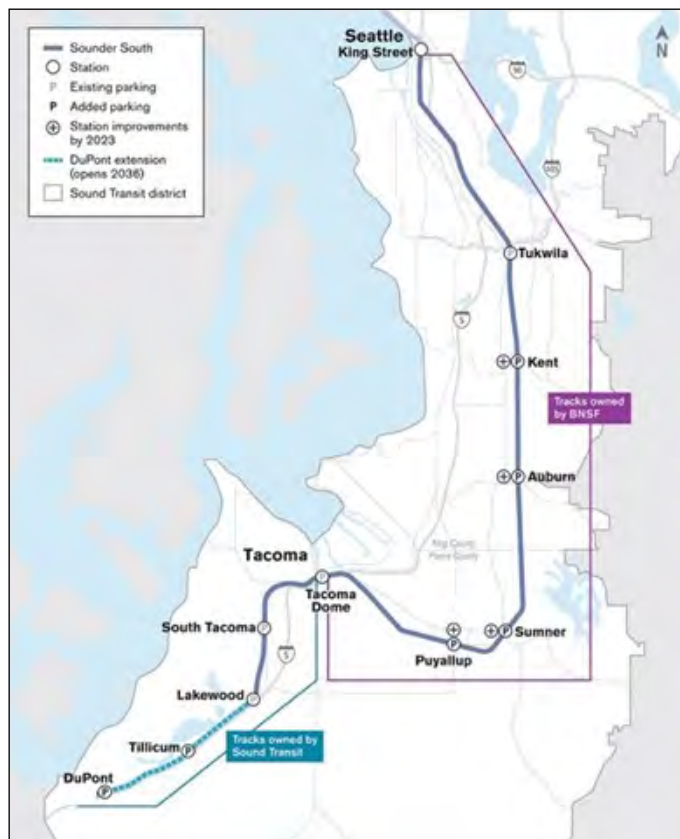
Program elements could include platform extensions, track and signal upgrades and other related infrastructure to facilitate additional capacity, and access elements such as improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's System Access Policy.

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

Phase Planning

Budget \$17.37 Million

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



Sounder South Capacity map alignment

Program Key Activities

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

Sounder South Project Development Key Activities

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

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

King Street Station Platform Improvements

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

Key Activities

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

Community Engagement

- No community engagement activities to report this month.

BNSF Platform Extension

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

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

Key Activities

- Continue alternatives analysis to evaluate feasibility of extending platforms at Auburn Station.
- Developed screening criteria and evaluation metrics to rank different alternative options for Auburn Station platform extensions.

Community Engagement

- No community engagement activities to report this month.

Sounder Commuter Rail Sounder South Capacity Expansion



Program Reporting Elements

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

Project Cost Summary

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

This period expenditures increased by \$182K with the majority of the amount coming from staff costs, alternative analysis and third party coordination.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$3.9	\$1.2	\$1.2	\$3.9	\$0.0
Preliminary Engineering	\$12.1	\$3.0	\$1.6	\$12.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$1.1	\$0.4	\$0.3	\$1.1	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$17.3	\$4.6	\$3.1	\$17.3	\$0.0

Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment. The project is expecting about eight months of COVID-19 related delays. As a result, dates including Service Date, will depend on Board direction from realignment process. Finish Date for Ph-1 reflects the inclusion of King Street Station Platform Improvement Project.

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



Sounder Commuter Rail Sounder South Capacity Expansion

Risk Management

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

The program team held the first risk management workshop to identify potential risks to the projects currently in alternatives analysis (King Street Station Platform Improvements and BNSF Platform Extensions). The risk register will be updated and monitored quarterly, with additional risks to be incorporated at a later date

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	2.1	(5.6)
Consultants	28.6	1.3	(27.3)
TOTAL	36.3	3.4	(32.9)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commuter Rail South Tacoma Station Access Improvements



Project Summary

Scope This project will plan, design and construct a parking facility and provide access improvements to the existing station. This could mean investments in safer walking, rolling and bicycling connections between stations and surrounding neighborhoods; better pick-up and drop-off areas; additional station lighting and weather shelters; parking options and more.

During Phase 1 the project will conduct an alternatives evaluation and screening process in order to help identify the Preferred Alternative package of access improvements.

Phase Planning Phase 1—Alternatives Analysis

Budget \$1.53 Million

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



South Tacoma Station in Pierce County.

Key Project Activities

- Initiated Phase 1—Alternative Analysis
- Developed project goals and criteria
- Identified improvements to evaluate as part of the project
- Engaged with internal and external stakeholders to identify improvements to evaluate
- Conducted an online open house to solicit input on improvements from the public



South Tacoma Station Building



South Tacoma Station Passenger Platform Access

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).

This period expenditures increased by \$145K with the majority of the amount coming from staff costs, and alternative analysis.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$0.5	\$0.1	\$0.1	\$0.5	\$0.0
Preliminary Engineering	\$1.0	\$0.7	\$0.2	\$1.0	\$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	\$0.0	\$0.0	\$0.0	\$0.0	\$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	\$1.5	\$0.8	\$0.3	\$1.5	\$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.

There are no risks identified at this time. The first Quarterly Risk Review Workshop will be held June 2021

Sounder Commuter Rail South Tacoma Station Access Improvements



Project Schedule

The Board of Directors is conducting a capital program realignment of project schedules to meet lower revenue levels caused by the COVID-19 pandemic. This project is part of the assessment and is experiencing COVID-19 related delays. During the realignment process, only near-term schedule activities or those for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown. As a result dates including Open for Service Date will depend on Board direction from realignment process. Phase 1 - Alternative Development NTP was issued in Dec 2020 and expected to complete in Q1 2022.

Activity Name	Start	Finish	2021				2022	
			Q1	Q2	Q3	Q4	Q1	Q2
South Tacoma Station Access Improvements - Master Schedule	18-Feb-20A	12-Nov-23						
Preliminary Engineering	18-Feb-20A	22-Feb-24						
Phase 1 - Alternative Analysis	18-Feb-20A	27-Jan-22						
Alternative Analysis Admin	18-Feb-20A	01-Sep-21						
Alternative Analysis Procurement	25-Sep-20A	04-Dec-20A						
Alternative Analysis	01-Oct-20A	27-Jan-22						
Prepare Cost Estimate	01-Oct-20A	15-Oct-20A						
Submit Cost Estimate	16-Oct-20A	30-Oct-20A						
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20A	04-Dec-20A						
Cost Estimates Submitted for review - Alt Development	02-Sep-21*	04-Oct-21						
Alternatives Development	04-Dec-20A	23-Nov-21						
Board Identifies DEIS Alts. & Prelim Preferred Alt	16-Dec-21	27-Jan-22						

Community Engagement

- Held briefings and interviews with community organizations, social service providers, business groups, and commissions in Tacoma to understand transit needs and help identify potential improvements.
- Conducted an online open house April 1-20 to introduce the project to the community and solicit ideas for potential improvements.
- Provided a project overview to the Tacoma City Council.



Sounder Commuter Rail South Tacoma Station Access Improvements

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.

Currently the project is trending under the planned staffing needs for the project as the project initiation and initial identification of improvements took less effort than planned. As the project gets underway and the evaluation of the improvements begins, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.8	1.3	(0.5)
Consultants	2.1	2.1	0.0
TOTAL	3.9	3.4	(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 to report this period.	

Sounder Commuter Rail Sumner Station Access Improvements



Project Summary

Scope The purpose of the project is to provide increased access to parking by adding 505 net new spaces and new bus loop.

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

Phase Complete environmental/enter design & construction

Budget \$17.8 Million

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



Improving access to Sounder Sumner Station

Key Project Activities

- Project Director provided a M2020-55 Report Out at the April 8th System Expansion Committee; providing considerations as the Board continues re-alignment discussions. M2020-55 is the Board Motion that allowed some actions of paused projects to advance through near-term actions in 2020.
- Project team continued to work with DBPM to determine cost saving strategies regarding Kent/Auburn/Sumner garages.
- Design-Build procurement documents finalized. Project on hold pending Board realignment discussions.

Project Cost Summary

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

This period’s expenditures increased by \$10K. The majority of this period’s costs are attributed to 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	\$2.5	\$1.8	\$1.8	\$2.5	\$0.0
Preliminary Engineering	\$2.7	\$2.6	\$2.6	\$2.7	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$7.6	\$7.6	\$2.9	\$7.6	\$0.0
Construction	\$0.4	\$0.1	\$0.1	\$0.4	\$0.0
ROW	\$4.6	\$4.1	\$3.9	\$4.6	\$0.0
Total	\$17.8	\$16.1	\$11.2	\$17.8	\$0.0



Sounder Commuter Rail Sumner Station Access Improvements

Risk Management

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

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

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

Project Schedule

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

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

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

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

Sounder Commuter Rail Sumner Station Access Improvements



Community Engagement

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

Staffing Summary

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

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

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

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report

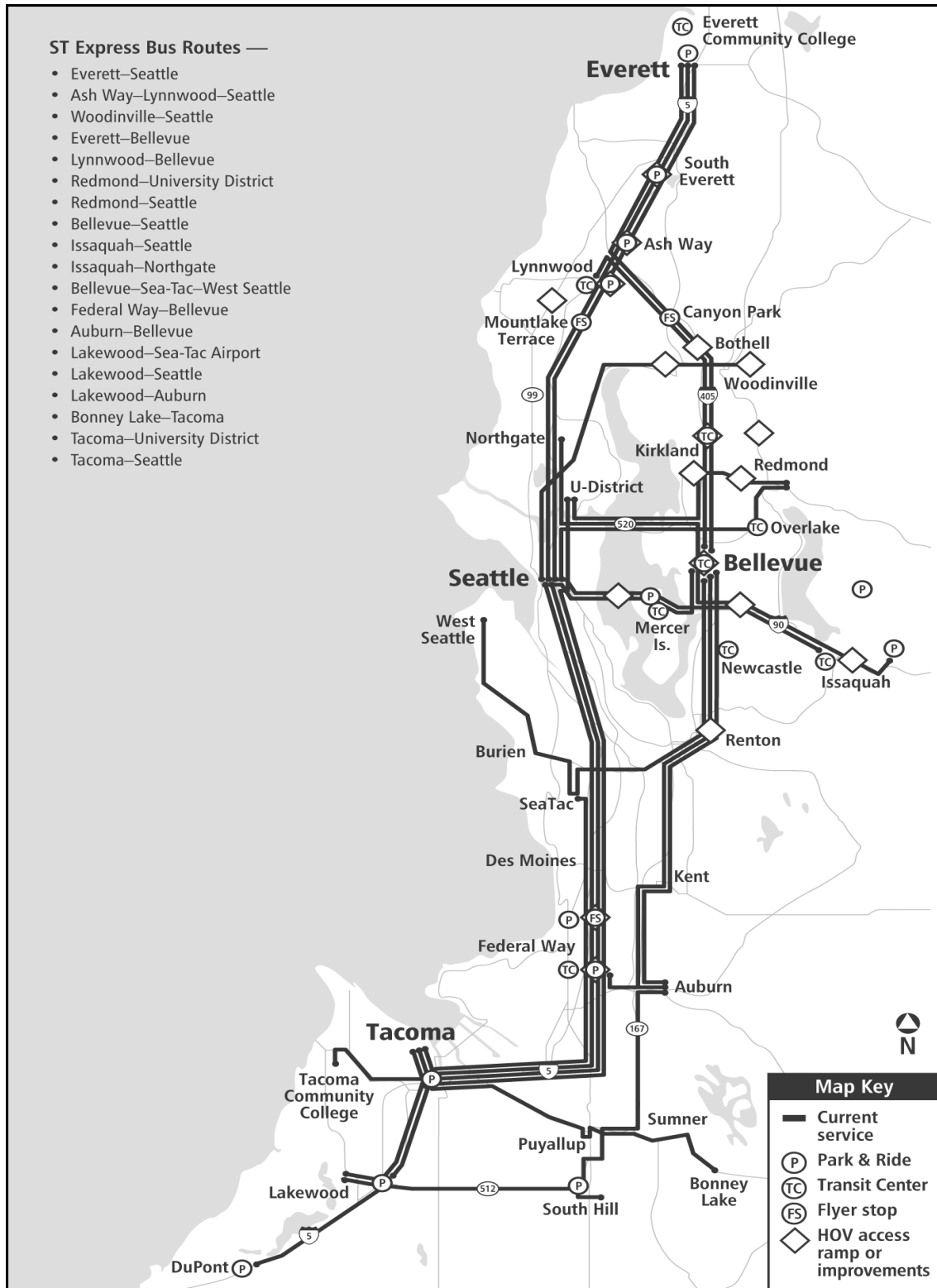
Regional Express & STRIDE Programs



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

April | 2021





ST Regional Express Bus Routes

Regional Express & STRIDE Program Overview



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

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

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

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

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

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

Program Budget

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

Regional Express and STRIDE	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
ST EXPRESS BUS BASE	\$5.8	\$3.1	\$1.2	\$5.8	\$0.0
I-405 BRT	\$268.3	\$199.9	\$84.8	\$268.3	\$0.0
BUS BASE NORTH	\$48.7	\$38.4	\$37.8	\$48.7	\$0.0
SR 522-NE 145th ST BRT	\$148.6	\$47.0	\$38.9	\$148.6	\$0.0
BUS ON SHOULDER PROJECT	\$3.9	\$0.8	\$0.8	\$3.9	\$0.0
NORTH SAMMAMISH PARK & RIDE	\$2.1	\$0.3	\$0.3	\$2.1	\$0.0
TOTAL REX & STRIDE	\$477.3	\$289.5	\$163.9	\$477.4	\$0.0

Figures are shown in millions

Program Schedule

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

Regional Express & STRIDE ST Express Bus Base



Project Summary

Scope	Sound Transit is evaluating the need for an operations and maintenance base. Project development activities include confirmation of fleet operations, facilities and site programming, and identification of site alternative.
Phase	Planning
Budget	\$5.8 Million
Schedule	Project is on hold



ST Express bus maintenance performed by transit partners

Key Project Activities

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

Project Cost Summary

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

Cost Summary by Phase

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

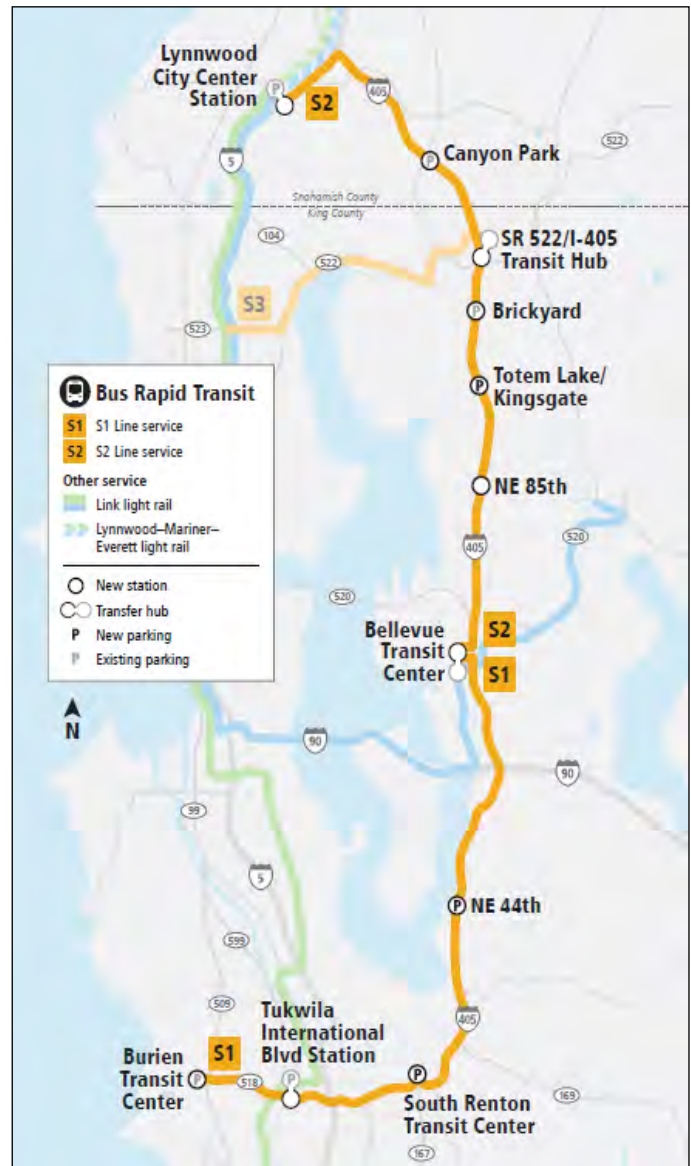
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Regional Express & STRIDE I-405 Bus Rapid Transit



Project Summary

Scope	Launch a Bus Rapid Transit (BRT) system along the I-405 corridor.
Limits	Approximately 37 miles between Lynnwood and Burien
Alignment	I-405 BRT will extend along the I-5, I-405 and SR 518 corridors. BRT will serve Lynnwood, Bothell, Kirkland, Bellevue, Renton, SeaTac, Tukwila, and Burien. Buses will operate in high occupancy vehicle lanes, express toll lanes, bus only lanes and general purpose lanes.
Stations	Lynnwood City Center, Canyon Park, SR 522/I-405 Transit Hub, Brickyard, Totem Lake/Kingsgate, NE 85th, Bellevue Transit Center, NE 44th, South Renton Transit Center, Tukwila International Blvd Station, Burien Transit Center
Phase	Planning Phase 2 Environmental Review and Conceptual Engineering and Phase 3 Preliminary Engineering.
Budget	I-405 BRT: \$268.3Million Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.
Schedule	Open for Service date will depend on Board direction from realignment process



Map of Project Alignment

Key Project Activities

- Developing partnering agreements and letters of concurrence.
- Working with WSDOT to advance environmental and design at 85th, Brickyard, SR 522/I-405 Transit Hub, and Canyon Park.
- Updating Project Master Schedule
- Additional Task Orders with the General Engineering Consultant (GEC) have been issued to prepare final design framework

Project Cost Summary

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

This period expenditures are \$1.4M, of which \$0.3M for staff time, \$0.8M for project refinement activities, preliminary engineering and environmental activities in the PE phase, and \$0.3M for relocation 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	\$11.0	\$8.1	\$8.1	\$11.0	\$0.0
Preliminary Engineering	\$50.2	\$45.1	\$24.9	\$50.2	\$0.0
Final Design	\$16.3	\$0.4	\$0.0	\$16.3	\$0.0
Construction Services	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
3rd Party Agreements	\$1.5	\$0.6	\$0.5	\$1.5	\$0.0
Construction	\$152.2	\$118.4	\$24.4	\$152.2	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Right-of-Way (ROW)	\$36.2	\$27.3	\$26.9	\$36.2	\$0.0
Total	\$268.3	\$199.9	\$84.8	\$268.3	\$0.0

Risk Management

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

The following are top project risks and proposed mitigations:

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

Regional Express & STRIDE I-405 Bus Rapid Transit



Project Schedule

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

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

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

The current critical path for the I-405 BRT project is conceptual engineering, environmental review, preliminary engineering, permitting/agreements, final design, construction, intelligent transportation system (ITS) and service line activation. There are other critical design efforts and construction projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOTs I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.

Activity ID	Activity Name	Start	Finish	2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
STRIDE - I-405 Bus Rapid Transit (BRT)															
	I-405 BRT - Preliminary Engineering	02-Mar-18 A	26-Nov-21												
	I-405 BRT - Alternatives Analysis - Phase I	02-Mar-18 A	28-May-19 A												
	I-405 BRT - Conceptual Engineering/Environmental Review - Phase II	08-Apr-19 A	12-Jul-21												
	I-405 BRT - Preliminary Engineering - Phase III	22-Oct-20 A	26-Nov-21												
	I-405 BRT - Final Design - GEC (General Engineering Contract)	31-Jul-19 A	17-Dec-20 A												
	I-405 BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A												
	I-405 BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A												
	I-405 BRT - Final Design - Procurement (GEC)	31-Jul-19 A	17-Dec-20 A												
	STRIDE - General Engineering Contract (GEC) - ST OCB Sys. Exp Board	31-Jul-19 A	07-Jan-20 A												
	STRIDE - General Engineering Contract (GEC) - Procurement	31-Dec-19 A	17-Dec-20 A												
	I-405 BRT - Construction	01-Jan-18 A	31-Dec-23												
	I-405 BRT - Construction - South	01-Apr-19 A	31-Dec-23												
	I-405 BRT - Construction Roadway - South	01-Apr-19 A	31-Dec-23												
	I-405 BRT - WSDOT - I-405/NE 44th St Interchange	01-Apr-19 A	31-Dec-23												
	Construction	01-Apr-19 A	31-Dec-23												
	WSDOT - Construction	01-Apr-19 A	31-Dec-23												
	DIB - Design & Construction	01-Apr-19 A	31-Dec-23												
	WSDOT I-405/NE 44th S. Interchange Ramps Available to ST	01-Apr-19 A	31-Dec-23												
	I-405 BRT - Construction - North	01-Jan-18 A	28-Jan-21												
	I-405 BRT - Construction Roadway - North	01-Jan-18 A	28-Jan-21												
	I-405 BRT - WSDOT - Brickyard Station	22-Aug-19 A	01-May-20 A												
	I-405 BRT - WSDOT - Brickyard	22-Aug-19 A	01-May-20 A												
	ST-WSDOT Agreement - Conceptual Engineering Design (15%)	22-Aug-19 A	01-May-20 A												
	I-405 BRT - WSDOT - NE 85th interchange and inline station	01-Jan-18 A	28-Jan-21												
	Preliminary Engineering	01-Jan-18 A	28-Jan-21												

Community Engagement

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

- Develop survey for community based organizations

Staffing Summary

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

Planned FTE is annual projection. ST Staff level of effort will increase when Phase 3 ramps up. The consultant’s variance is from the GEC contract that just started with three task orders executed. Progress of GEC will remain low as capacity’s increase is subject to realignment’s decision.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.0	13.2	(3.8)
Consultants	90.8	20.7	(70.1)
TOTAL	107.8	33.9	(73.9)

* 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

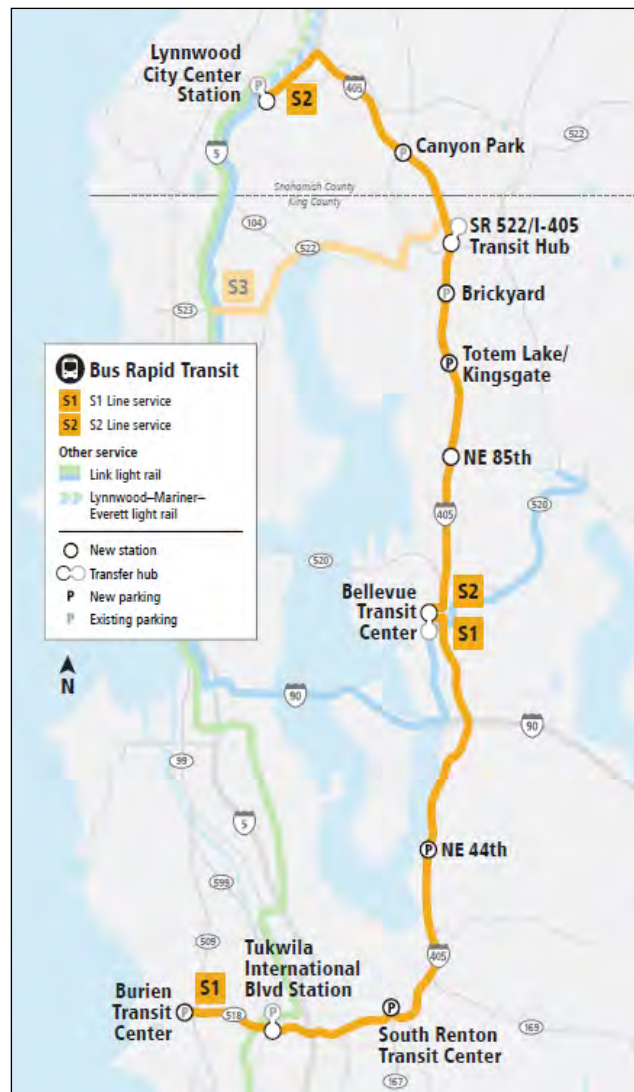
Board Action	Description	Date
	None to report this period.	

Regional Express & STRIDE Bus Base North



Project Summary

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



Map of Project Alignment

Key Project Activities

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

Project Cost Summary

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

Since March 2021, the project cost incurred increased by around \$86K. This is primarily due to Sound Transit staff time for \$65K, progress on preliminary engineering and environmental with the consultant for \$18K, and some ROW activities for \$3K .

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$4.4	\$1.7	\$1.6	\$4.4	\$0.0
Preliminary Engineering	\$2.3	\$1.7	\$1.2	\$2.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Right-of-Way (ROW)	\$41.8	\$35.0	\$34.9	\$41.8	\$0.0
Total	\$48.7	\$38.4	\$37.8	\$48.7	\$0.0

Risk Management

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

The top project risk and proposed mitigation is below:

- Soil conditions could require additional special foundations. Risk Mitigation: additional review of soil testing and borings
- Addressing the Business Park Codes, Covenants and Restrictions: performing additional noise and vibration analysis

Project Schedule

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

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

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

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

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

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

Activity ID	Activity Name	Start	Finish	2019				2020				2021			
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
STRIDE - I-405 Bus Rapid Transit (BRT)				[Gantt bar spanning from 2019 Q1 to 2021 Q4]											
STRIDE - BRT - Bus Base North (CUD01)				[Gantt bar spanning from 2019 Q1 to 2021 Q4]											
BRT - Bus Base North - Preliminary Engineering				[Gantt bar spanning from 2019 Q2 to 2021 Q3]											
BRT - Bus Base North - Conceptual Engineering - Phase II				[Gantt bar spanning from 2019 Q2 to 2020 Q4]											
BRT - Bus Base North - Preliminary Engineering - Phase III				[Gantt bar spanning from 2020 Q1 to 2021 Q3]											
BRT - Bus Base North Right of Way (ROW) / Property Acquisition				[Gantt bar spanning from 2019 Q1 to 2021 Q2]											
BRT BBN ROW Acquisitions				[Gantt bar spanning from 2019 Q1 to 2021 Q2]											

Community Engagement

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

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.6	2.5	(4.1)
Consultants	1.0	0.8	(0.2)
TOTAL	7.6	3.5	(4.3)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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



Project Summary

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

Limits Approximately 8 miles between Shoreline and Bothell

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

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

Systems BRT Operations & Transit Signal Priority

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

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

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



Map of Project Alignment



Key Project Activities

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

Project Cost Summary

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

This period expenditures increased by \$1M due on progress for Bothell Construction for \$0.35M , on consultants on preliminary engineering and environmental for \$0.45M, Sound Transit staff time for \$0.2M , and progress by \$20K on ROW activities.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.1	\$5.9	\$5.9	\$9.1	\$0.0
Preliminary Engineering	\$16.9	\$15.1	\$14.1	\$16.9	\$0.0
Final Design	\$19.8	\$0.2	\$0.0	\$19.8	\$0.0
Construction Services	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
3rd Party Agreements	11.4	\$0.5	\$0.4	\$11.4	\$0.0
Construction	\$38.7	\$25.0	\$18.3	\$38.7	\$0.0
Right-of-Way (ROW)	\$52.1	\$0.3	\$0.3	\$52.1	\$0.0
Total	\$148.6	\$47.0	\$38.9	\$148.6	\$0.0

Risk Management

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

The following are the top project risks and proposed mitigations:

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

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



Project Schedule*

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

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

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

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

**Sound Transit contributed construction funding to certain city(s)/Authorities Having Jurisdiction (AHJ) where construction by contracts managed by those city(s) (e.g. City of Bothell) commenced in Q2 2019 allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation.*

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

Community Engagement

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

- One property owner meeting
- City Managers Group meeting April 7
- Follow-up letters send to Bothell property owners



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

Staffing Summary

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

Planned FTE is an annual projection. ST staffing variance is less than planned as some of the activities of the project are on pause waiting for realignment decision. Consultant variance is from the GEC contract that has just started with three task orders executed. Progress on GEC is slow as capacity's increase is subject to realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.5	(4.7)
Consultants	75.1	16.4	(58.7)
TOTAL	90.3	26.9	(63.4)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Project Summary

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

Phase Planning—Conceptual Engineering and Environmental Review

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

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



Examples of Bus-on-Shoulder facilities



Key Project Activities

- 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 2021, the project cost incurred to date increased by \$1K 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.

Regional Express & STRIDE Bus on Shoulder



Project Schedule

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

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

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

Potential candidate projects under consideration:

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

Activity Name	Start	Finish	2019					2020				2021		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Bus on Shoulders	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from Q1 2019 to Q3 2021]											
Preliminary Engineering	05-Jun-18 A	31-Aug-21	[Gantt bar spanning from Q1 2019 to Q3 2021]											
Alternative Analysis - Phase I	05-Jun-18 A	31-Dec-19A	[Gantt bar spanning from Q1 2019 to Q4 2019]											
Conceptual Engineering - Phase II	01-Jan-20 A	31-Aug-21	[Gantt bar spanning from Q1 2020 to Q3 2021]											

Community Engagement

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

Staffing Summary

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

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

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	0.62	0.01	(0.6)
Consultants	n/a	n/a	n/a
TOTAL	0.62	0.01	(0.6)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Regional Express & Bus Rapid Transit North Sammamish Park & Ride



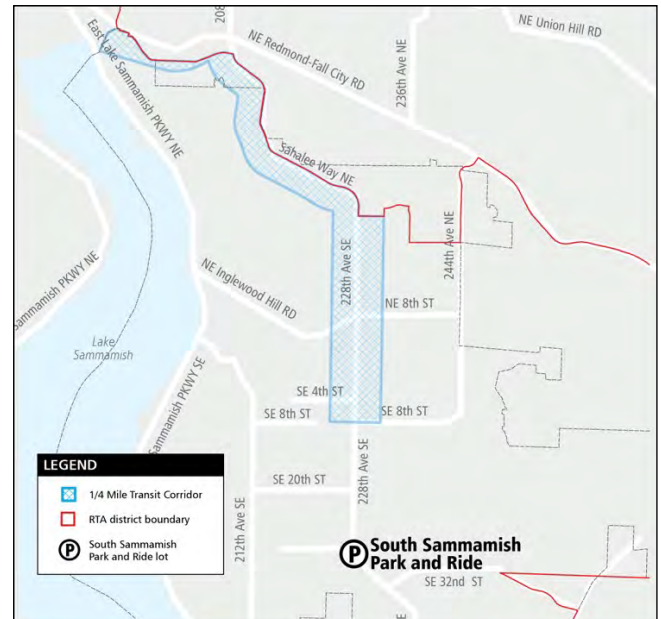
Project Summary

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

Phase Conceptual Engineering and Environmental Review

Budget \$20 Million

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



North Sammamish Park & Ride project area

Key Project Activities

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

Project Cost Summary

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

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

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

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



Regional Express & Bus Rapid Transit North Sammamish Park & Ride

Risk Management

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

The following are the top project wide risks:

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

Project Schedule

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

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

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

Regional Express & Bus Rapid Transit North Sammamish Park & Ride



Community Engagement

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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Progress Report

Capital Program Support



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Capital Program Support Grants



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

Status: Active					
As Of: March 2021					
Generated on: 4/15/2021 at: 1:29:40PM					
Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Drawdown to Date
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	615,564,045
LINK LIGHT RAIL	WA-2016-012	TACOMA LINK EXT LRV	6,000,000	03/05/2018	4,620,985
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	49,044,057
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	-
LINK LIGHT RAIL	WA-2018-024	Northgate Link Extension	74,574,536	08/14/2020	74,574,537
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	07/16/2019	6,612,557
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extension	2,318,683	04/29/2020	600,000
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	497,710,967	03/19/2021	439,065,703
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	297,710,967	02/25/2021	149,450,168
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Exansion	5,600,000	12/13/2019	75,125
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-
REGIONAL FUND	WA-2020-045	CARES Act	166,282,134	05/19/2020	166,282,134
REGIONAL EXPRESS	WA-2020-080	HIMB Bus Prev Maint	7,568,057	08/17/2020	7,568,057
LINK LIGHT RAIL	WA-2020-086	HIFG Rail Prev Maint	19,501,080	08/27/2020	19,501,080
LINK LIGHT RAIL	WA-2021-002	Downtown Redmond Link Ext	6,538,040	12/09/2020	6,538,040
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	-
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	08/27/2015	5,314,193
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/08/2014	2,065,622
TOTAL FEDERAL TRANSIT AUTHORITY			1,877,675,049		1,546,876,303
OTHER FEDERAL					
SOUNDER COMMUTER RAIL	8275-2020-10	Puyallup Stn Grade Xing Enhancements	-		-
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,138	11/02/2017	-
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	128,101
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	-
TOTAL OTHER FEDERAL			2,620,689		128,101
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	-
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	02/10/2020	180,000
TOTAL STATE			697,000		180,000
TOTAL ALL GRANTS			1,880,992,738		1,547,184,404

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

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Sustainability

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

In 2021, Sound Transit continues to carry out a wide range of projects, with increased focus on integrating sustainable design into capital expansion – from planning and final design to construction. With the passage of the ST3 Plan, a fully funded Sustainability Program will integrate green building and infrastructure in projects across all phases of development.

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

Key Q1 2021 Accomplishments and Activities

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

Key Upcoming Activities for Q2 2021

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

Progress Report

Acronyms



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

ACRONYMS



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