Why we are here

• Provide a general project progress update on the Lynnwood Link Extension

• Provide a general project progress update on the NE 130th Street Infill Station
Lynnwood Link Extension
Project Overview
Project Overview

- 8.5 miles of aerial and at-grade guideway
- Entirely grade-separated
- Four new Link stations
- Three new public parking garages
- Civil construction underway via two Heavy Civil GC/CM contracts
- Systems equipment and materials procurements underway, also via a Heavy Civil GC/CM contract
- Revenue Service projected mid-2024
Financial Snapshot

<table>
<thead>
<tr>
<th>Project Baseline Budget</th>
<th>$2,771.6 M</th>
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<tbody>
<tr>
<td>Committed</td>
<td>$2,434.0 M 88%</td>
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<tr>
<td>Incurred</td>
<td>$1,216.0 M 44%</td>
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</tbody>
</table>

- Financials as of April 2021
- All figures are in Year of Expenditure (YOE) dollars
- Project was baselined in May 2018
- Major civil and systems construction underway, ~ 40% complete
### Baseline Schedule

<table>
<thead>
<tr>
<th>Year</th>
<th>Activities</th>
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<tbody>
<tr>
<td>2010-14</td>
<td>Planning, PE and Environmental Procurements</td>
</tr>
<tr>
<td>2015</td>
<td>Final Design and Preconstruction Services</td>
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<tr>
<td>2016</td>
<td>Right of Way Acquisition</td>
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<td>2017</td>
<td>Early ROW Acquisitions</td>
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<td>2018</td>
<td>FFGA Execution</td>
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<td>2019</td>
<td>Civil Construction and Structures</td>
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<tr>
<td>2020</td>
<td>Early Work</td>
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<tr>
<td>2021</td>
<td>Systems Installation</td>
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<tr>
<td>2022</td>
<td>Systems Startup Float</td>
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<tr>
<td>2023</td>
<td>Rail Service Begins</td>
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<tr>
<td>2024</td>
<td>We are Here Lynnwood Parking Garage Opens</td>
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</table>
Recently Completed Activities

Temporary park & ride lot and bus loop at 59th Place in Mountlake Terrace

Final concrete column placement
Current Construction Activities

Happening Now

- Girders
- Retaining Walls
- Trackwork
- I-5 Crossing
- Stations
- Parking Garages
Current Construction – Girders

Guideway north of Northgate Station and east of I-5 at N 115th Street

Setting girders at Shoreline South / 148th Station

Girder installation over 236th St SW, east of I-5 at Mountlake Terrace Station
Current Construction - Walls

- Placing shear wall concrete at the Lynnwood Station Garage
- Rebar placement for cast-in-place concrete wall fascia in Lynnwood
- Placing concrete for walls near NE 165th Street
Current Construction – Guideway and Track

Guideway precast panels placed between girders

Elevated guideway deck placement

Elevated guideway direct fixation track installation in North Seattle
Current Construction – I-5 Crossing

- Rebar placed for I-5 overcrossing stem walls
- I-5 Overcrossing Aerial View
- Cast-in-place tub girder concrete at I-5 overcrossing
Shoreline South / 148th Station

Shoreline South / 148th Station

Shoreline North / 185th Station
Mountlake Terrace / Lynnwood Stations

Aerial view of the Mountlake Terrace Station site

Interior framing and mechanical rough-in at the Mountlake Terrace Station ancillary buildings

Canopy structure mockup at Lynnwood City Center Station
Current Construction - Parking Garages

Exterior walls at Shoreline South / 148th parking garage

Shoreline North / 185th parking garage

Concrete placement for columns at Lynnwood City Center parking garage
Future Activities 3Q 2021 - 3Q 2024

Planned 3Q 2021-2023

- Final girder placement
- Guideway deck and guardrails
- Wall construction
- Trackwork
- Stations / Parking garages
- Systems installations

Revenue Service mid-2024
Key Issues and Challenges

- Tight budget and limited contingency
- Highway and neighborhood impacts during construction
- Safety risks associated with increasing volume of elevated work
  - Fall protection, dropped objects, work over roadways
- Availability of adequate electrical power for the Shoreline South / 148th Station, garage, and nearby Traction Power Substation (TPSS) in time to support testing activities
NE 130th Street Infill Station
Project Overview
Overview and recap

- Timing in ST3 Plan - start design in 2024, open for service 2031

- In February 2020, the Board approved Motion 2020-13 authorizing initial construction of revised guideway foundations and support elements and implement a progressive design effort for remaining portions of the station

- Further SEC / Board direction could include construction authorization for one or both remaining anticipated design packages
Construction and Progressive Design

**C1: Foundation for a Guideway Supported Station**
Shafts, columns, cap-beam, guideway superstructure

**C2: Reduce impacts to LLE service**
Platform, girders, slab, and canopy

**C3: Station Opening**
Stairs, escalators, elevators, MSE wall, back of house structure, utilities, landscape, and street and access improvements
Financial Snapshot - NE 130<sup>th</sup> Infill Station

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<tr>
<td>Current Project Budget</td>
<td>$28.9 M</td>
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<td>Incurred</td>
<td>$13.2 M</td>
<td>46%</td>
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- Financials as of April 2021
- All figures are in Year of Expenditure (YOE) dollars
- Project budget is a limited funding authorization including construction of the C1 package and final design for the C2 and C3 packages of the progressive design
Package C1 – Integrated Substructure

Construction currently underway by Lynnwood Link

- On-schedule, within approved construction-phase budget
- August 2021 target for completion of revised substructure (foundations and guideway), integrated with Lynnwood Link
Construction and Progressive Design

C1  Foundations & Substructure
- Authorized: Feb 2020
- Status: Construction
- Budget: $28.9M*

C2  Superstructure & Canopy Framing
- Board: est. Q4 2021
- Status: 100% Design
- Estimate: ~$26.8M

C3  Station Finishes
- Board: est. Q1 2022
- Status: 90% Design
- Estimate: ~$145.7M

All dollars shown are in 2020 $. * designates that budget includes final design for C2 and C3.
Key Issues and Challenges

• Controlling costs and scope
• Synchronization of schedules for completion of design with Lynnwood Link
• Permitting authorities may require additional right-of-way improvements that require time to incorporate
• Utility suppliers may need to construct additional infrastructure upgrades to serve the station
• Affordability gap impacting the overall portfolio