

Agency Progress Report Capital Programs



Federal Way Transit Center Station construction progress December 2, 2021

December | 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 make suggestions, please contact Julie Parker at (206) 398-5000.

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

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Agency Progress Report

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Sound Transit Current Service

Link Light Rail

- Link 1 Line**
(Univ. of Washington – Angle Lake)
- Link T Line**
(Tacoma Dome – Theater District)

Sounder

- Sounder N Line**
(Everett–Seattle)
- Sounder S Line**
(Lakewood/Tacoma–Seattle)

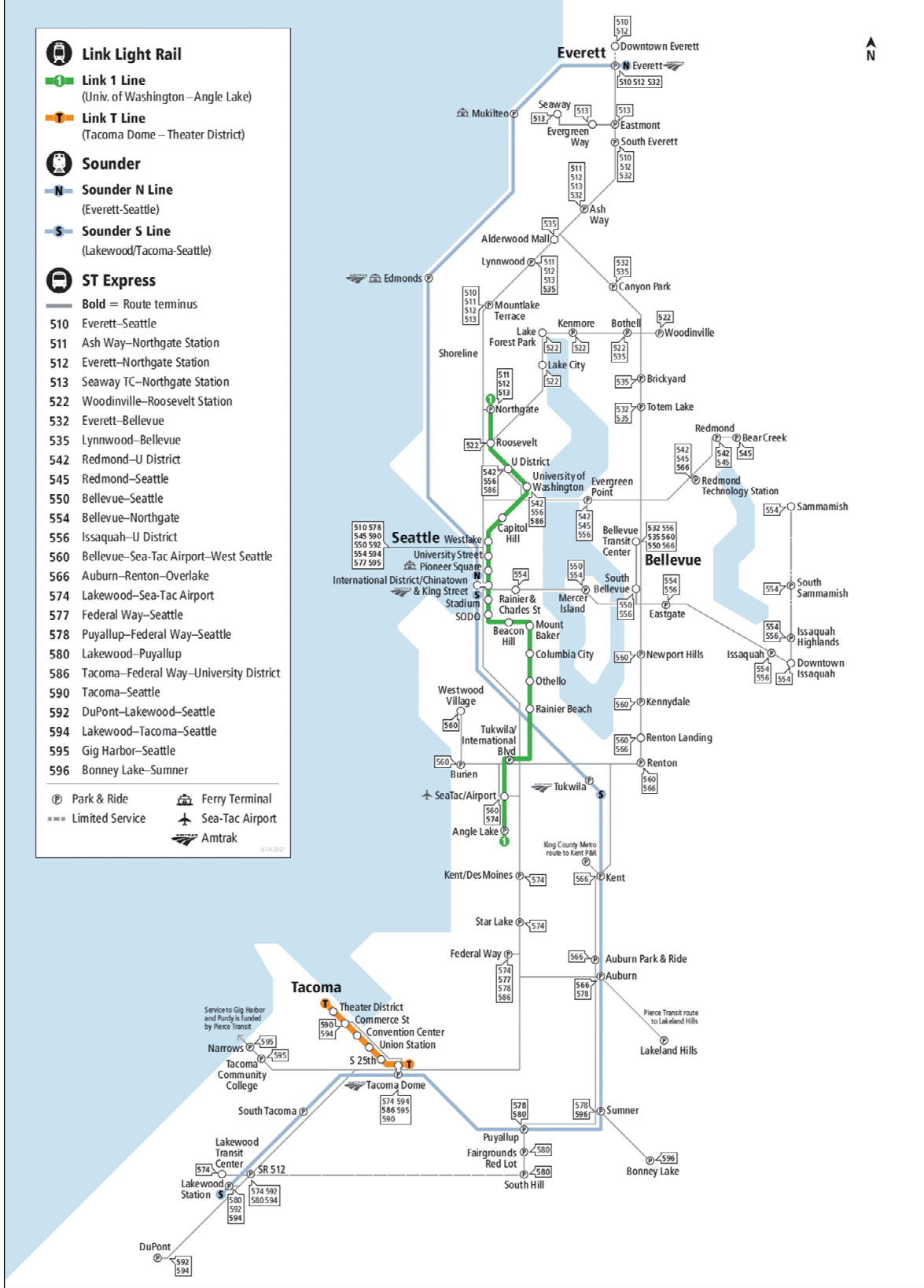
ST Express

— **Bold** = Route terminus

- 510 Everett–Seattle
- 511 Ash Way–Northgate Station
- 512 Everett–Northgate Station
- 513 Seaway TC–Northgate Station
- 522 Woodinville–Roosevelt Station
- 532 Everett–Bellevue
- 535 Lynnwood–Bellevue
- 542 Redmond–U District
- 545 Redmond–Seattle
- 550 Bellevue–Seattle
- 554 Bellevue–Northgate
- 556 Issaquah–U District
- 560 Bellevue–Sea-Tac Airport–West Seattle
- 566 Auburn–Renton–Overlake
- 574 Lakewood–Sea-Tac Airport
- 577 Federal Way–Seattle
- 578 Puyallup–Federal Way–Seattle
- 580 Lakewood–Puyallup
- 586 Tacoma–Federal Way–University District
- 590 Tacoma–Seattle
- 592 DuPont–Lakewood–Seattle
- 594 Lakewood–Tacoma–Seattle
- 595 Gig Harbor–Seattle
- 596 Bonney Lake–Sumner

Park & Ride
 Ferry Terminal
 Limited Service
 Sea-Tac Airport
 Amtrak

© 10/2021



Sound Transit future service

Link light rail

Future service:

- 1 Line** Ballard–Tacoma
- 2 Line** Mariner–Redmond
- 3 Line** Everett–West Seattle
- 4 Line** South Kirkland–Issaquah
- T Line** Tacoma Dome–Tacoma Community College

In service:

- Northgate–Angle Lake
- Tacoma Dome–Theater District

Souder trains

Future service:

- S Line** DuPont–Lakewood

In service:

- N Line** Everett–Seattle
- S Line** DuPont–Seattle

Stride buses

Future service:

- S1 Line** Bellevue–Burien
- S2 Line** Lynnwood–Bellevue
- S3 Line** Shoreline–Bothell

ST Express buses

In service:

- Service re-evaluated annually

○ New station or bus facility
 P Added parking
 ⊕ Station improvements
 ⊕ Major transfer hub
 ○ Existing station or bus facility
 P Existing parking
 ○ Provisional light rail station
 20XX New service open date

Amtrak trains Monorail
 Ferry terminal Sea-Tac Airport
 Greyhound buses Streetcar

For more details, including current project schedules, go to:

soundtransit.org/system



Sound Transit Board re-elects Kent Keel as chair; Dow Constantine and Dave Somers elected as vice chairs

Seeking continuity during a time of continued uncertainty due to the ongoing COVID-19 pandemic, at its last meeting of 2021, the full Sound Transit Board unanimously re-elected Chair Kent Keel to lead the Board for an additional term of one year during 2022. The Board also unanimously re-elected King County Executive Dow Constantine and unanimously elected Snohomish County Executive Dave Somers as vice chairs.

Sound Transit Board identifies preferred alternative site for Operations and Maintenance Facility South

Also at its final meeting, the Board identified South 336th Street in Federal Way as the preferred alternative to study for a new Operations and Maintenance Facility South located in South King County.

The Board weighed community priorities, input from Native American tribes, agencies and cities as well as a technical study consisting of more than three years of analysis. The OMF South will serve Sound Transit's growing light rail fleet as the agency continues to expand congestion-free light rail across the region. The facility will generate approximately 470 full-time living wage, union-supported jobs.

In May 2019, the Sound Transit Board identified three sites to be studied in the Draft Environmental Impact Statement for OMF South:

- Midway Landfill – located south of South 246th Street, west of and adjacent to Interstate 5 and sits mostly on a former Superfund landfill site.
- South 336th Street – located in the City of Federal Way, west of I-5 and south of South 336th Street.
- South 344th Street – located in the City of Federal Way, west of I-5 and north of South 344th Street.

This is not a final decision on the site for the OMF South facility. We'll continue to study the preferred alternative, along with the two alternatives, as part of the Final EIS, scheduled for publication in 2022. In the Final EIS, Sound Transit will respond to substantive comments provided by the public, tribes, agencies and cities received during the Draft EIS comment period.

After we publish the Final EIS, the Board will select the project to be built, expected in late 2022. Final design, construction and testing are scheduled to take place from late 2024 to 2028, with the new facility opening in 2029.

Sound Transit currently operates one OMF in Seattle and another in Bellevue. In addition to studying potential locations for the OMF South in South King County, the agency will also require a new OMF North in Sound Transit's North Corridor.

Labor dispute disrupting concrete deliveries on our projects

In early December, our Federal Way, Downtown Redmond and Lynnwood Link Extension projects were disrupted by a labor dispute between construction companies and concrete drivers.

While the Teamsters had ratified a multi-craft master labor agreement with the Association of General Contractors, Gary Merlino Construction was negotiating with the Teamsters separately and has been unable to reach an agreement. Thirty-four dump truck drivers went on strike against GMC. On Dec. 3, concrete drivers from Stoneway Concrete, which GMC also owns, joined the striking picket line.

Additionally, talks between the Teamsters Local 174 and the Washington Aggregates & Concrete Association stalled, and the parties are no longer negotiating toward a new Collective Bargaining Agreement.

As a result of the strike and the stalled negotiations, we have already missed 500 concrete truck deliveries and will continue to experience delays to contract milestones.

Alternative concrete suppliers are not available within our project areas, so these project impacts will continue until the labor issue is resolved.

The parties do not have any negotiations scheduled.



Federal Way Transit Center Station construction progress December 2, 2021. Federal Way Link Extension

Progress Report

Link Light Rail Program



Link Light Rail leaving Mount Baker Station

December | 2021



Prepared by Project Controls | Portfolio Services Office

Sound Transit Link light rail Current service and future extensions



Link Light Rail Program Overview



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.

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).

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.

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.

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.

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 in April 2017 allowed for the procurement of 30 additional vehicles.

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.

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.

NE 130th Street Infill Station: This project will construct foundation and substructure elements for an elevated, side-platform infill light rail station at NE 130th Street and 5th Ave in Seattle.

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.

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.

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.

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
Downtown Redmond Link Extension	\$1,530.0	\$970.5	\$469.9	\$1,530.0	\$0.0
East Link Extension	\$3,677.2	\$3,210.2	\$3,068.2	\$3,677.2	\$0.0
Everett Link Extension	\$185.0	\$20.3	\$10.7	\$185.0	\$0.0
Federal Way Link Extension	\$2,451.5	\$1,825.4	\$982.5	\$2,451.5	\$0.0
Hilltop Tacoma Link Extension	\$252.7	\$226.4	\$206.0	\$252.7	\$0.0
I-90 Two-Way Transit & HOV Operations (Stage 3)	\$207.6	\$209.7	\$200.0	\$207.6	\$0.0
Light Rail Vehicle (LRV) Fleet Expansion	\$740.7	\$679.7	\$383.5	\$740.7	\$0.0
Link Operations and Maintenance Facility: East	\$449.2	\$379.5	\$377.3	\$449.2	\$0.0
Lynnwood Link Extension	\$2,771.6	\$2,442.3	\$1,609.6	\$2,771.6	\$0.0
NE 130th Street Infill Station	\$36.4	\$21.4	\$20.0	\$36.4	\$0.0
Northgate Link Extension	\$1,899.8	\$1,741.9	\$1,734.8	\$1,847.3	\$52.5
Tacoma Dome Link Extension	\$125.7	\$69.2	\$52.0	\$125.7	\$0.0
West Seattle and Ballard Link Extensions	\$285.9	\$124.3	\$115.7	\$285.9	\$0.0
Total	\$14,613.4	\$11,920.9	\$9,230.1	\$14,561.0	\$52.5

Link Light Rail Program Overview



Program Schedule

Schedules for active projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

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	Q2	Q3	Q4
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	20-Apr-22																				
A1060	Systemwide Startup/Testing/Float	1020	13-Feb-19 A	06-Oct-22																				
A1070	Revenue Service Date	0		06-Oct-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 A																				
A1400	Civil/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 GCCM 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	457	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 1/2 - Alternatives Analysis/DEIS/CE	1163	30-Jun-12 A	31-Dec-14 A																				
A1350	Phase 3 - FEIS and PE	269	30-Apr-15 A	03-Dec-18 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-May-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 A																				
A1720	Project Float	117	29-Aug-20	23-Dec-20 A																				
A1730	Project Completion Date	0		23-Dec-20 A																				
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	05-Jun-20 A	30-May-24																				

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.

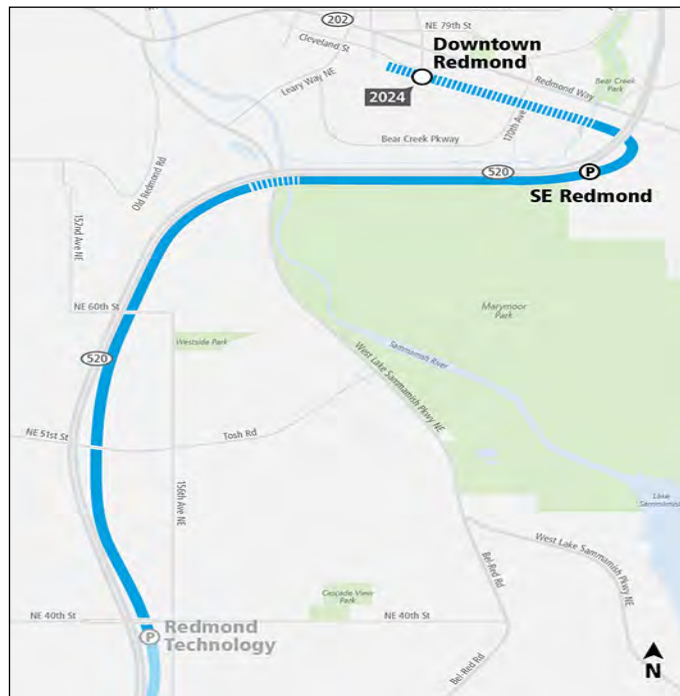
Stations Two Stations: SE Redmond (at Marymoor Park) and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.530 Billion (Baselined October 2018)

Schedule Revenue Service: December 31, 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Ongoing coordination with SWK Design Builder to closeout items in the Letters of Conformance for the Milestone Submittals. Refining design alternative for TPSS grounding.
- Ongoing review and response to Notice of Design Change/Field Design Changes (NDC/FDCs).
- Due to Teamster's concrete strike, construction progress was generally limited to formwork for columns, bridge decks and retaining walls, and construction of precast panel fill walls.
- Continue working with contractor and Design Build Project Management (DBPM) team to resolve the outstanding structural items on the SE Redmond Garage.
- Team met to develop a plan for more efficient review and resolution of construction submittals.
- Coordination and preparation for a long-term westbound SR 520 on-ramp closure scheduled to begin Q1 2022.
- Operations & Maintenance agreement discussions with WSDOT, King County and the City of Redmond.

Closely Monitored Issues

- Teamster strike that is impacting progress of work including related to concrete delivery.
- Mitigation of schedule delay related to SE Redmond garage design issues.
- Ongoing COVID-19 impact associated to labor availability and supply chain.
- L&I support for system building design review and commissioning.

Link Light Rail Downtown Redmond Link Extension



Project Cost Summary

Voters approved funding for preliminary engineering for the Redmond Link Extension (DRLE) in 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 and 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 is in the FTA's Standard Cost Categories (SCC) format. The figures in both tables are shown in millions.

In this period, DRLE incurred approximately \$11.9M of expenditure. About \$10M of the expenditure was incurred primarily in the Construction phase for progression of design build scope and construction services. The remaining work phases made up the balance particularly in Construction Services and ROW. Total cumulative expenditure to date rose from \$458.0M to \$469.9M.

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	\$18.5	\$18.2	\$77.0	\$0.0
Preliminary Engineering	\$23.0	\$23.0	\$19.6	\$19.4	\$23.0	\$0.0
Final Design	\$4.5	\$4.5	\$1.0	\$0.8	\$4.5	\$0.0
Construction Services	\$58.0	\$63.6	\$49.4	\$22.2	\$63.6	\$0.0
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$6.6	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$767.0	\$299.7	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$104.3	\$103.0	\$199.0	\$0.0
Total	\$1,530.0	\$1,530.0	\$970.5	\$469.9	\$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	\$237.1	\$94.0	\$332.4	\$0.0
20 Stations	\$261.9	\$261.9	\$188.3	\$54.2	\$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	\$198.4	\$58.0	\$287.7	\$0.0
50 Systems	\$108.6	\$103.6	\$67.1	\$19.4	\$103.6	\$0.0
Construction Subtotal (10 - 50)	\$990.0	\$985.6	\$690.9	\$225.6	\$985.6	\$0.0
60 Row, Land	\$168.5	\$168.5	\$104.3	\$103.0	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$0.3	\$0.2	\$4.1	\$0.0
80 Professional Services	\$289.3	\$293.6	\$175.0	\$141.2	\$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	\$970.5	\$469.9	\$1,530.0	\$0.0

Risk Management

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

The project completed its quantitative risk assessment workshop as part of the project baseline process in Q4 2018. The quantitative risk assessment (QRA) report supported with good probability the project baseline cost and schedule assumptions. The external conditions has changed somewhat due to the Teamster's strike, but generally speaking the project's risk profile internal to the project remains somewhat stable. The Q4 2021 qualitative register update is being finalized. QRA is being planned for mid Q1 2022. The following are the current top project risk areas:

- COVID-19 pandemic - impact of COVID-19 this past year has been due to supply chain interruption, availability of labor as well as inefficiencies. Impacts are difficult to be pinned down and the situation continues to be fluid. ST continues to closely monitor this area.
- Agency staffing and labor capacity - developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions within a short time frame; market shortage of qualified construction labor.
- Unanticipated and differing site conditions such as grounding solution for TPSS; geotechnical conditions could increase cost and delay schedule.
- 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 increase complexity of projects; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities for utility relocations.
- Change during finalization of design and during construction; utilities; threat and vulnerability; preliminary hazard designs; and owner change.
- Teamster's concrete strike impacts construction activities. ST and DB is monitoring this situation and reviewing mitigation options.



Artist rendering of Downtown Redmond Station platform

Contingency Management

DRLE project budget was baselined with a total contingency of \$435.8M. The Design Build contract has been procured and the total project contingency balance stands at \$266.6M (previously \$269.2M). The current contingency balance is consistent with the project’s planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at \$4.2M. 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 draw of about \$2.6M bringing the balance to approximately \$184.2M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$78.2M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148.1	9.7%	\$4.2	0.4%
Allocated Contingency	\$209.6	13.7%	\$184.2	17.4%
Unallocated Contingency	\$78.2	5.1%	\$78.2	7.4%
Total	\$435.8	28.5%	\$266.6	25.2%

Contingency by Type

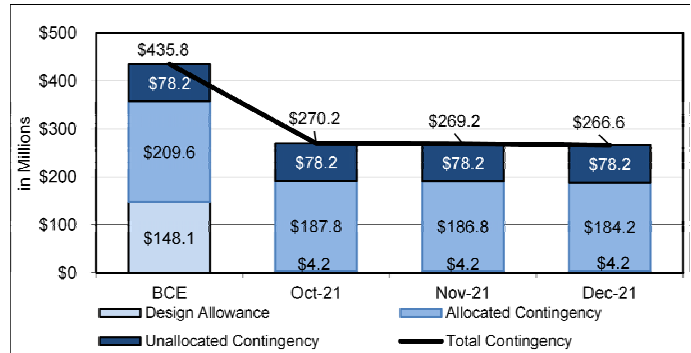
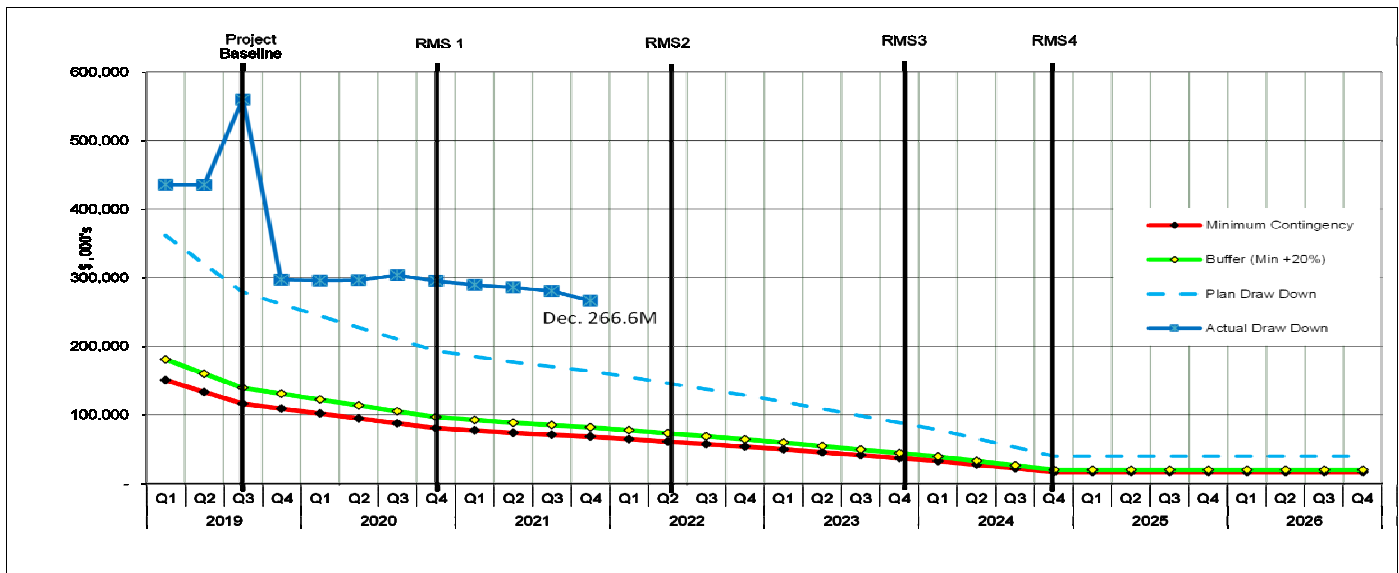


Table figures are shown in millions.

Contingency Drawdown

DRLE project’s total contingency drawdown trends better than plan with an overall contingency balance at approximately \$266.6M (previously \$269.2M) and remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. December’s contingency drawdown netted a change of approximately \$2.6M due to construction changes.



Contingency Drawdown as of December 31, 2021

Link Light Rail Downtown Redmond Link Extension



Project Schedule

Weighted percent complete of the major construction contracts is calculated at 44.5%

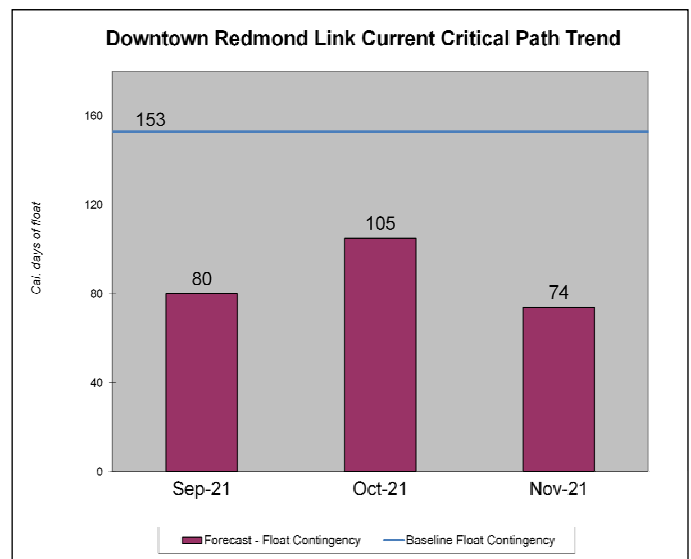
The November update from the DB was reviewed and returned for revision a second time. As a result ST has not received an update for December. The schedule below represents the November schedule as originally submitted. Due to the Teamster’s strike, elements of December work including all cut & cover tunnels, wall construction along the at-grade guideway, substructures for both the Sammamish and Downtown Guideways, site restoration at Bear Creek, SR 520 ramp work at the SR 202 interchange, and wall construction at SR202/SR520 were been interrupted. The project currently continues to forecast for completion by the end of 2024.

The November schedule as originally submittal reflects 60 days of negative float to the completion milestones due to the extended review of structural calculations for the garage, as well as some quality issues. The contractor is working to recover this time.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Downtown Redmond Link Extension - Construction	09-Sep-19 A	31-Dec-24	[Gantt bar spanning from Sep-19 to Dec-24]											
R200 Downtown Redmond Link Extension - Design-Build Contract	09-Sep-19 A	18-Oct-24	[Gantt bar spanning from Sep-19 to Oct-24]											
CONTRACT MILESTONES & INCENTIVES	09-Sep-19 A	18-Oct-24	[Gantt bar spanning from Sep-19 to Oct-24]											
SWK Construction Complete		04-Jan-24	[Gantt bar spanning from Sep-19 to Jan-24]											
MS-1 Project Ready for Pre-Revenue Operations (5/21/24)		20-Jul-24*	[Gantt bar spanning from Sep-19 to Jul-24]											
MS-2 Acceptance of All Work - Ready for Revenue Service (8/19/24)		18-Oct-24	[Gantt bar spanning from Sep-19 to Oct-24]											
OWNER FLOAT	09-Sep-19 A	18-Oct-24	[Gantt bar spanning from Sep-19 to Oct-24]											
UNUSUALLY SEVERE WEATHER	21-May-24	21-May-24	[Gantt bar spanning from May-24 to May-24]											
PRE-CONSTRUCTION	09-Sep-19 A	02-Sep-21 A	[Gantt bar spanning from Sep-19 to Sep-21]											
CONSTRUCTION	09-Sep-19 A	03-Jul-24	[Gantt bar spanning from Sep-19 to Jul-24]											
OCC	25-Aug-23	25-Aug-23	[Gantt bar spanning from Aug-23 to Aug-23]											
PUNCHLIST	05-Jan-24	05-Mar-24	[Gantt bar spanning from Jan-24 to Mar-24]											
TESTING INTEGRATION / REVENUE SERVICES	25-Jul-22	18-Sep-24	[Gantt bar spanning from Jul-22 to Sep-24]											
SAFETY & SECURITY CERTIFICATION	03-Jul-20 A	18-Oct-24	[Gantt bar spanning from Jul-20 to Oct-24]											
Downtown Redmond Link Extension - Rail Activation/Closeout	06-Oct-23	31-Dec-24	[Gantt bar spanning from Oct-23 to Dec-24]											
Systems Integration & Testing	06-Oct-23	20-Jul-24	[Gantt bar spanning from Oct-23 to Jul-24]											
Safety and Security Certification	05-Jan-24	19-Jul-24	[Gantt bar spanning from Jan-24 to Jul-24]											
Pre-Revenue Service	21-Jul-24	18-Oct-24	[Gantt bar spanning from Jul-24 to Oct-24]											
Pre-Revenue Operations	21-Jul-24	18-Oct-24	[Gantt bar spanning from Jul-24 to Oct-24]											
Revenue Service/Project Float	19-Oct-24	31-Dec-24	[Gantt bar spanning from Oct-24 to Dec-24]											
Project Float	19-Oct-24	31-Dec-24	[Gantt bar spanning from Oct-24 to Dec-24]											
Revenue Service		31-Dec-24	[Gantt bar spanning from Oct-24 to Dec-24]											

Project Float

DRLE was baselined with 153 days of project float. The project is forecasting 74 days of project float as of November. As noted above, the current R200 update continues to forecast a delay, but anticipated mitigation could result in the restoration of some projected float.

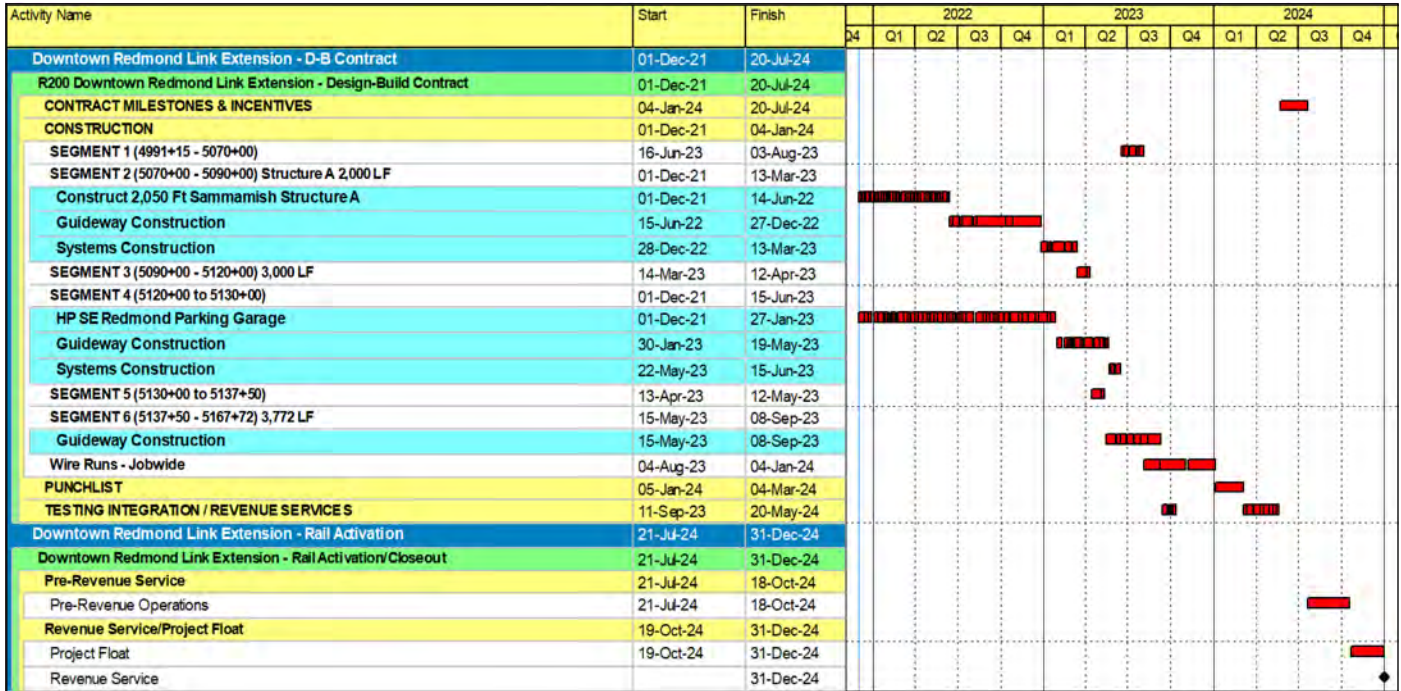


Link Light Rail Downtown Redmond Link Extension



Critical Path Analysis

The critical path for R200 in November ran through the parking garage deck due to an extended review of some structural calculations and concrete quality issues. From there, the critical path moves to the guideway through the garage, followed by OCS installation in each segment and into testing and closeout.



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	72	1579	1572
* These numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of reporting periods.					
** A large majority of the relocation count is due to the relocation of storage units.					

Community 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 SR 520.
- Paused communication of upcoming 4 month closure on onramp to SR 520 from SR 202 corridor.
- Started monthly check in with Microsoft Transportation groups.
- Continued coordination with contractor to mitigate impacts to downtown business during utility work.
- Monitoring of concrete strike and the effects it's having to the project timeline.

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 ST Staff variance is due to staff attrition and slow than anticipate new hire. 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 over time; however, due to fluidity of the situation with COVID-19, it is hard to predict how the plan will unfold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	27.2	21.4	(5.8)
Consultants	37.0	30.9	(6.1)
TOTAL	64.2	52.3	(11.9)

** 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.	

Construction Safety

Data/ Measure	December 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	8	8
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	3	16	17
Reported Near Mishaps	0	6	10
Average Number of Employees on Worksite	416	-	-
Total # of Hours (GC & Subs)	36,040	364,944	397,071
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	4.38	4.03
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

Contract R200 - DRLE Design Build

Current Progress

Design:

- TPSS Grounding. Discussed design optimization opportunities.
- Reviewed and responded to Notice of Design Change / Final Design as appropriate for systems issues.
- Continues garage calculation review.

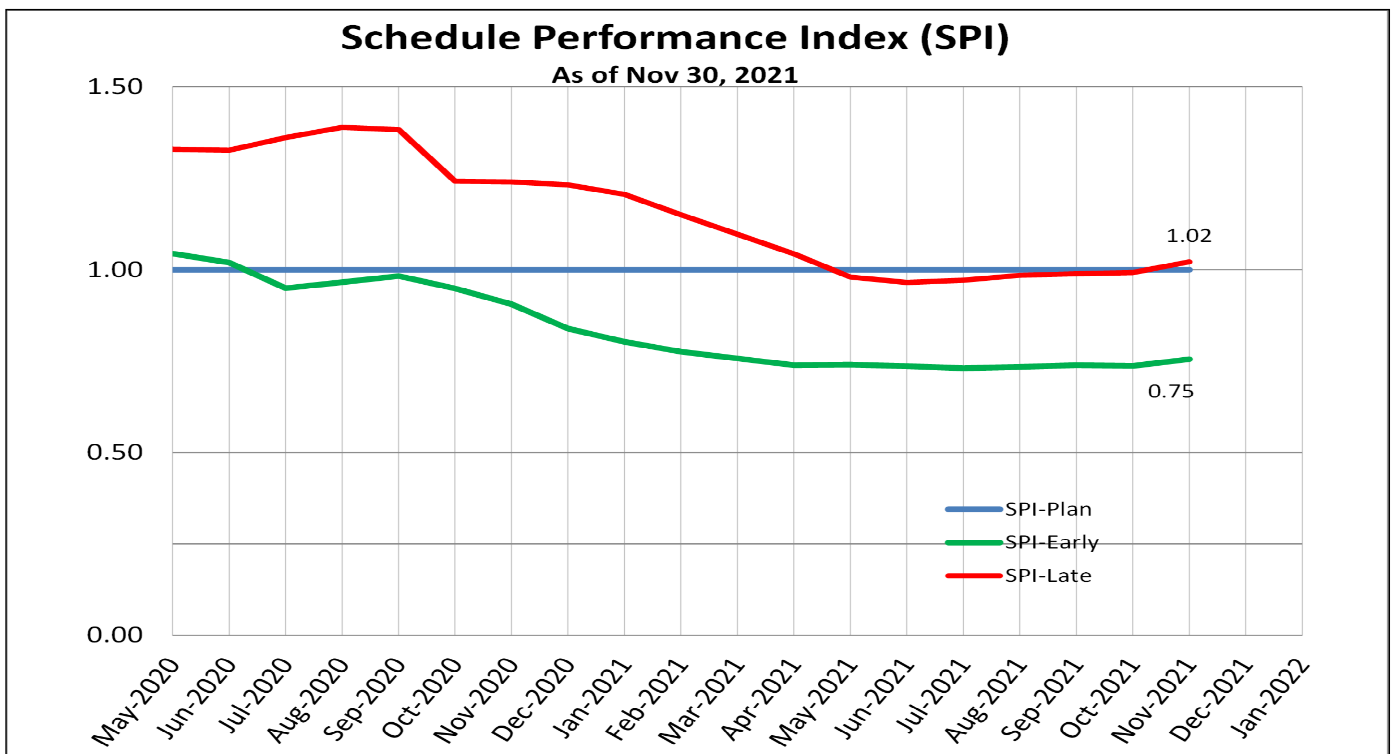
Construction:

- PSE has been working with Sound Transit and Design Builder to coordinate a potential boring pit location at 51st Street.
- Limited soil nail installation at 60th St. to complete an excavated lift.
- Due to Teamster’s concrete strike, construction progress was generally limited to formwork for columns, bridge decks and retaining walls, and construction of precast panel fill walls.

Schedule Performance Index

The November Schedule Performance Index (SPI) is presented here. The contract schedule was returned to the contractor for revision and was not submitted in time for this report. December’s schedule has not been submitted.

For November, the Early Schedule Performance Index (SPI) for the project is at 0.75 for this period, and the Late SPI is at 1.02. The index under 1.0 indicates that the contractor is behind. The late start to construction is within the plan. The Early SPI continues to lag the early finish plans.



Link Light Rail Downtown Redmond Link Extension



Next Period's Activities

- 40th Street. Prep for cap beams including excavation and protecting in place existing duck bank is ongoing.
- Marymoor Park area. Construction wall is ongoing. Contractor is installing panels and backfilling behind wall.
- Downtown Redmond Station. Continue superstructure work: guideway deck reinforcement and stirrup installation, tie structural rebar for columns and caps.

Closely Monitored Issues

- Teamster strike that is impacting progress of work including related to concrete delivery.
- Mitigation of schedule delay related to SE Redmond garage design issues.
- Ongoing Covid impact associated to labor availability and supply chain.
- L&I support for system building design review and commissioning.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$719,396,000
Change Order Value	\$25,648,657
Current Contract Value	\$745,044,657
Total Actual Cost (Incurred to Date)	\$289,247,173
Percent Complete	44.5%
Alternative Concept Allowance	\$46,381,197
Authorized Contingency	\$78,875,403
Contingency Drawdown	\$25,648,657
*Contingency Index	1.37

**Excludes Betterments*



The carpenter working on the wall form at the pedestrian crossing.

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.

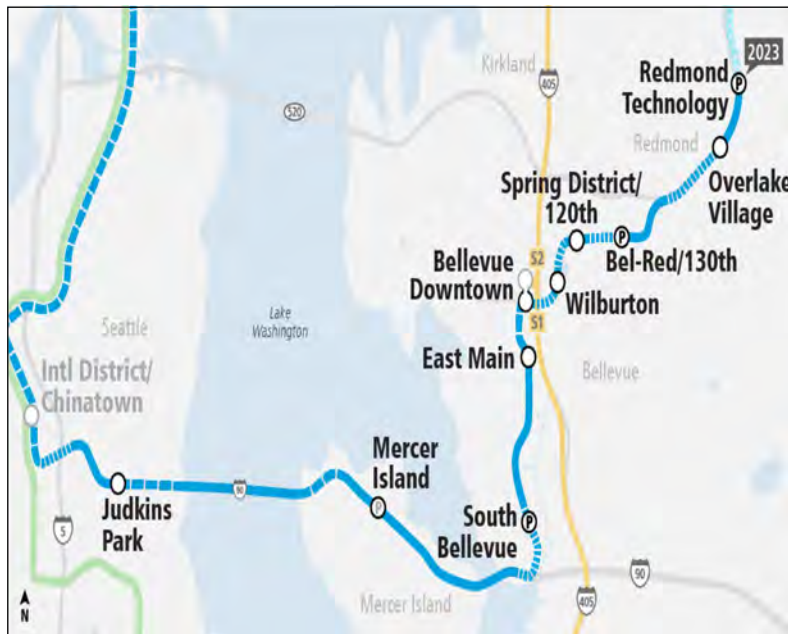
Stations Judkins Park (JPS), Mercer Island (MIS), South Bellevue, East Main, Bellevue Downtown (BDS), Wilburton, Spring District/120th, Bel-Red/130th, Overlake Village (OVS) and Redmond Technology (RTS).

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

- **I-90 West Segment (E130):** Progressed punch list items & commissioning at MIS; complete installation of pedestrian panel at east ballasted section; continue non-compliant track plinth & grout pad remediation
- **I-90 Center Segment (E130):** Continued non-compliant track plinth & grout pad remediation, other non-compliant remediation work at pontoons C & D
- **I-90 East Segment (E130):** Completed permanent power punch list items at TPSS 2; ongoing commissioning & punch list items at JPS; progress pedestrian bridge guardrail installation; concrete patching at the JPS pedestrian access building
- **South Bellevue (E320):** Ongoing track remediation; continued landscaping installation and maintenance; punch list and site security work.
- **Downtown Bellevue to Spring District (E335):** Completed installations of breakaway nuts, handrails and touch up paint at main station. Continued Escalator, lighting commissioning, install windscreen trim at platform level and repair curtain wall at Wilburton Station. Commenced installing surface level kiosk metal panel and site cleanup at BDS.
- **Bel-Red (E340):** Installed mitigation plant material at Kelsey Creek. Pour back rail-to-earth repair at 130th Ave station and NE Spring Blvd areas. Test OCS along the guideway. Addressed punch list items.
- **SR520 to Redmond Technology Station (E360):** Punch list work at OVS, Sweeper Site Vaults, Park Place and NCR repair work continues. OVS Pedestrian Bridge paperclip stairs finishes and water proofing advanced. RTS garage formwork, columns work, and level 2/3 ramp beams.
- **Systems (E750):** Continued submittals, component design/manufacturing/fabrication. Progressed communication and signaling equipment installations at E130 and E360; signal house delivered at E320; installation of feeder cables for energization and testing. Ongoing installation of OCS wire throughout the alignment.

Closely Monitored Issues

- Timely rework from latent quality issues that include but are not limited to RTS Garage’s structural repairs and I-90 plinths
- Civil segments continue to trend late in handing access to follow on Systems contractor and System Integrated Testing
- COVID-19 pandemic remains challenging at all levels of project activities
- Resolution to commercial issues with contractors
- Staff and consultant attrition at late stage of project and loss of continuity and project knowledge

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 effectively netted out to \$25M, the total expenditure to date increase from \$3.04B to \$3.07B. Project commitment remains at approximately \$3.2B with all major construction contracts in place. The pace of civil construction expenditures has slowed and is further exacerbated by the discovery of latent quality issues during the commissioning phase of the project. COVID-19 cases remain fluid, assessment of impacts continues, as well as ongoing monitoring of downstream supply chain interruptions. The concrete strike is a major concern as well as, if not resolved soon, it may impact timely rework resulting from latent quality issues.

Cost Summary by Phase

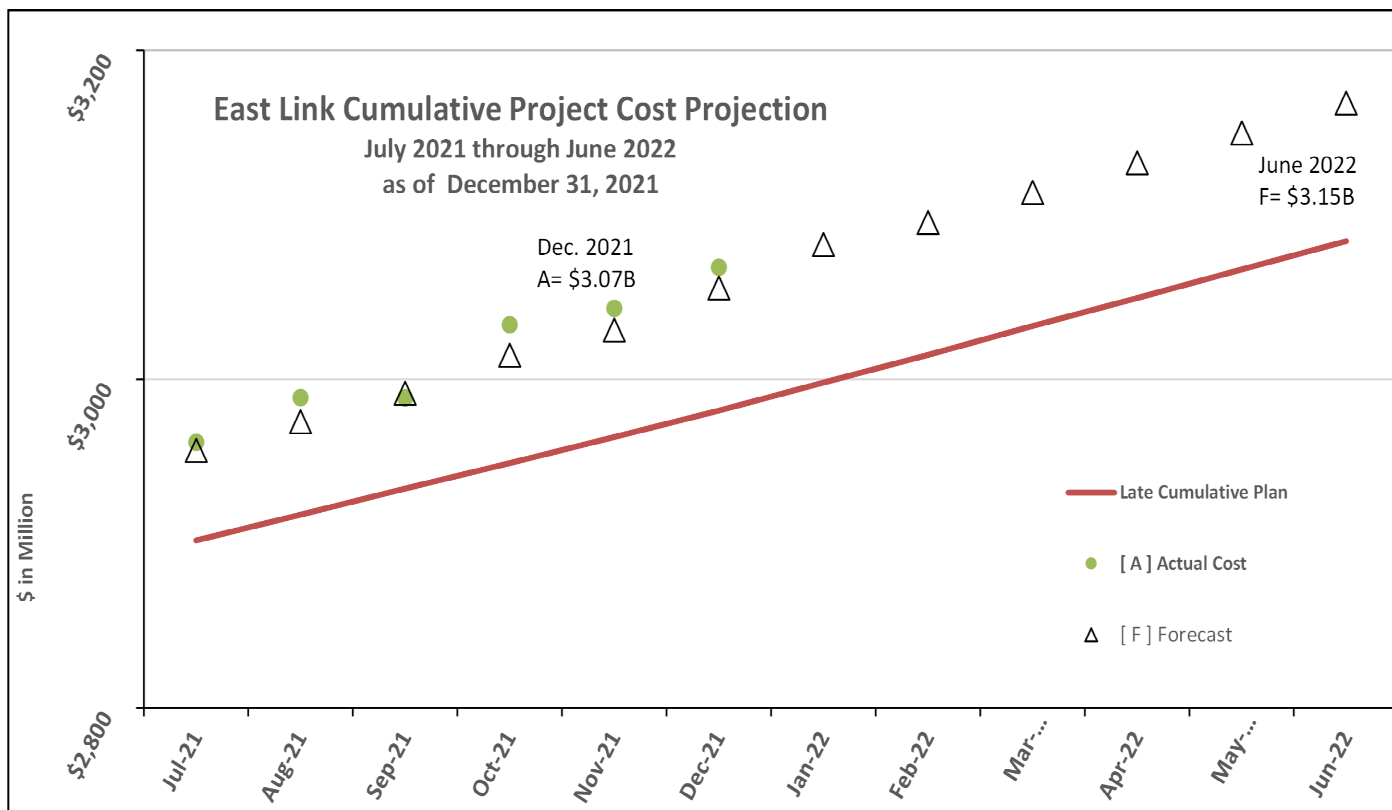
Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$186.2	\$186.2	\$117.6	\$117.8	\$186.2	\$0.0
Preliminary Engineering	\$55.9	\$55.9	\$54.8	\$54.8	\$55.9	\$0.0
Final Design	\$283.0	\$283.0	\$250.7	\$240.1	\$283.0	\$0.0
Construction Services	\$257.5	\$257.5	\$208.5	\$194.8	\$257.5	\$0.0
3rd Party Agreements	\$52.2	\$52.2	\$38.4	\$34.6	\$52.2	\$0.0
Construction	\$2,544.3	\$2,544.3	\$2,260.7	\$2,146.9	\$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	\$279.5	\$279.2	\$298.2	(\$0.0)
Total	\$3,677.2	\$3,677.2	\$3,210.2	\$3,068.2	\$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	\$908.9	\$909.0	\$941.8	(\$197.2)
20 Stations	\$397.7	\$478.2	\$464.3	\$444.0	\$483.9	(\$86.2)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$574.9	\$501.2	\$468.5	\$568.9	\$239.6
50 Systems	\$353.8	\$367.9	\$347.8	\$291.1	\$371.4	(\$17.6)
Construction Subtotal (10 - 50)	\$2,304.6	\$2,366.7	\$2,222.2	\$2,112.6	\$2,365.9	(\$61.3)
60 Row, Land	\$288.5	\$288.5	\$279.5	\$279.2	\$288.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.0	\$0.6	\$2.8	\$0.0
80 Professional Services	\$898.4	\$889.1	\$707.5	\$675.7	\$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	\$3,210.2	\$3,068.2	\$3,677.2	(\$0.0)

Project Cash Flow Projection

The East Link cost projection continues to progress within the planned expenditure as construction activities continue to pick up. This period's project expenditure netted \$25M. Total project cost incurred progressed to \$3.07B, of which the Construction Phase's share is now a little over \$2.1B. The project expenditures continue to pick up and are predicted to rise to approximately \$3.15B by June 2022.



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 ST's responsibility for continuously monitoring project status and associated risks.

A Quantitative Risk Assessment (QRA) 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 next QRA is currently planned to occur in Q2/Q3 2022. The project has Q4 qualitative risk register updates currently being updated.

The following are the top project risks and risk areas:

- Civil turnovers to Systems construction continues to take longer than anticipated due to discover of latent quality issues.
- Interfaces between contracts, agency supplied equipment and third party jurisdictions continues to put pressure on cost.
- COVID-19 pandemic cost and schedule impacts continues to loom over the project.
- Resolution to RTS garage's structural elements repairs.
- Scope gaps between Construction and Operations as well as readiness for Startup.

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 \$309.1M (previously \$310.9M). The current contingency balance is consistent with the project's planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA remains at \$1.3M. 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, the AC balance shows a net decrease of approximately \$1.8M due to construction and construction support changes.

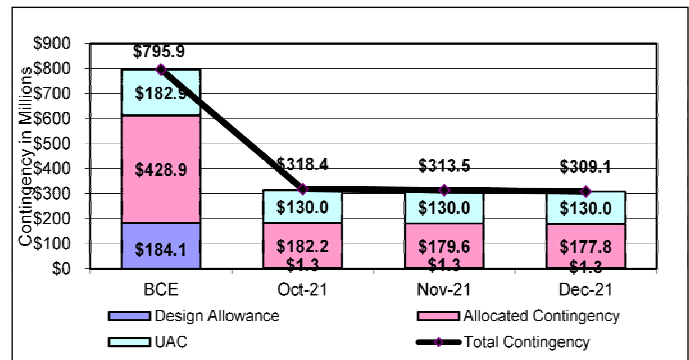
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance remains at \$130.0M.

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%	\$177.8	29.2%
Unallocated Contingency	\$182.9	5.0%	\$130.0	21.4%
Total	\$795.9	21.6%	\$309.1	50.8%

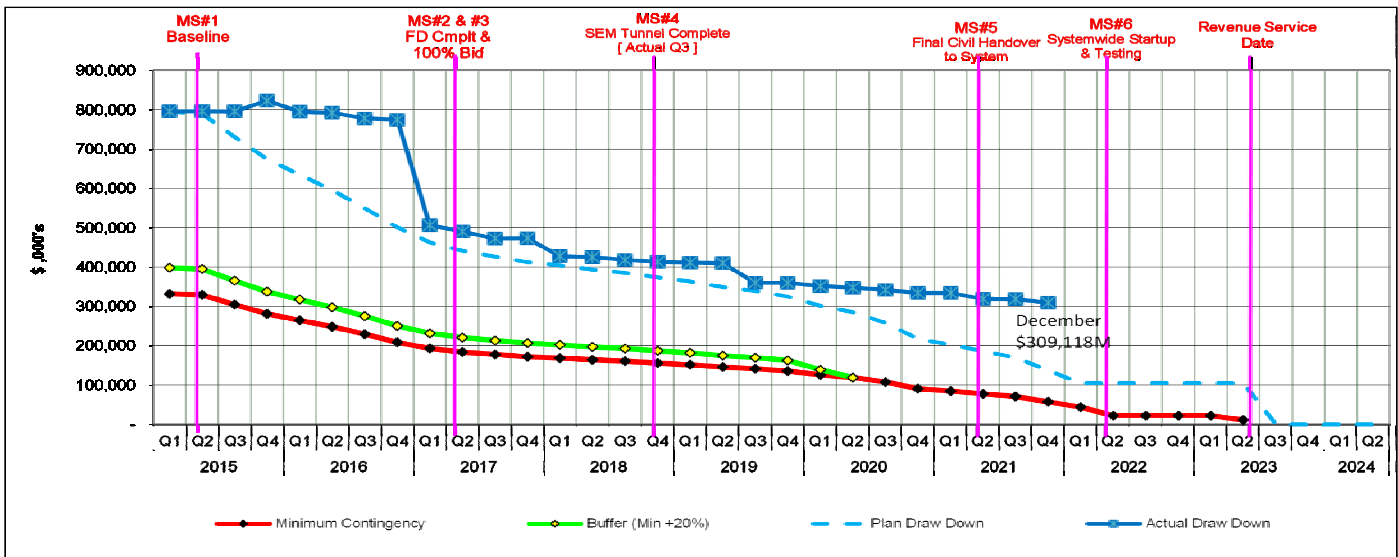
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project's total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$303.1M (previously \$310.9M). With all major construction contracts procured, it remains above the baseline drawdown projection and well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of December represented the monthly net decrease about \$1.8M due to various construction and construction support changes.



Contingency Drawdown as of December 31, 2021

Link Light Rail East Link Extension



Project Schedule

The Integrated Master Schedule is presented below. Weighted percent complete of the major construction contracts is calculated at 95.7%.

E130 continued track plinth grout pad remediation; commissioning and punch list work; clearing & grubbing for MITI.

E320 continued landscaping and irrigation; acoustical panel repair; corrective actions on trackwork; project closeout.

E330 has achieved final acceptance.

E335 continued finish work at BDS; commissioning and punch list at E. Main, Wilburton, and 120th.

E340 performed testing and punch list, repair, and closeout work throughout the alignment.

E360 continued punch list and repair work all along the alignment; continued RTS garage crack repair.

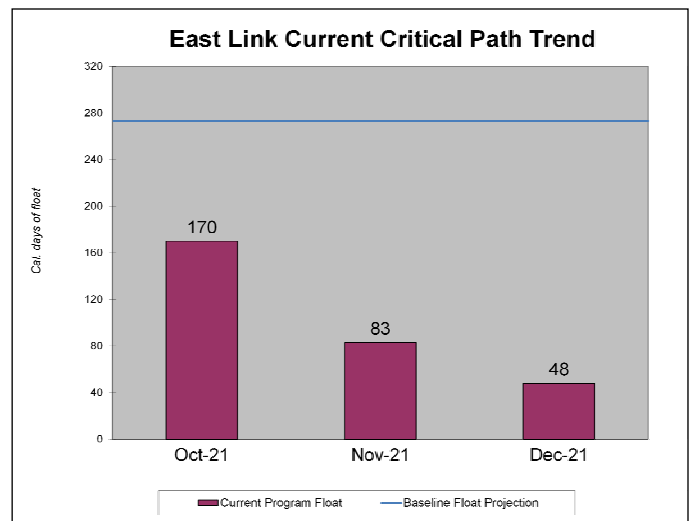
E750 continued installation of communications systems at most stations; pulling signal cables; factory tested several signal houses; installation and testing of fiber optics.

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	2022				2023		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sound Transit	13-Jul-16 A	30-Jun-23	[Gantt bar]						
Sound Transit 2	13-Jul-16 A	30-Jun-23	[Gantt bar]						
East Corridor	13-Jul-16 A	30-Jun-23	[Gantt bar]						
LRT Extension - East	13-Jul-16 A	30-Jun-23	[Gantt bar]						
East Link	13-Jul-16 A	30-Jun-23	[Gantt bar]						
East Link Construction	13-Jul-16 A	30-Jun-23	[Gantt bar]						
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	06-Aug-22	[Gantt bar]						
EL 135 - Mercer Island Transit Interchange (DBB)	17-May-18 A	15-Apr-23	[Gantt bar]						
EL 320 - I-90 Overpass to S. Bellevue (DBB)	05-Dec-16 A	18-Mar-22	[Gantt bar]						
EL 335 - Downtown Bellevue to Spring District (GC/CM)	24-Apr-17 A	03-Jul-22	[Gantt bar]						
EL 340 - Spring District to SR 520 (DBB)	24-Feb-17 A	27-Oct-21	[Gantt bar]						
EL 360 - SR 520 to Overlake Transit Center (DB)	13-Jul-16 A	07-Jan-23	[Gantt bar]						
EL 750 - Systems	12-Jun-17 A	11-May-23	[Gantt bar]						
East Link Master Schedule - Construction Interfaces	14-Jun-17 A	11-Feb-23	[Gantt bar]						
EL RACT - East Link Rail Activation/System Integration/Project Close out	20-Aug-21 A	30-Jun-23	[Gantt bar]						
East Link Rail Activation/System Integration/Project Close out	20-Aug-21 A	30-Jun-23	[Gantt bar]						
Pre-Revenue Testing & Start Up	20-Aug-21 A	13-May-23	[Gantt bar]						
East Link System Integration Testing (LOE Summary)	20-Aug-21 A	10-Feb-23	[Gantt bar]						
East Link Pre Revenue Operations (3 Mo)	11-Feb-23	13-May-23	[Gantt bar]						
Revenue Service Window	14-May-23	30-Jun-23	[Gantt bar]						
East Link Program Float (Baseline 273 Days)	14-May-23	30-Jun-23	[Gantt bar]						
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*	[Gantt bar]						

Project Float

East Link was baselined with 273 days of program float, and is currently forecast to use 225 days. Refinements to the production rate for E130 plinth repair has resulted in a reduction of 35 days of float from the previous month. Sound Transit is working closely with both the E130 and E750 contractors to mitigate this impact wherever possible.



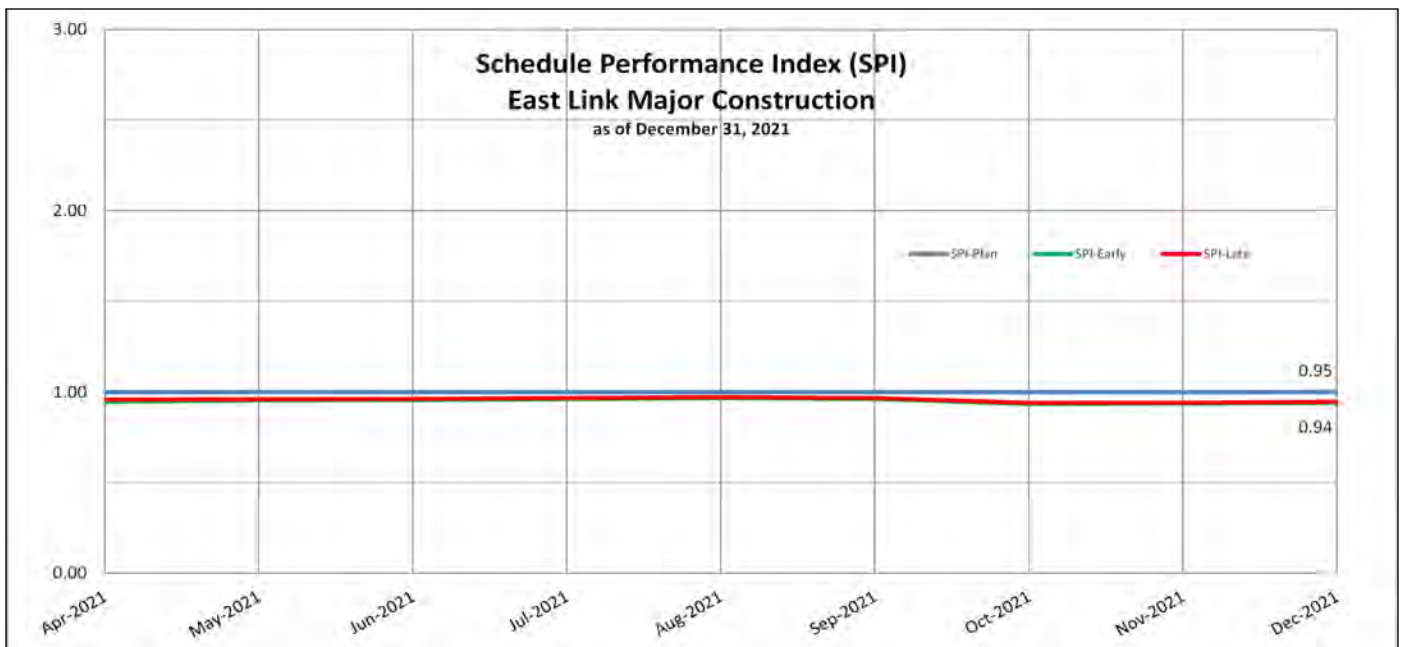
Critical Path Analysis

The East Link critical path this month continues to run through track remediation on E130, which is holding up E750 access to complete OCS and signal installation. The extent of the repair work is still being determined, which may result in an even longer path to completion. East Link civil contracts continue to be closely monitored for potential impacts to the E750 schedule.

Activity Name	Start	Finish	2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	
EL 130 - Seattle to I-90 Overpass (GC/CM)	28-Jun-19 A	07-Jul-22								
E130 Construction	28-Jun-19 A	07-Jul-22								
Project Management	27-Dec-21 A	03-Jan-22								
Procurement	28-Jun-19 A	07-Jul-22								
Construction	01-Dec-20 A	22-Jun-22								
Demolition	29-Nov-21 A	14-Jan-22								
Trackwork	01-Dec-20 A	22-Jun-22	█	█	█	█				
EL 135 - Mercer Island Transit Interchange (DBB)										
EL 320 - I-90 Overpass to S. Bellevue (DBB)										
EL 335 - Downtown Bellevue to Spring District (GC/CM)										
EL 340 - Spring District to SR 520 (DBB)										
EL 360 - SR 520 to Overlake Transit Center (DB)										
EL 750 - Systems	01-Dec-18 A	11-Feb-23								
E750 Construction	01-Dec-18 A	11-Feb-23								
E750 Project	01-Dec-18 A	11-Feb-23								
E750 Engineering	04-Oct-22	11-Feb-23					█	█	█	█
E750 Construction	01-Dec-18 A	11-Feb-23								
E750 Milestones	12-May-22	11-Feb-23								
E750 OCS	12-May-22	29-Sep-22		█	█	█	█	█	█	█
E750 Signals	01-Dec-18 A	01-Jan-22								
E750 Testing and Commissioning	29-Sep-22	10-Feb-23					█	█	█	█
East Link Master Schedule - Construction Interfaces	11-Feb-23	11-Feb-23								
ELRACT - East Link Rail Activation/System Integration/Project Closeout	20-Aug-21 A	30-Jun-23								
East Link Rail Activation/System Integration/Project Closeout	20-Aug-21 A	30-Jun-23								
Pre-Revenue Testing & Start Up	20-Aug-21 A	13-May-23						█	█	█
Revenue Service Window	14-May-23	30-Jun-23								
East Link Program Float (Baseline 273 Days)	14-May-23	30-Jun-23								█
East Link Revenue Service Date (Baseline 30-Jun-23)		30-Jun-23*								◆

Schedule Performance Index

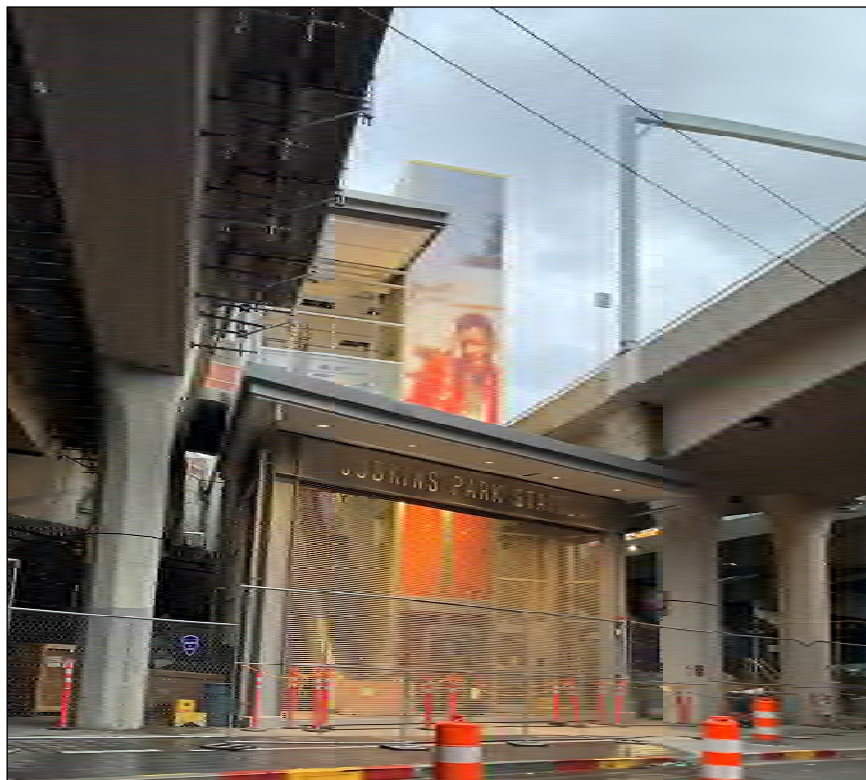
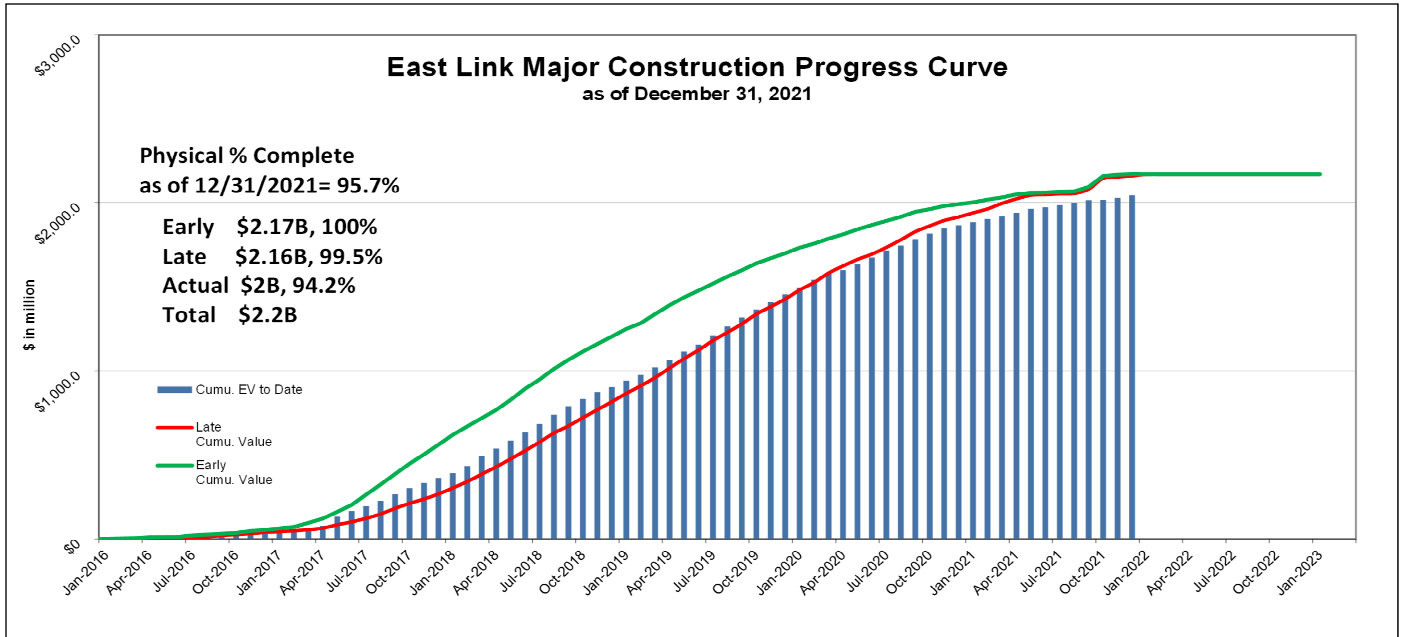
The Schedule Performance Index (SPI) for East Link’s Major Construction Packages remains at 0.94 (early), and has moved up to 0.95 (late) as contractors focus on repairs, punch lists, and closeout. This number will trend steadily towards 1 in the coming months.



Major Construction Progress Curve

The overall physical percent complete for East Link construction is 95.7%.

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. Progress is trending behind the planned curves, but continues at a steady pace. The rate of progress is slowing slightly as all civil contracts are above 95% complete and most remaining work is repairs and closeout.



E130 Seattle to South Bellevue: SArt's newly installed piece on Jimi Hendrix at Judkins Park Station's Rainier Ave. entrance.

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. December’s focus included, but was not limited to, OCS energization at Wilburton—Spring District; distributed outreach flyers prior to delivery of communication bungalows near Surrey Downs; outreach to a Bel-Red business on at-grade light rail crossing safety.
- Ongoing engagement with individual property owners, members of the public and impacted neighbors on a variety of concerns including property acquisition, construction easements, nighttime noise, traffic, access, and 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

* These 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.

Consultant utilization is dependent on the efforts to manage construction. The monthly average is trending over the plan and is predicted to decline over time. The current overage is not indicative of budget overage. That said, the longer than anticipated construction duration coupled with the prolonged COVID-19 pandemic makes it hard to predict how the plan will unfold.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.8	45.4	(7.3)
Consultants	91.5	154.9	63.4
TOTAL	144.3	200.4	56.1

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	December 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	6	91
Days Away From Work Cases	0	0	15
Total Days Away From Work	0	0	1,337
First Aid Cases	0	24	293
Reported Near Mishaps	0	15	293
Average Number of Employees on Worksite	338	-	-
Total # of Hours (GC & Subs)	52,498	937,102	7,504,024
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	1.28	2.43
LTI Rate	0.00	0.00	0.40
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.

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. Acceptance 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: Commencement of Systems Integration testing with dead tow LRV clearance

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

Current Progress

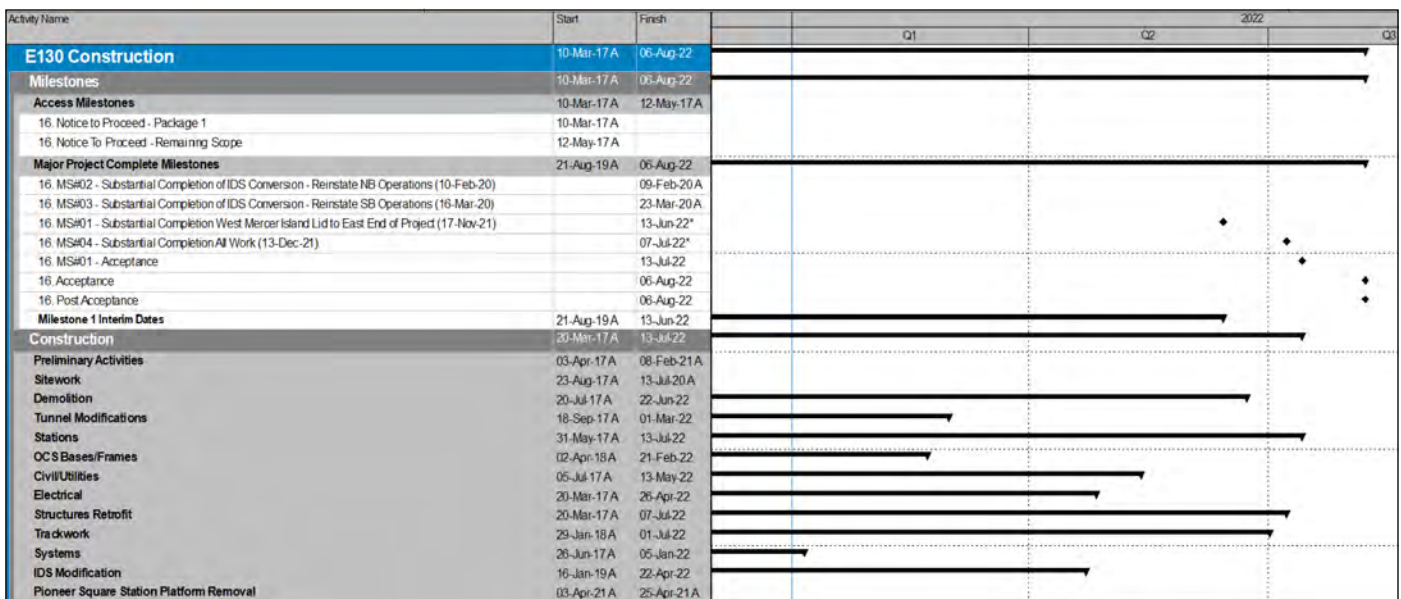
West Segment: Progress punch list items & commissioning at Mercer Island Station; complete installation of pedestrian panel at east ballasted section; continue non-compliant track plinth & grout pad remediation.

Center Segment: Continued non-compliant track plinth & grout pad remediation, other non-compliant remediation work at pontoons C & D.

East Segment: Establish access at Pier 2 for remaining work; complete permanent power punch list items at TPSS 2; ongoing commissioning & punch list items at Judkins Park Station (JPS); progress pedestrian bridge guardrail installation, concrete patching at the JPS pedestrian access building.

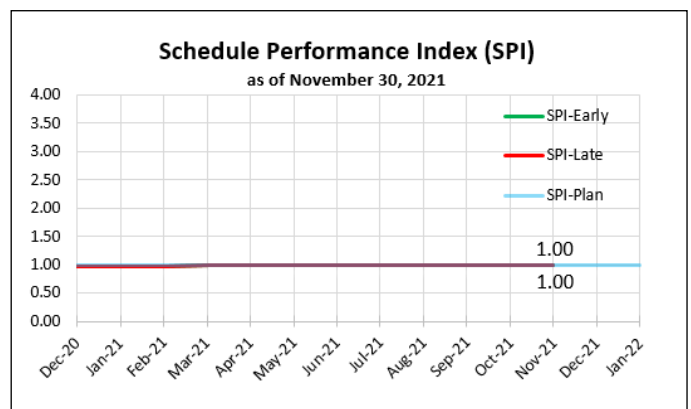
Schedule Summary

The December update forecasts a July 07, 2022, Substantial Completion date, 206 calendar days later than the contractual milestone date of Dec. 13, 2021. Within the E130 contract schedule, the critical path is driven by track remediation scope on the floating bridge. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.



Schedule Performance Index

The contractor has not submitted their December payment request; SPI values are from last month. Through November, reported cumulative SPI (both early and late) is at 1.00. The E130 Substantial Completion (SC) for All Work (Milestone 4) is Dec. 13, 2021, although the contract now projects SC in Q2 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1.0. Remaining work is primarily focused on track remediation scope, commissioning, and other punch list items.



Next Period's Activities

- **West Segment:** Judkins Park Station miscellaneous punch list, commissioning; Mt. Baker Tunnel ventilation commissioning; continue plinth grout pad remediation.
- **Center Segment:** Repolarization and monitoring at HMH bridge; continue plinth grout pad & rail insulator remediation.
- **East Segment:** Ongoing waterproofing at Mercer Island Station plaza, AP swing gate modification; continue plinth grout pad remediation.

Closely Monitored Issues

- Activity progress to reach Milestones 1, 3 & 4; resultant impacts to E750
- Direct COVID-19 impacts
- NCR mitigation timeline for track plinth grout pads
- 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	\$43,114,717
Current Contract Value*	\$707,146,530
Total Actual Cost (Incurred to Date)	\$674,196,291
Percent Complete	96.8%
Authorized Contingency	\$56,660,541
Contingency Drawdown	\$43,114,717
Contingency Index	1.3

* Contract Value excludes Betterments



New track plinth fixation inserts installed near the east approach to floating bridge

Contract E320 – South Bellevue

Current Progress

I-90 Flyover: Continue clean up, punch list, and non-compliant remediation

Bellevue Way SE: Ongoing punch list work at the Winter’s House area; continue irrigation commissioning activities

S. Bellevue Sta./P&R: Continue tree planting, landscaping, and commissioning

Wye-to-East Main: Progress ongoing commissioning activities

Track Work: Ongoing non-compliant track work remediation

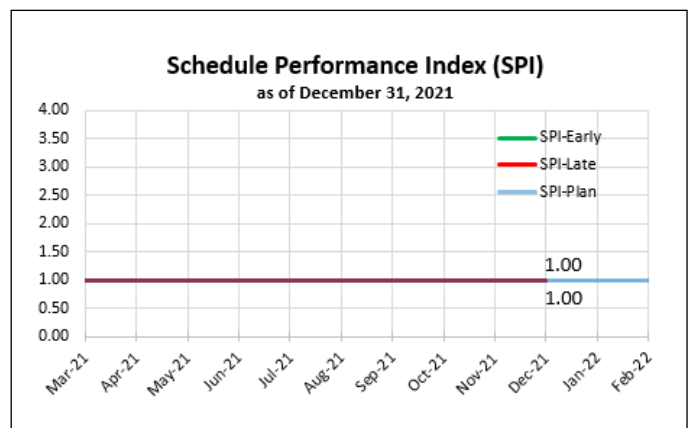
Schedule Summary

The December update forecasts a March 17, 2022, Substantial Completion date, 433 calendar days later than the contractual milestone date of Jan. 8, 2021. Within the E320 contract schedule, the critical path is driven by repair work to some acoustical panels damaged during winter storms. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.

Activity Name	Start	Finish	2021	Q1
E320 Construction	05-Dec-16 A	17-Mar-22	[Gantt bar spanning from Dec 2021 to Q1 2022]	
Milestones and Summary	05-Dec-16 A	17-Mar-22	[Gantt bar spanning from Dec 2021 to Q1 2022]	
Contract Milestones	05-Dec-16 A	17-Mar-22	[Gantt bar spanning from Dec 2021 to Q1 2022]	
Limited Notice to Proceed	05-Dec-16 A		[Gantt bar spanning from Dec 2021 to Dec 2021]	
Notice to Proceed	13-Feb-17 A		[Gantt bar spanning from Feb 2021 to Feb 2021]	
Milestone 3A - Clear & Grub Sweylocken (Start of "Wetland Fill" Work+365D)		21-Dec-18 A	[Gantt bar spanning from Dec 2021 to Dec 2021]	
Milestone 1 - (Alternate) Phase B2.1 Not Used		31-May-19 A	[Gantt bar spanning from May 2021 to May 2021]	
Milestone 3B - Clear & Grub Coal Creek		22-Nov-19 A	[Gantt bar spanning from Nov 2021 to Nov 2021]	
Milestone 4 - SIDT & SCADA Complete (NTP+1160D)		27-Feb-20 A	[Gantt bar spanning from Feb 2021 to Feb 2021]	
Milestone 2 - Final Restoration of Bellevue Way (Start+897D) *SEE NARRATIVE		29-Nov-21 A	[Gantt bar spanning from Nov 2021 to Nov 2021]	
Milestone 5 - Acceptance of South Bellevue Station (NTP+1225D)		18-Jan-22*	[Gantt bar spanning from Jan 2022 to Jan 2022]	
Milestone 6 - Required Substantial Completion (NTP+1364D)		17-Mar-22*	[Gantt bar spanning from Mar 2022 to Mar 2022]	
Construction-1	21-Apr-17 A	28-Jan-22	[Gantt bar spanning from Apr 2021 to Jan 2022]	
Mobilization	21-Apr-17 A	16-Jul-18 A	[Gantt bar spanning from Apr 2021 to Jul 2021]	
Area A - I-90 Mainline to Bellevue Interchange - Sta EB405+54 to EB438+20	16-Jun-17 A	07-Jan-22	[Gantt bar spanning from Jun 2021 to Jan 2022]	
Area B - Bellevue Way SE, SE 30th St to 112th Ave SE Wye - Sta EB438+20 to EB476+75	30-May-17 A	28-Jan-22	[Gantt bar spanning from May 2021 to Jan 2022]	
Area C - 112th Ave SE, 112th Ave SE Wye to SE 8th - Sta EB476+75 to EB508+00	13-Jun-17 A	17-Jan-22	[Gantt bar spanning from Jun 2021 to Jan 2022]	
Area D - 112th Ave SE to SE 8th St to Main St - Sta 508+00 to EB528+25	22-May-17 A	14-Jan-22	[Gantt bar spanning from May 2021 to Jan 2022]	
Area E - Coal Creek Stream Enhancement	09-Jul-18 A	22-Nov-19 A	[Gantt bar spanning from Jul 2021 to Nov 2021]	
Area F - Sweylocken Mitigation	23-Apr-18 A	21-Dec-18 A	[Gantt bar spanning from Apr 2021 to Dec 2021]	

Schedule Performance Index

E320 base plan called for a Substantial Completion date of November 2020. The contract is now projecting a Substantial Completion of late Q1 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. South Bellevue Garage is effectively complete. Remaining work is primarily focused on rework of track issues that require remediation, landscaping, irrigation, commissioning, and miscellaneous punch list items.



Next Period's Activities

- **I-90 Flyover:** Install TPSS gates
- **Bellevue Way SE:** Ongoing area maintenance and punch list
- **S. Bellevue Sta./P&R:** Ongoing area maintenance and punch list
- **Wye-to-East Main:** Ongoing area maintenance and punch list
- **Track Work:** Direct fixation track non-compliant items, remediation

Closely Monitored Issues

- Resolution to RFC 226 R3 Project Wide Disruptions
- COVID-19 impacts
- Resolution to Substantial Completion date
- E750 contractor access



Cost Summary

Present Financial Status	Amount
E320 Contractor - Shimmick/Parsons JV.	
Original Contract Value	\$319,859,000
Change Order Value	\$11,508,939
Current Contract Value*	\$331,333,685
Total Actual Cost (Incurred to Date)	\$327,302,974
Percent Complete	98.6%
Authorized Contingency	\$38,532,000
Contingency Drawdown	\$11,508,939
Contingency Index	3.3

*Contract Value excludes betterments and START



Final mulch placement along embankment adjacent to the Winter's House

Contract E330 – Downtown Bellevue Tunnel – Completed & Accepted

- E330 Contractor achieved Substantial Completion on July 13th, 2020.
- Sound Transit issued Final Acceptance to contractor on November 17th, 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: Completed installing communication bungalow for E750, installed breakaway nuts, handrails and touch up paint. Commenced installation of gutters, swing gate door commissioning, and sealing of glass canopies. Continued electrical commissioning at South Portal Electrical Building.

Bellevue Downtown Station (BDS): Completed egress stair paint, installed warning tile at lower level, placed bollards at 112th and 6th St. corner. Completed power connection at BDS and installed remaining metal panels at escalator divider wall. Continued top soil backfill, planting south planter, and planting along 110th Ave. Commenced installation of surface level kiosk metal panel and site cleanup.

Wilburton Station: Continued escalator, lighting commissioning, installation of windscreen trim at platform level, and repairs at curtain wall. Continued Metal panel caulking at plaza level, paint touch up and door hardware installation.

120th Station: Continued escalator, lighting, and door hardware commissioning activities. Continued plaza curtain wall repairs and elevator L&I punch list.

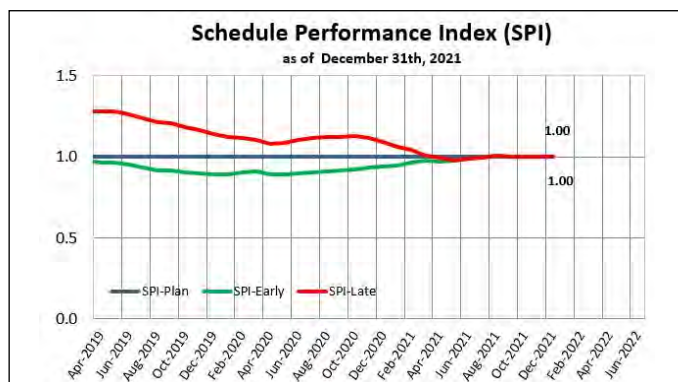
Schedule Summary

The December update forecasts a July 3, 2022, Substantial Completion date, 413 calendar days later than the contractual milestone date of May 16, 2021. Within the E335 contract schedule, the critical path is driven by switchgear at BDS, followed by tunnel commissioning. The E750 contractor has access to most work areas.

Activity Name	Start	Finish	2022	
			Q1	Q2
E335 Construction	24-Apr-17 A	03-Jul-22	[Gantt bar spanning Q1 and Q2]	
Milestones	04-May-18 A	03-Jul-22	[Gantt bar]	
Contract Milestones	30-Sep-18 A	03-Jul-22	[Gantt bar]	
Milestone #1 - Complete North Portal Headwall Temporary Shoring		30-Sep-18 A	[Gantt bar]	
Milestone #2 - Complete SIDs for Interface to SCADA		14-Jan-20 A	[Gantt bar]	
Milestone #3 - Complete Trackway and Stations for Primary Systems Access - BTC to EOP (18-Jul-21)		27-Jan-22*	[Gantt bar]	
Milestone #4 - Complete SEM Tunnel Trackwork for Primary Systems Access (16-Jan-21)		03-Jun-22*	[Gantt bar]	
Milestone #5 - Complete All Trackway and Stations for Primary Systems Access (16-Mar-21)		03-Jun-22*	[Gantt bar]	
Milestone #6 - Substantial Completion of all Work (16-May-21)		03-Jul-22*	[Gantt bar]	
Calculated Milestones	04-May-18 A	22-Jun-22	[Gantt bar]	
Mobilization	24-Apr-17 A	24-Apr-17 A	[Gantt bar]	
Construction	24-Apr-17 A	23-May-22	[Gantt bar]	
Area 1: E. Main Station to South Portal (531+55 - 538+00)	11-Oct-17 A	17-Jan-22	[Gantt bar]	
Area 2: South Portal to SEM Tunnel (538+00 - 562+47.91)	24-Aug-18 A	23-May-22	[Gantt bar]	
Area 3: North Portal to Aerial Guideway (562+50 - 568+45)	24-Apr-17 A	17-May-22	[Gantt bar]	
Area 4: Aerial Guideway (568+45 - 606+59)	24-Apr-17 A	11-Mar-22	[Gantt bar]	
Area 5: Pine Forest to 120th (606+59 - 619+00)	07-Jul-17 A	08-Oct-21 A	[Gantt bar]	
Area 6: 120th - End of Project (619+00 - 634+99)	01-Aug-17 A	31-Jan-22	[Gantt bar]	
Testing and Commissioning	01-Jun-20 A	05-Jan-22	[Gantt bar]	

Schedule Performance Index

E335's base plan called for a Substantial Completion date of May 2021. The contract is now projecting a Substantial Completion of Q2 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1.0. Remaining work is primarily focused on the delayed base work at BDS and Wilburton stations, the wiring and termination of the mid-tunnel fans, and the follow-on commissioning and punch list work.

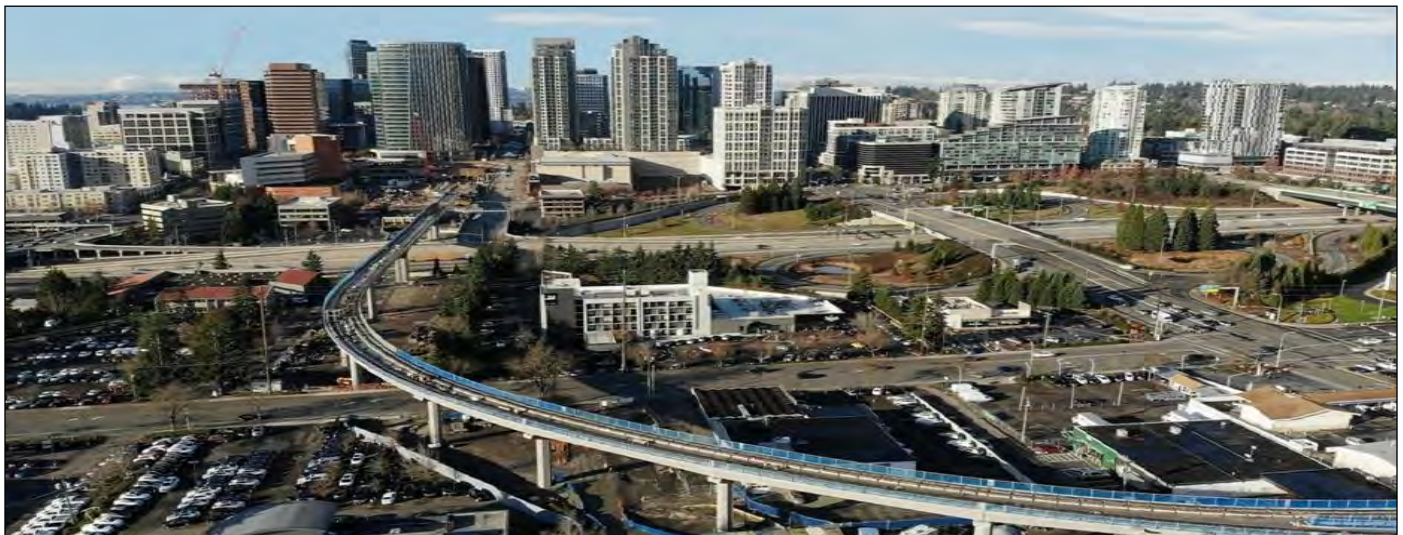


Next Period's Activities

- **East Main Station:** Continue installing rain chain and gutters, track crossing spring gate, and seal joints.
- **BDS:** Continue installing gutters, swing gates door commissioning and seal glass canopies. Continue electrical commissioning at South Portal Electrical Building.
- **Wilburton Station:** Continue commissioning activities, installing handrail for public stairs, windscreen trim at platform level, plaza hardscape railings and installing expansion joint flashing.

Closely Monitored Issues

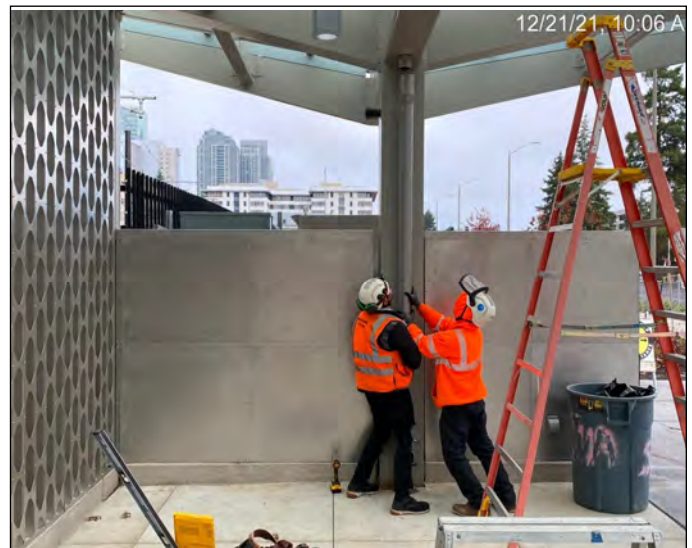
- Continued inefficiencies in adhering to COVID-19 safety requirements will continue to impact progress.
- The Contractor has received numerous correction notices from the City of Bellevue electrical inspector regarding code compliance issues related to the smoke control system and tunnel jet fan electrical disconnects. The code compliance issues are being addressed via work directives and the designer team is currently working on submitting an Alternate Materials, Methods or Modification Request (AMMMR) to the City to justify their design.



East Link– E335 alignment Downtown Bellevue to Spring Blvd.

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	\$23,688,339
Current Contract Value	\$417,486,549
Total Actual Cost (Incurred to Date)	\$407,369,555
Percent Complete	99.2%
Authorized Contingency	\$29,689,911
Contingency Drawdown	\$23,688,339
Contingency Index	1.2



Installing downspout at canopy - East Main Station

Contract E340 – Bel-Red

Current Progress

Kelsey Creek Mitigation Area: Installed mitigation plant material. Conducted punch list work at the mitigation area.

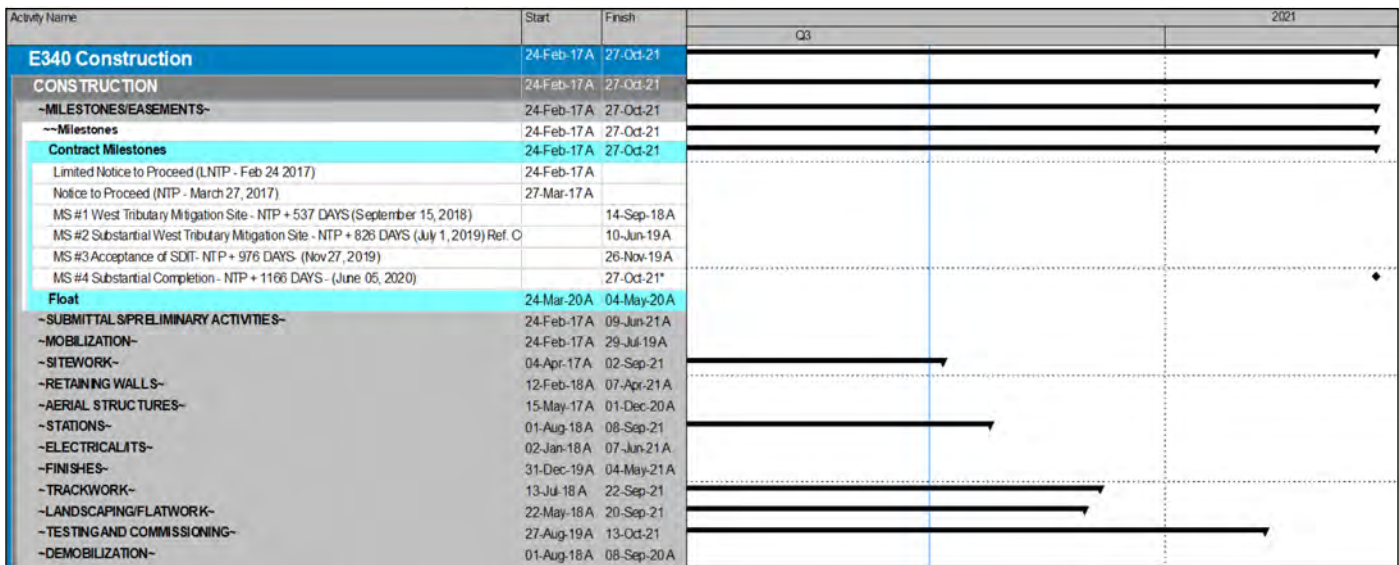
130th Ave Station: Poured back rail-to-earth (RTE) repair areas. Addressed station punch list. Flow test aerial guideway suppression system.

NE Spring Blvd: Addressed corridor planting punch list items. Conducted punch list grading work.

System Scope: Tested OCS along the guideway. Tested signals along the aerial guideway. Installed systems conductors along the guideway.

Schedule Summary

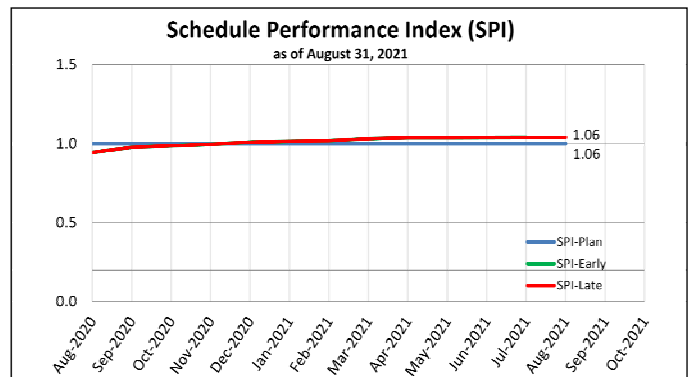
The August update forecasts an October 27, 2021 Substantial Completion date, 510 calendar days later than the contractual milestone date of June 05, 2020. Subsequent updates have not yet been received. The contractor is working on remediation to complete rail-to-earth testing, which could be complete by January 2022. ST continues to work with the contractor to mitigate impacts to follow-on work by E750.



Schedule Performance Index

E340's base plan called for a Substantial Completion date of June 2020. The contract is now a year past the plan date. At this stage, the SPI calculation has a mathematical tendency of convergence to an index of 1.0 at this late stage of the project.

Remaining work in E340 is limited to the lower cost close-out scope including commissioning work and punch lists. The project team is diligently monitoring completion despite the contractor being late with their schedule submittal.



Next Period's Activities

Kelsey Creek Mitigation Area: Install mitigation plant material. Conduct punch list work.

130th Ave Station: Pour back RTE repair areas. Conduct RTE testing. Address station punch list items.

NE Spring Blvd: Address corridor planting punch list items. Pour back RTE repair areas.

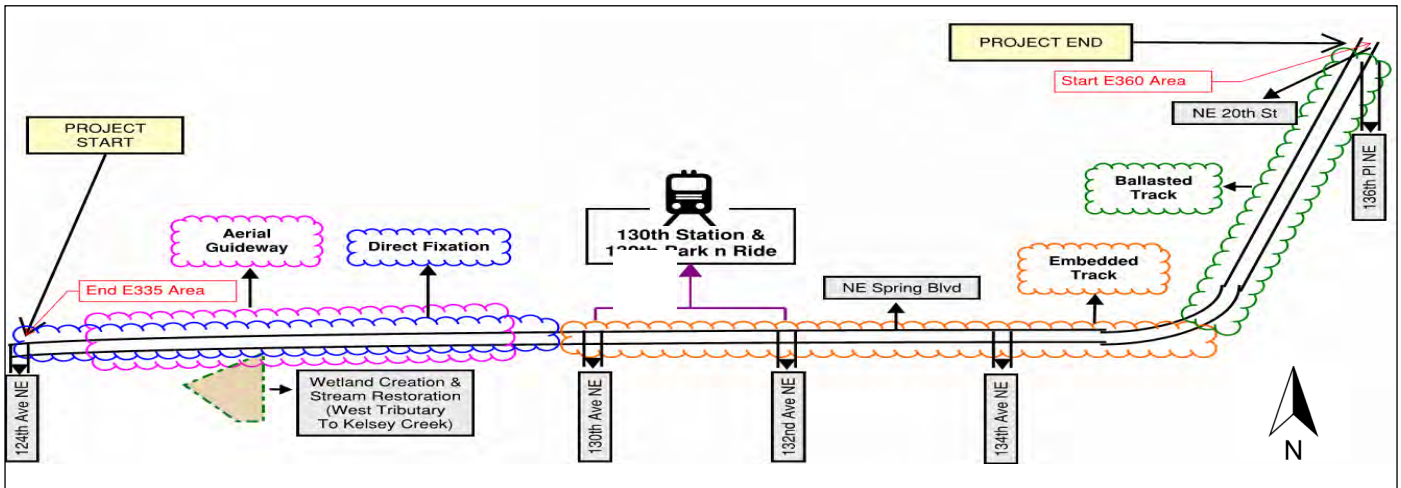
136th PI NE: Address planting punch list items.

System Scope: Test signals along the aerial guideway.

Closely Monitored Issues

- There are non-compliant tracks in various stages of construction. Sound Transit is monitoring the 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 yet 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	\$8,237,079
Current Contract Value	\$101,407,091
Total Actual Cost (Incurred to Date)	\$97,561,303
Percent Complete	98.1%
Authorized Contingency	\$14,317,000
Contingency Drawdown	\$8,237,079
Contingency Index	1.71



Boot repair holes dried prior to grout placement facing south.

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

Current Progress

Design: Notice of Design Change work includes Sweeper Site Access Road and Redmond Technology Station Garage.

Construction:

- Work Area (WA) #1: Park Place and Sweeper Site Vaults punch list work is ongoing.
- WA #2: Aerial Guideway punch list work advancing.
- WA #3/4: Overlake Village Station (OVS) City of Redmond/Sound Transit punch list walks were conducted and NCR repair work continues.
- WA #6: Redmond Technology Station punch list and NCR repair work continues. Garage formwork, garage columns, L2/L3 beams, and deck rebar.
- WA #7: OVS Pedestrian Bridge paperclip stairs finishes and water proofing advanced.

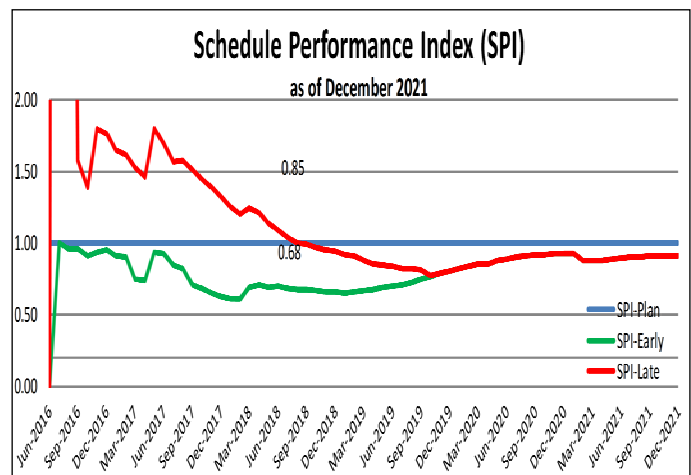
Schedule Summary

The December update forecasts a Dec. 8, 2022, Substantial Completion date, 860 calendar days later than the contractual milestone date of July 31, 2020. Within the E360 contract schedule, the critical path is driven by repairs to the RTS garage, which is currently being delayed by the concrete strike. E750 has been granted access to all critical work areas.

Activity Name	Start	Finish	2022				
			Q4	Q1	Q2	Q3	Q4
E360 Construction	13-Jul-16 A	10-Nov-22	[Gantt bar spanning Q4 2021 to Q4 2022]				
Base Contract	13-Jul-16 A	10-Nov-22	[Gantt bar spanning Q4 2021 to Q4 2022]				
Design	13-Jul-16 A	11-May-21 A	[Gantt bar spanning Q4 2021 to Q1 2022]				
Construction	13-Jul-16 A	10-Nov-22	[Gantt bar spanning Q4 2021 to Q4 2022]				
General	13-Jul-16 A	09-Nov-22	[Gantt bar spanning Q4 2021 to Q4 2022]				
Project Milestones	13-Jul-16 A	09-Nov-22	[Gantt bar spanning Q4 2021 to Q4 2022]				
Notice to Proceed	13-Jul-16 A		[Gantt bar spanning Q4 2021 to Q4 2022]				
Civil/Systems 100% Design Submittal (NTP+300d) (09-May-2017)		10-Apr-17 A	[Gantt bar spanning Q4 2021 to Q1 2022]				
Milestone 3A for E750 Work (03-Feb-2020)		06-Mar-20 A	[Gantt bar spanning Q4 2021 to Q1 2022]				
Milestone 3B Substantial Completion (31-Jul-2020)		09-Nov-22*	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #1 - Track Slab Guideway	22-May-17 A	08-Dec-20 A	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #2 - Aerial Guideway	01-Jun-17 A	20-Nov-20 A	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #3 - Ballasted Guideway Block #1	01-May-17 A	29-Sep-20 A	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #4 - Overlake Village Station	14-Jul-16 A	23-Dec-21	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #5 - Ballasted Guideway Block #2	15-Aug-17 A	23-Jul-21 A	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #6 - Overlake Transit Center	01-May-17 A	23-Sep-22	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #7 - OVS Pedestrian Bridge	09-Jul-18 A	18-Aug-21 A	[Gantt bar spanning Q4 2021 to Q4 2022]				
WA #8 - OTC Pedestrian Bridge	10-Aug-20 A	10-Nov-22	[Gantt bar spanning Q4 2021 to Q4 2022]				

Schedule Performance Index

E360 base plan called for a Substantial Completion date of July 2020. The contract is now projecting a Substantial Completion of Q4 2022. At this final stage of the project, the SPI calculation tends to converge to an index of 1. The lagging in the SPI is primarily due to the impasse on the commercial resolution of the deleted RTS Pedestrian Bridge work that is still part of the EV plan. Also, the Substantial Completion has been held back due to the necessity of the partial rebuild of the RTS Garage. Remaining EV work on the contracted work ranges from commissioning to miscellaneous punch list. The project team is diligently monitoring completion and Systems has access to this segment of their work.



Contract E750 – Systems Heavy Civil GC/CM

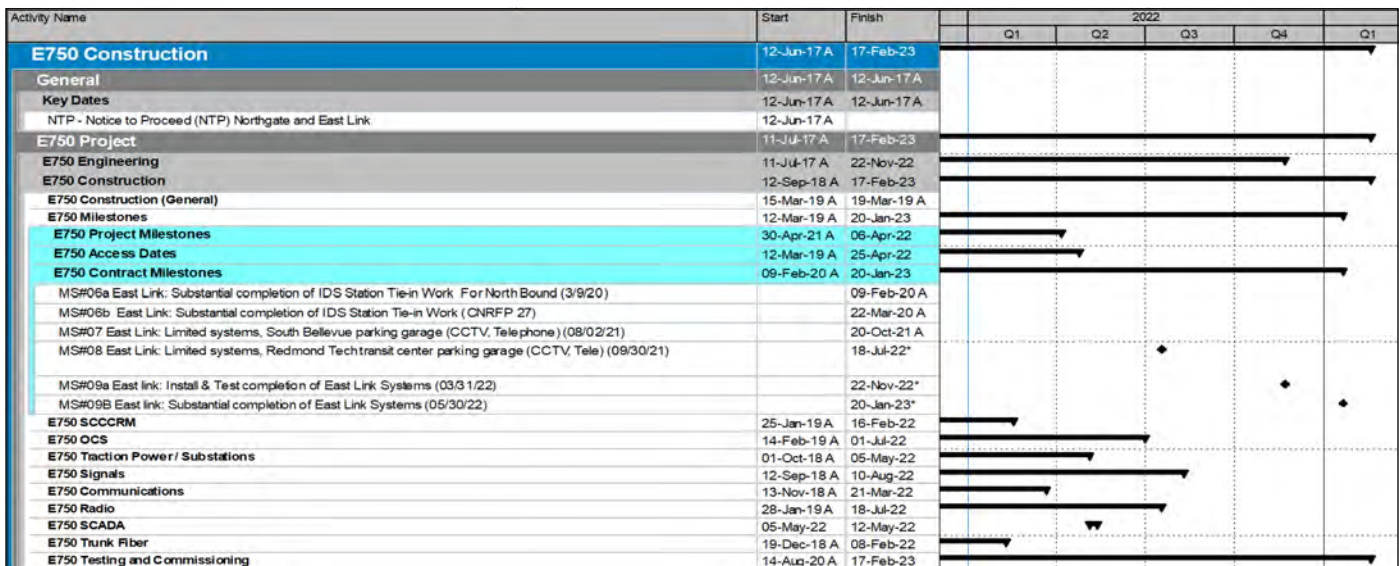
Current Progress

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: TPSS, OCS, Train Control Signal Systems and Communications.
- Ongoing coordination meetings for interface and access points for respective contracts.
- Installed cable, devices, PA devices, conduit, VMS, CCTV, and pulled cable at E130 and E360 civil segment.
- Performed testing and cable pulling at E130 and E360 civil segments.
- Installed OCS equipment, post wire, and performed testing at E130 and E360 civil segment.
- House prep work, performed testing and pulled cable at E130 and E360 civil segment.

Schedule Summary

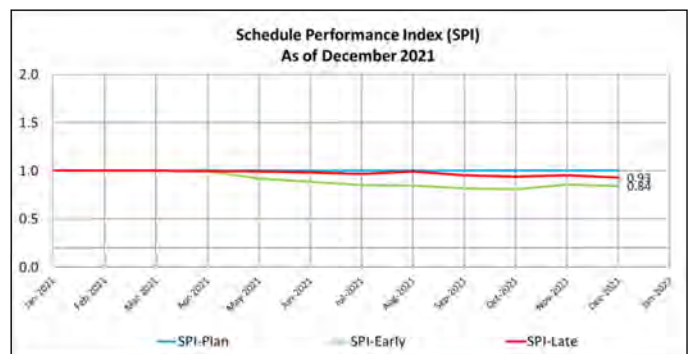
The December update forecasts a Jan. 20, 2023, Substantial Completion date, 236 calendar days later than the contractual milestone date of May 30, 2022. Currently, the critical path is driven by track handover from the E130 contractor. ST and the contractor are actively working to mitigate delays in access to critical work areas.



Schedule Performance Index

Performance is for December 2021. The SPI-Early is 0.84 and SPI-Late is 0.93. The SPI index indicates the contractor is behind early planned work and is starting to somewhat slip on the late plans compared to the baseline plans.

The lagging is due to challenges in expected access to civil segments, especially with E130 and access to the floating bridge as well as the contractor's own delays in procuring long-lead items. The ELE team continues to monitor and is evaluating various mitigation option should the late plans continue to slip further.

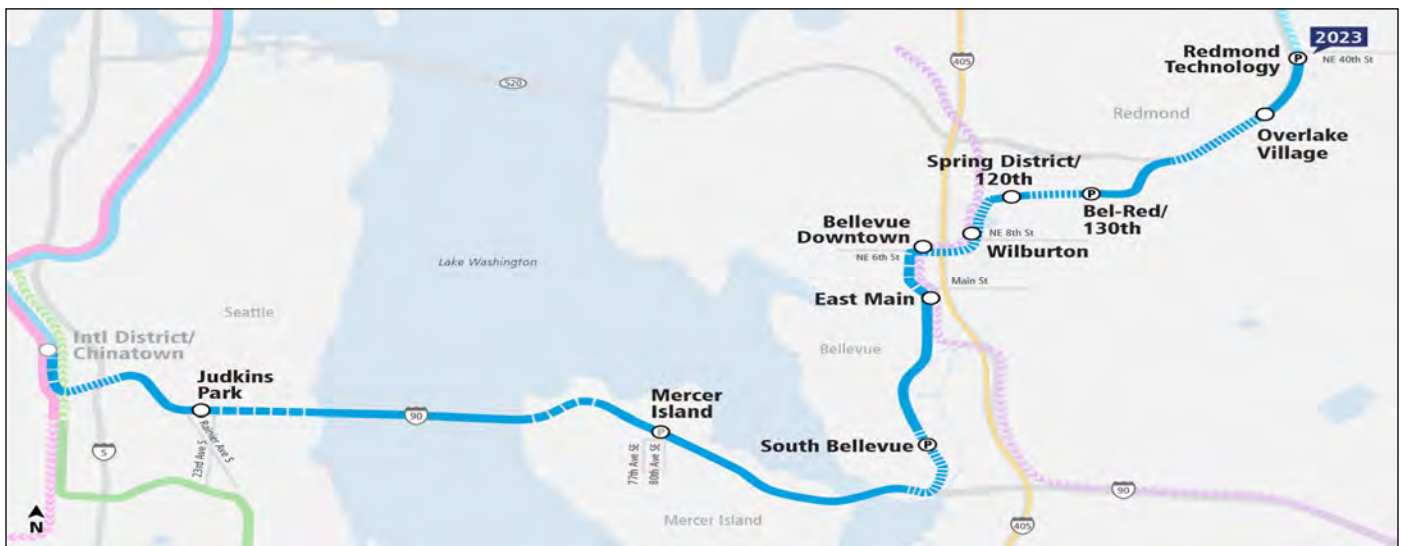


Next Period's Activities

- 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 of feeder cables for energization and local testing.
- Ongoing installation of OCS cabling and pole installation throughout the alignment.

Closely Monitored Issues

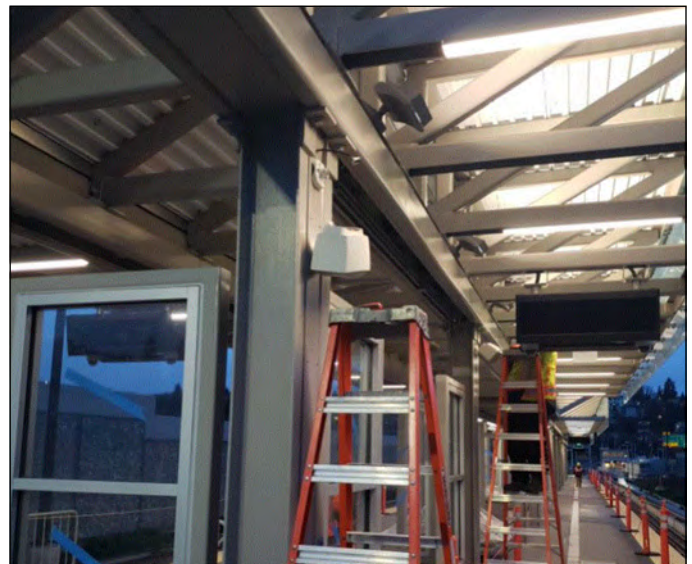
- Monitoring conduit handover from civil to systems contractor; mitigation steps have been taken to survey all conduits and to work closely to rectify the situation.
- Civil contractors are currently reporting some form of delay or partial completion on the System Access Dates.
- Contractor's labor ramp 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 monitored.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$(2,852,967)
Current Contract Value	\$252,915,160
Total Actual Cost (Incurred to Date)	\$200,232,994
Percent Complete	82.4%
Authorized Contingency	\$12,788,406
Contingency Drawdown	\$(2,852,967)
Contingency Index	-3.58

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



Installation of PA equipment at Judkin's Park Station.

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 Everett Station.

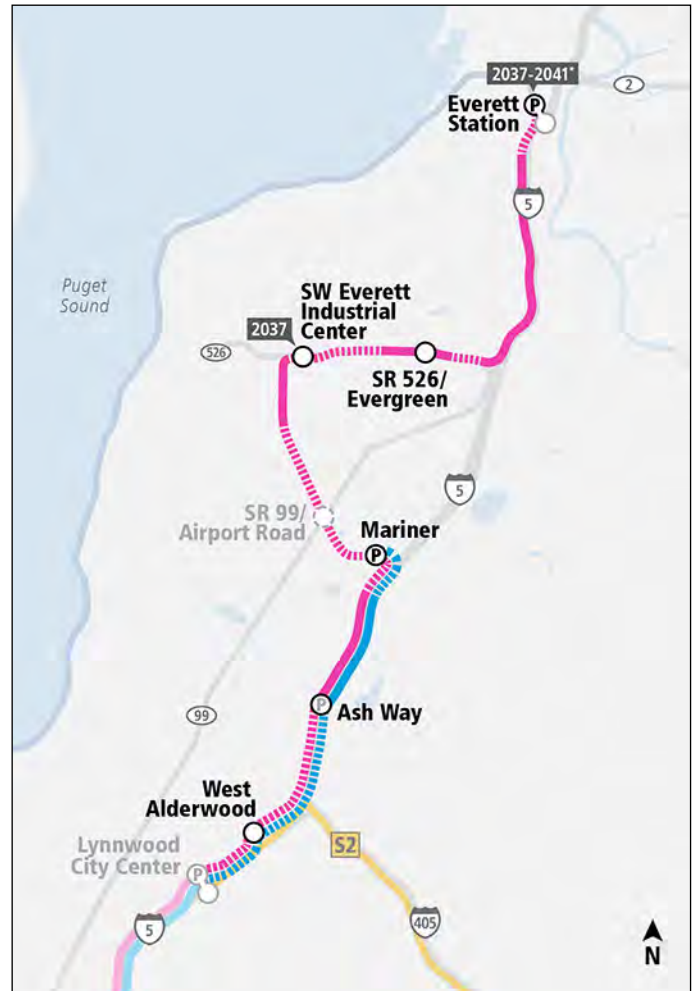
Stations The project includes six new stations at West Alderwood Mall, Ash Way, 128th / Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road.

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 Target Dates:
 SW Everett Industrial Station, 2037
 Everett Station, 2037
 Parking at Mariner & Everett, 2046



Map of Everett Link Extension

Key Project Activities

- Concluded NEPA/SEPA early scoping and public comment period from November 1 through December 10.
- Convened the first meeting of the Community Advisory Group.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Snohomish County PUD, Community Transit, Puget Sound Regional Council and WSDOT regarding Alternatives Development process.

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 current Authorized Project Allocation is for completion of preliminary engineering. The figures in the table are shown in millions. In December 2021, \$0.64M 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	\$3.2	\$3.0	\$34.2	\$0.0
Preliminary Engineering	\$125.5	\$15.8	\$6.8	\$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	\$0.4	\$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	\$0.2	\$11.1	\$0.0
Total	\$185.0	\$20.3	\$10.7	\$185.0	\$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	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
50 Systems	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Subtotal (10 - 50)	\$1.0	\$0.6	\$0.6	\$1.0	\$0.0
60 Row, Land	\$10.0	\$0.3	\$0.2	\$10.0	\$0.0
80 Professional Services	\$157.9	\$19.4	\$9.9	\$157.9	\$0.0
90 Unallocated Contingency	\$16.1	\$0.0	\$0.0	\$16.1	\$0.0
Total (10 - 90)	\$185.0	\$20.3	\$10.7	\$185.0	\$0.0

Risk Management

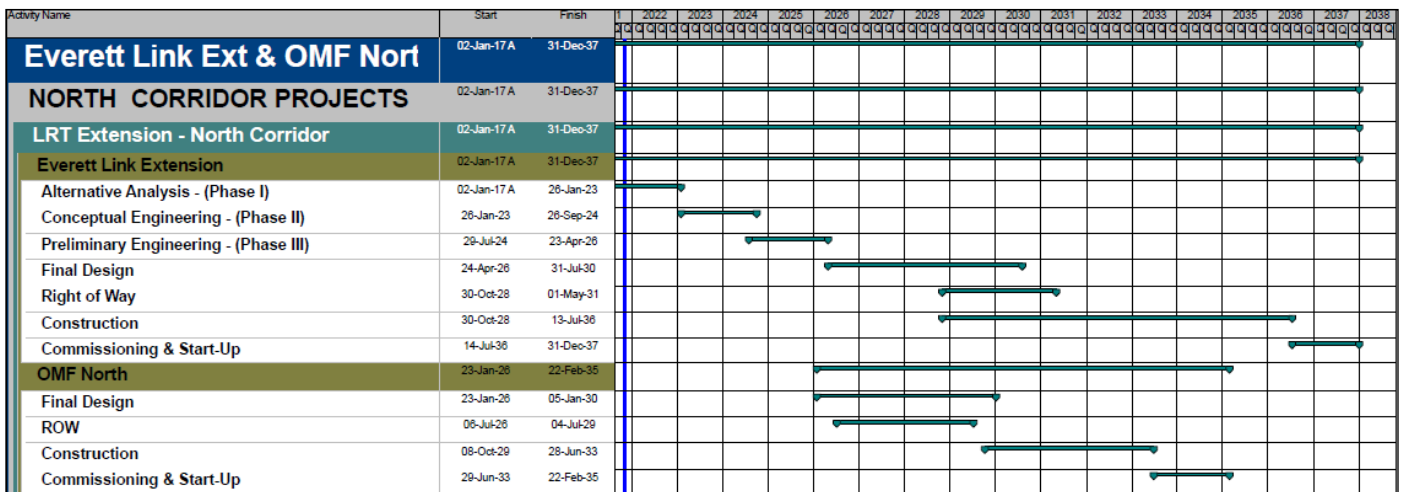
The Risk and Contingency Management Plan (RCMP) establishes a risk management and oversight process for identifying, assessing, and monitoring risks and develops risk reduction/mitigation plans. It provides a tool for the project team to proactively manage risks on the project. It is Sound Transit’s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

The most recent Quarterly Risk Review Workshop was held in Dec 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.
- Unknown ROW needs at current level of planning/design.
- Site selection for OMF North and consensus with partners may be challenging.

Project Schedule

The Board of Directors announced their realignment decision in August. A target date for the extension to SW Everett Industrial Station has been set for 2037. The extension to Everett Station has a target date of 2037. Parking at Mariner and Everett has a target date of 2046. The summary schedule shown reflects the current target dates for both the LRT alignment and the OMF facility.



Community Engagement

- Hosted the early scoping online site, open November 1 through December 10, in English, Korean, Russian and Spanish.
- For early scoping, sent out information via mail, email and social media to the general public and community and agency partners.
- Deputy CEO Kimberly Farley and the Everett Link team provided an update on North Corridor projects to Snohomish County Committee for Improved Transportation.
- Presented at Everett Station District Alliance annual meeting on the Everett Link early scoping process and Alternatives Development.
- Community Conversation follow up with Latino Educational Training Institute regarding Everett, Lynnwood Link and BRT update.
- Continued coordination with partner agencies including City of Lynnwood, City of Everett, Snohomish County and Community Transit regarding community engagement.

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 continue thru the end of 2021 in accordance with the consultant schedule extension and ST realignment decisions.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.5	9.4	(9.1)
Consultants	34.0	16.8	(17.2)
TOTAL	52.5	26.2	(26.3)

* 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
	<i>There were no board actions in December 2021</i>	

Link Light Rail Federal Way Link Extension



Project Summary

Scope

Limits The Federal Way Link Extension (FWLE) 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.

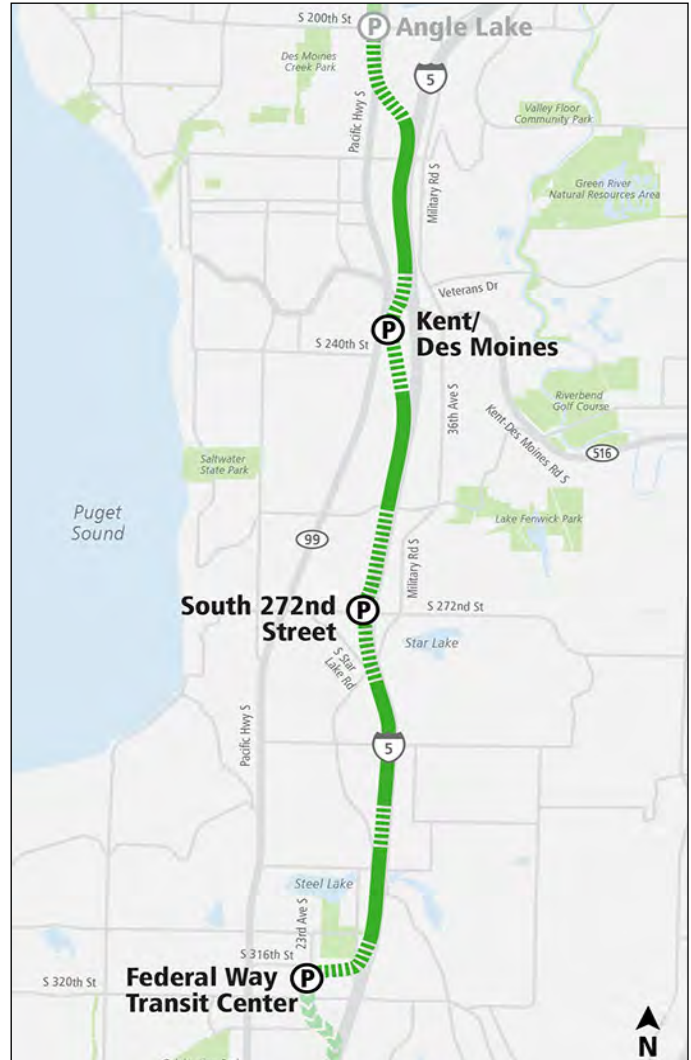
Stations Station and garages at Kent/Des Moines, South 272nd Star Lake Park-and-Ride and the Federal Way Transit Center (FWTC)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget \$2.451 Billion (ST Baseline Sep 2018)

Schedule Revenue Service: December 2024



Map of Federal Way Link Extension

Key Project Activities

- F200 progress detail highlights are reflected on last two pages of FWLE section.
- Sound Transit and the Contractor continue working on potential modifications to environmental permits to allow construction for the solution to the liquefaction area at Structure C.
- Kent-Des Moines (KDM) garage 4th floor concrete deck construction on hold due to the Teamster concrete strike.
- Completed deck work on Structure A south and placed girders over KDM road.
- Stormwater detention requirements near 259th (Pond E) pose an issue related to design, cost, maintenance/ownership, and liability of stormwater facilities.
- Completed Advanced Utility Relocation work by others.
- Project team continued coordinating utility relocations that are necessary to avoid conflicts with Kiewit's drill shaft work.
- PSE has lifted the transmission outage moratorium that had the potential to delay work at Structure A.

Link Light Rail Federal Way Link Extension



Project Cost Summary

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

This period approximately \$25.4M was incurred of which \$0.4M was for Right-of-Way; \$1.9M for Construction Services; \$0.6M for Third Party; and \$21.6M for Construction phase comprised mainly of \$19.3M for F200 Design Build construction contract and \$2.3M for Utility Relocation by Others. 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	\$37.1	\$37.3	\$96.5	\$0.0
Preliminary Engineering	\$46.5	\$49.0	\$45.5	\$45.1	\$49.0	\$0.0
Final Design	\$3.1	\$3.1	\$2.6	\$1.2	\$3.1	\$0.0
Construction Services	\$107.0	\$107.0	\$97.2	\$50.1	\$107.0	\$0.0
3rd Party Agreements	\$27.7	\$27.7	\$25.0	\$13.5	\$27.7	\$0.0
Construction	\$1,831.9	\$1,829.4	\$1,407.3	\$625.9	\$1,829.4	\$0.0
ROW	\$338.8	\$338.8	\$210.7	\$209.4	\$338.8	\$0.0
Total	\$2,451.5	\$2,451.5	\$1,825.4	\$982.5	\$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	\$396.3	\$155.2	\$513.4	-\$62.4
20 Stations	\$318.9	\$297.7	\$297.1	\$105.2	\$333.7	-\$36.0
30 Support Facilities	\$5.3	\$11.8	\$11.5	\$4.6	\$5.1	\$6.7
40 Sitework & Special Conditions	\$558.4	\$489.5	\$471.0	\$213.8	\$649.0	-\$57.5
50 Systems	\$153.8	\$170.4	\$117.5	\$45.6	\$150.9	\$19.5
Construction Subtotal (10 - 50)	\$1,559.4	\$1,420.4	\$1,293.5	\$524.3	\$1,652.0	-\$129.6
60 Row, Land	\$341.6	\$338.8	\$210.7	\$209.4	\$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	\$321.3	\$248.8	\$294.1	\$120.6
90 Unallocated Contingency	\$178.1	\$176.3	\$0.0	\$0.0	\$164.9	\$9.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$1,825.4	\$982.5	\$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.

Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. Additional contingency of \$460M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is \$415.6M.

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

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. During this period the AC reduced by \$2.8M due to five F200 executed change orders, utility relocation agreement change orders, and a credit reimbursement for Midway Landfill from SPU applied to future AC totals.

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

Contingency Status	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%	\$250.6	17.1%
Unallocated Contingency	\$178.1	7.3%	\$164.9	11.2%
Total:	\$549.9	22.4%	\$415.6	28.3%

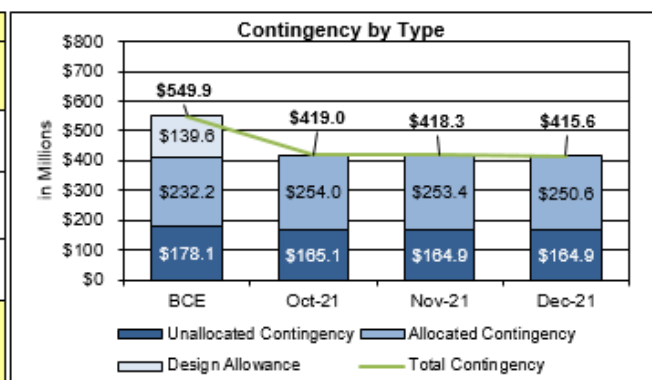
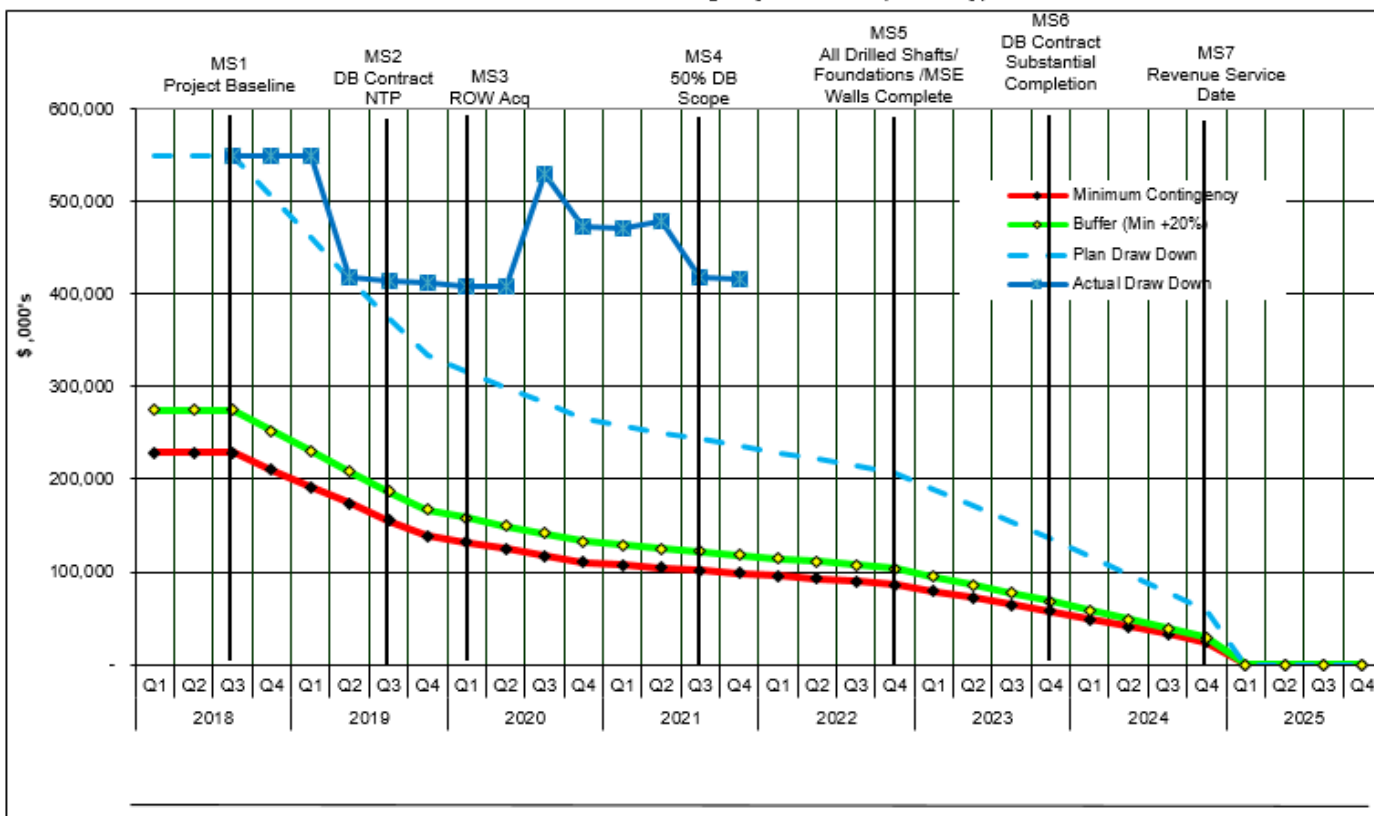


Table figures are shown in millions.

Contingency Drawdown (Quarterly)



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:

- Final commissioning overlap for DRLE, LLE, and FWLE may constrain resources and result in delays to Final Acceptance.
- A liquefaction zone identified at Structure C and the identified design solution could potentially result in additional cost and schedule impacts.
- Several ST projects will be competing for resources to oversee pre-revenue testing, operator training, and safety certification potentially delaying revenue service.
- As a result of limited resource availability (L&I inspectors) to achieve Gold Seal certification, certification may be delayed, impacting RSD.
- 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, decreasing reliability and increasing TCO (total cost of ownership).
- The ongoing concrete strike will delay scheduled project pours and will impact construction progress.
- Fabrication and delivery of TPSS units is pushed out impacting construction schedule.
- Items may be needed at the end of construction above current expectations and scope, impacting construction progress.
- Operational deficiencies may arise after Revenue Service.



WA 1.1 Pier 3 Backfill Progress

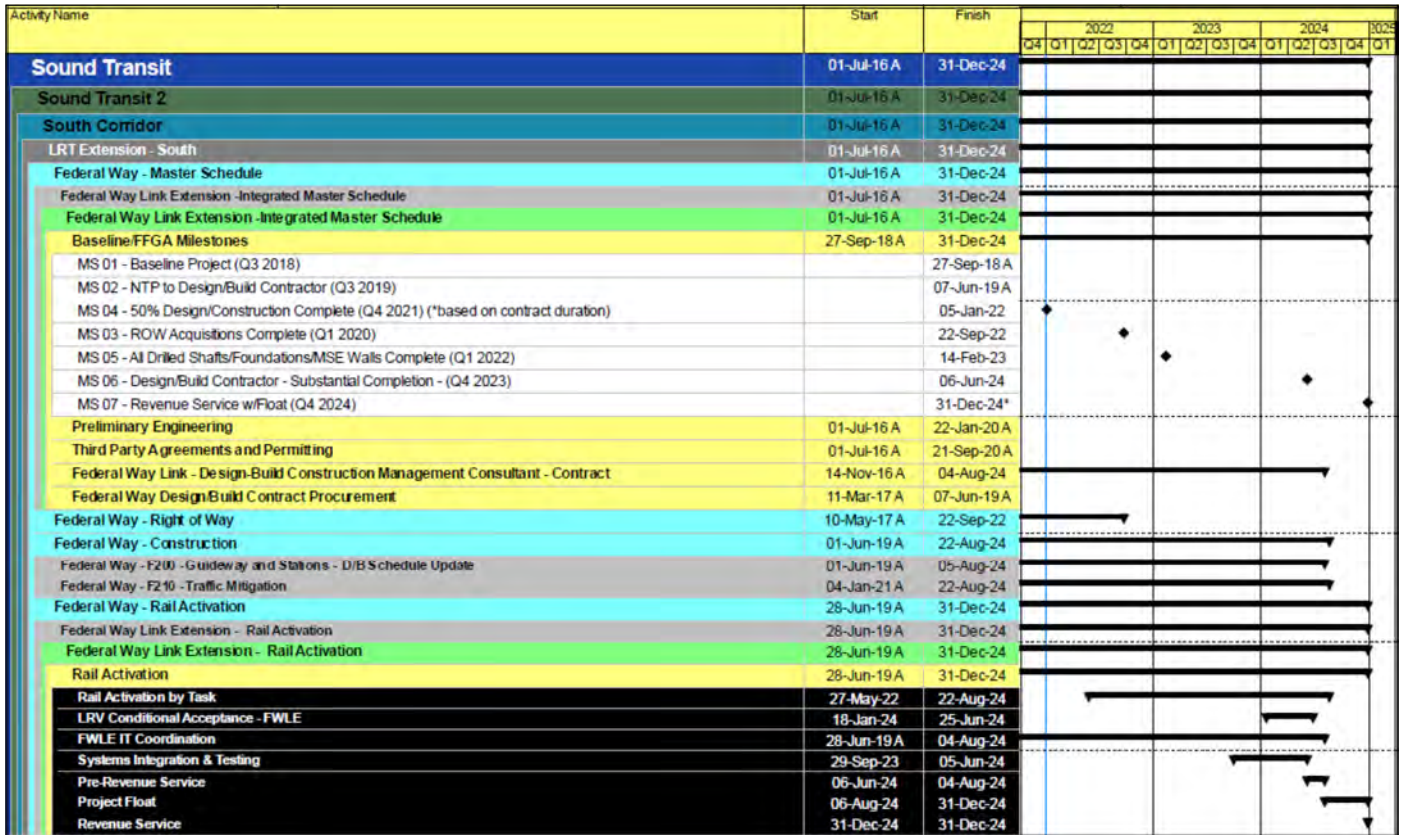


WA 2.4 SL.03 Rebar Placement W

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 45.23%

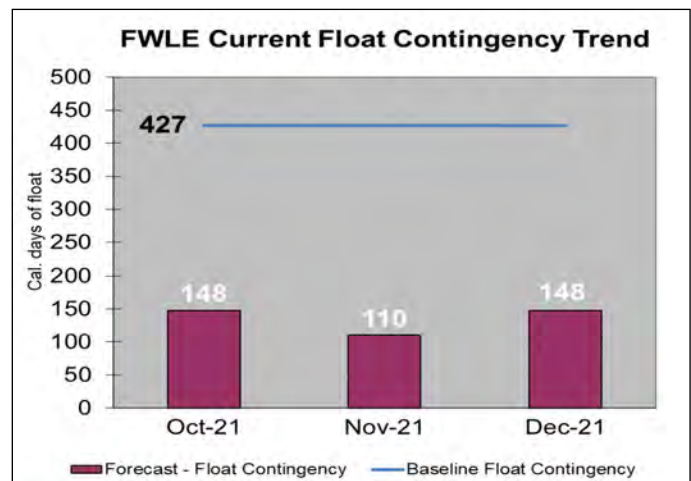
The project schedule presented below is currently under review. Right-of-Way acquisitions are nearly complete. LNTP was issued on June 7, 2019. The baseline schedule submittal was approved in January 2020. Construction NTP was issued in early May 2020. FWLE Special Provision indicated that the End of Line (EOL) facility is needed one year before the opening of the FWTC Station; this is not a Contract Milestone but is currently impacting the F200 contract. The schedule impact is due to easement FL-368 and lack of access. Access to FL-368 is anticipated in January 2022. Progress of the FL-368 access and the EOL facility needs are being closely monitored. Revenue Service remains on schedule for Q4 2024.



Project Float

Federal Way Link Extension was baselined with 427 days of project float. Currently, the project is reporting 148 calendar days of project float remaining between Pre-Revenue Service and Revenue Service in December 2024.

The project float increased from 110 calendar days back to 148 calendar days. The previous month's decrease in project float was caused by schedule pressure from the EOL facility's special provision that Sound Transit has to occupy this facility for at least one year before opening FWTC Station. This restriction was removed from the project schedule as this special provision is not a Contract Milestone.



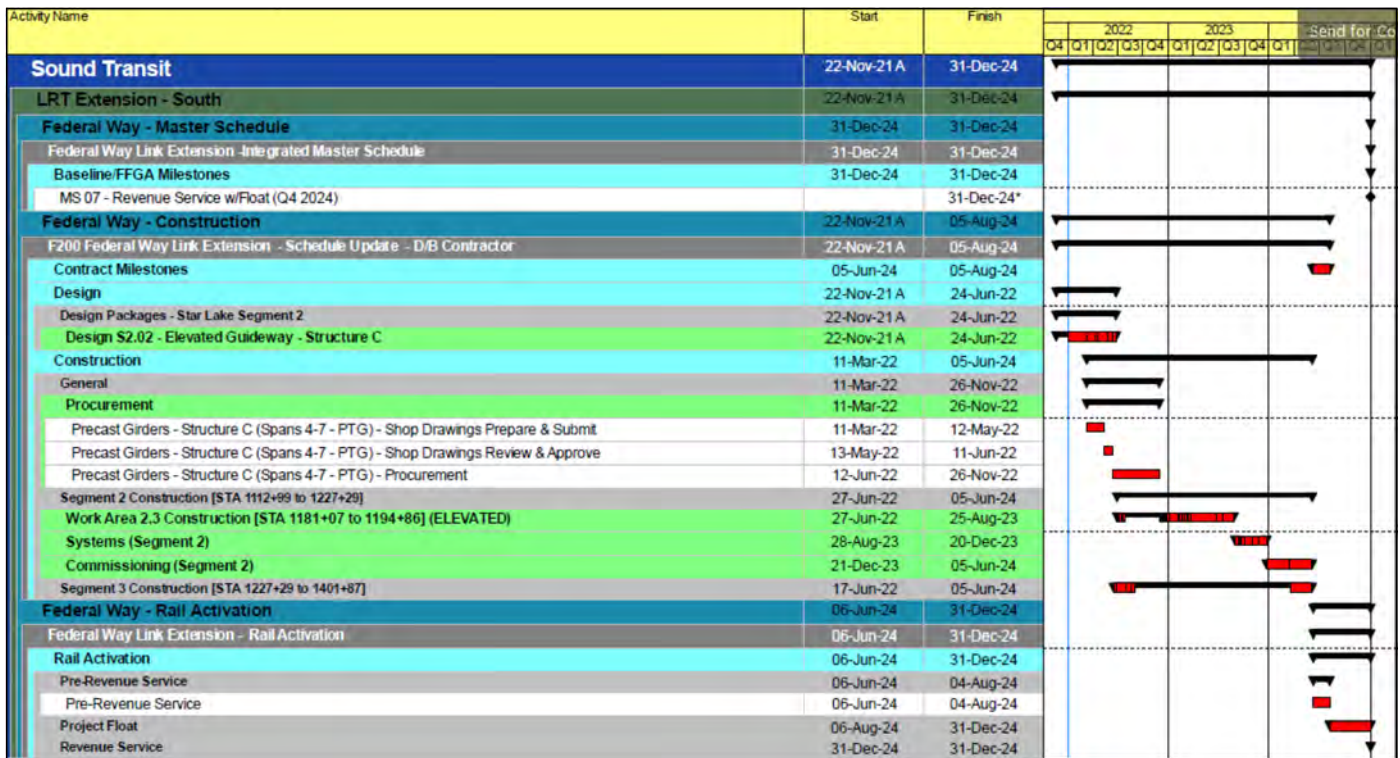
Link Light Rail Federal Way Link Extension



Critical Path Analysis

The critical path to Revenue Service commences with Structure C’s design packages, procurement, and erection of precast girders and associated track work. Next on the critical path is signaling systems installation at segment #2 and associated commissioning. In addition, civil work in segment #3 such as MSE walls are also critical activities. F200 contract milestones #1 & #2 are slightly behind schedule but do not affect Revenue Service.

Work that is near the critical path includes FWTC design, procurement, and superstructure erection. In addition, Structure A & B, SR 99 Long-Span, and SR 509/SR Overpass, ballasted track work, OCS, and communication systems are also near the critical path. KDM station concrete remains near-critical due to limited crew availability from the contractor and is seeing delays due to procurement and production issues. We will continue to work with Kiewit regarding the addition of more detail in the schedule. Also, please note that the F210 Traffic Mitigation contract has been incorporated and is expected to also be completed in August 2024.



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*
260	353	364	313	441	432

* These 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

- Shot the first video in a series for the Loyal to the Local program, including a local, affected business.
- Continued planning for the community engagement effort for Mansion Hill’s covenants removal, including developing a neighborhood communication and answering questions from the community.
- Began planning property owner outreach for the traffic mitigation program.
- Provided public communication, including construction alerts and flyers for several work activities along the alignment.
- Coordinated tree removal activities near Lowes and Camelot, working with the affected stakeholders to get Rights of Entry.



Continued working on our construction safety outreach by placing Zap Gridlock banners at each station area

Staffing Summary

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

Overall the project FTE is 11.0 below the staffing plan for this period. DBPM Services is over plan slightly as they address Design-Build contractor activities for change management, design and major construction oversight that involves drill shafts, demo, utility relocations, garage work, station work and various civil site work throughout the alignment. ST staffing is trending approximately 13.9 under plan, however there are a few vacancies in the project that are in the process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	43.9	30.0	13.9
Consultants	57.3	60.2	(2.9)
TOTAL	101.2	90.2	11.0

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	December 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	5	5
Days Away From Work Cases	1	2	2
Total Days Away From Work	1	3	3
First Aid Cases	0	9	12
Reported Near Mishaps	0	4	6
Average Number of Employees on Worksite	551	-	-
Total # of Hours (GC & Subs)	74,765	597,812	818,744
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	2.68	1.67	1.22
Lost Time Injury (LTI) Rate	2.68	0.67	0.49
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.

F200 Design Build Contract

Current Progress

Status at the close of December 2021, the F200 Design-Build Contractor, Kiewit, established and conducted Design Task Force meetings, completed 40 of 46 design packages and 14 of 17 final specification packages. A review of the baseline schedule for design delivery identified 6 late items: 4 design packages and 2 specification packages. Significant construction progress occurred on all segments in relation to: Guideway, SR99 Bridge, KDM Station and Garage construction, Star Lake Station & Garage foundations and walls, and FWTC & EOL (End of Line Facility).

Design:

- During the month, 10 RFIs, 97 Shop drawings, and 33 FDC/NDCs were received.
- Designs for segment 1 are complete, two remain for segment 2, and four remain for segment 3.
- Standard drawing package CW.08 IFC Guideway Fire Protection reviewed.
- Early Storage Facility draft under review.
- Structure C soil liquefaction task force meetings ongoing: Geotechnical Interpretation Report resubmittal under review.
- Sidings Track: Project Requirements (PR) modified by ST; DB designing to latest PR. Deviation for track clearance under review by ST.

Construction:

- Quality: NTP to date = 43 NCRs (project total), 13 open at the end of December.
- Drilled shafts = 88%, Columns = 74%, and Caps and Straddles = 69%, Girder erection = 42%, and Decks = 21%. Extensive substructure WA 1.1 and 3.8, and superstructure (deck and diaphragms): 1.3, 2.1, and 3.8. Girders at WA 1.3 (night work).
- Guideway substructure and extensive superstructure construction continues (all segments). Note: Structure B substructure was completed, and girder erection achieved 85% completion.
- SR99 Bridge effort included: fascia walls, pier caps, and shotcrete walls.



WA1.1 Cap A08 Concrete Placement



WA1.3 Girder Plcmt KDM Rd. Close OL

Link Light Rail Federal Way Link Extension



Schedule Summary

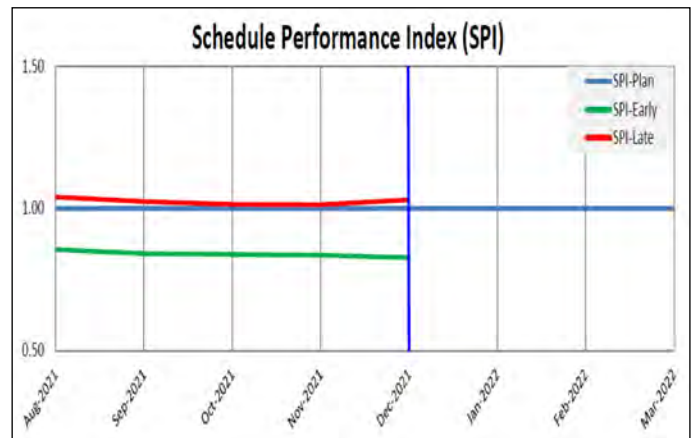
The progress schedule for December 2021 is currently under review. Construction NTP was issued in May 2020. Both Contract Milestone #1 and #2 (Civil Work in WSDOT ROW) were delayed from Feb. 25, 2022, to March 8, 2022; and Nov. 1, 2022, to Nov. 7, 2022, respectively. Some of the delay was caused by severe weather. ST will continue to work with Kiewit regarding ongoing schedule impacts and adding additional detail.

Activity Name	Start	Finish	2022				2023				2024			
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
F200 Federal Way Link Extension - Schedule Update - D/B Contractor	01-Jun-19A	05-Aug-24												
Contract Milestones	07-Jun-19A	05-Aug-24												
Limited Notice to Proceed	07-Jun-19A													
Contractual Notice to Proceed	28-Feb-20A													
Notice to Proceed	04-May-20A													
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20A													
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L2260+00) (VA-2) (01-Mar-22)		08-Mar-22*												
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (01-Nov-22)		07-Nov-22*												
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jun-23)		01-Jun-23*												
MS 4 - Work in WSDOT ROW from I-5 (Sta. L2260+00) to S 272nd Street (VA-3) (01-Nov-23)		05-Oct-23*												
Substantial Completion		05-Jun-24												
60-Day Pre-Revenue Operations	06-Jun-24	04-Aug-24												
30-Day Sound Transit-Controlled Float	05-Aug-24	05-Aug-24												
MS 5 - Acceptance of All Work (05-Aug-24)		05-Aug-24												
Design	07-Jun-19A	30-Jun-23												
Design Milestones	07-Jun-19A	30-Jun-23												
Corridor Wide	07-Jun-19A	15-Apr-22												
Design Packages - Kent Des Moines Segment 1	07-Jun-19A	15-Jul-21A												
Design Packages - Star Lake Segment 2	07-Jun-19A	24-Jun-22												
Design Packages - Federal Way Transit Segment 3	07-Jun-19A	31-Jan-22												
Construction	01-Jun-19A	03-Jul-24												
Construction Milestones	16-Jun-19A	31-Jan-24												
General	01-Jun-19A	03-Jul-24												
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19A	22-May-24												
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19A	05-Jun-24												
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19A	01-Jul-24												
Commissioning	10-May-21A	19-Dec-23												
Provisional Sums	01-Dec-19A	10-Feb-24												
Change Orders	01-Jul-19A	01-Aug-24												

Schedule Performance Index

For the December period, the Early SPI is 0.83 and Late SPI is 1.03 (previously: 0.84 and 1.02 respectively). December cumulative actuals were in between the Cumulative Early and Late date planned value. Kiewit performance on monthly basis is in between early and late revised planned value.

Kiewit continues to remain within acceptable performance tolerances for cumulative early and late curves.



Next Period's Activities

Design:

- Continue effort on FDC/NDC, RFIs, product data submittals and shop drawings; Systems to increase.
- NDC-176 (Sidings Track) expected.
- Design Packages expected: S3.15A IFC Layover Lot, S2.02C 90/100% Structure C Abutments C01 and C09.
- Packages expected: CW.02a IFC OCS/Signals and CW.02b Remaining systems.

Construction:

- Progress work for WSDOT Handover Staging Plan - Milestone 1
- Guideway substructure and extensive superstructure construction continues (all segments).
- SR99 Bridge: fascia walls, caps, structure access and shotcrete walls.
- KDM Garage: L4 decks, interior room walls, electrical and plumbing rough continues.
- KDM Station: hang plaza level steel.
- Midway landfill: continue effort on noise wall construction and start L1135MSE wall coping.
- Star Lake Garage/Station: finish / continue footings and continue / start walls. Plumbing testing at Star Lake Garage.

Closely Monitored Issues (F200)

- Load flow analysis (LFA): Flaws, technical issues, and ambiguous contract terms plagued initial LFA studies resulting in approval delay. A technical resolution meeting the ST standard was reached. An additional TPSS will be added via CO to correspond to the pre-bid configuration and study. Property acquisition for 5th TPSS in progress.
- Structure C soil liquefaction was identified requiring an updated structure design. A technical resolution meeting the ST standard was reached. The contractor submitted a differing site condition claim and is currently under ST review.
- Sidings Track: original Project Requirements did not meet the needs of ST Operations. ST Operation needs were confirmed, and redesign is being finalized. Work Directive for coordinated drainage issued. No track reconfiguration required.
- Testing & Commissioning: a delay in testing & commissioning plan approval was identified as a project delivery risk. A coordinated effort between ST and DB was tasked to prepare and submit updated plan. Concrete union strike affect KDM progress.
- The ballast mat slabs and material change are scheduled for CCB .The change will likely include costs for acceleration to avoid schedule delay.

Cost Summary

Present Financial Status	Amount
F200 Contractor - Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$144,988,882
Current Contract Value	\$1,430,188,882
Total Actual Cost (Incurred to Date)	\$608,823,459
Percent Complete	45.2%
Authorized Contingency + Add'l Ctg	\$248,297,519
Contingency Drawdown	\$144,988,882
Contingency Index [% complete/% ctg used]	0.77



WA3.8 Overhang Decks Span G18

Link Light Rail Hilltop Tacoma Link Extension



Project Summary

Scope

Limits City of Tacoma

Alignment The Hilltop Tacoma Link Extension (HTLE) 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 (MLK).

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 (OMF); The at-grade alignment will include additional signals, Overhead Catenary Systems (OCS), traction power, and communications infrastructure.

Phase Construction

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

Schedule Revenue Service: May—September 2022



Map of Hilltop Tacoma Link Extension.

Key Project Activities

Final Design: Design consultant continued design services during construction.

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

- **Heading 1:** Pulled fiber and performed curb and gutter work.
- **Heading 2:** Continued traffic signalization and flatwork along Division Ave.
- **Heading 3:** Placed TPSS No. 3 and 4 and continued curb and gutter work. Began Tacoma General Station platform work.
- **OMF: Yard:** Installed temporary paving on E. 25th St. **Interior:** Continued testing and commissioning.

Closely Monitored Issues

- Staff continue to monitor supply chain interruptions for material availability as they affect LRV manufacturing schedule.
- Staff continue to assess and quantify schedule impacts to revenue service date and refine project estimate at completion cost in advance of January 2022 Quantitative Risk Assessment.

Link Light Rail Hilltop Tacoma Link Extension



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 \$4.7M was incurred. The majority of the expenditures were incurred in the Construction phase for T100 construction contract and startup activities (\$3.4M).

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$21.7	\$18.9	\$18.7	\$21.7	\$0.0
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$14.1	\$13.9	\$13.7	\$14.1	\$0.0
Construction Services	\$12.4	\$11.5	\$11.1	\$12.4	\$0.0
Third Party Agreements	\$1.5	\$1.3	\$1.0	\$1.5	\$0.0
Construction	\$162.0	\$141.5	\$135.2	\$162.0	\$0.0
Vehicles	\$33.4	\$31.9	\$18.9	\$33.4	\$0.0
ROW	\$2.2	\$1.9	\$1.9	\$2.2	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$252.7	\$226.4	\$206.0	\$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	\$27.1	\$25.9	\$31.0	\$0.0
20 Stations	\$3.5	\$3.0	\$2.9	\$3.5	\$0.0
30 Support Facilities	\$41.2	\$35.9	\$34.4	\$41.2	\$0.0
40 Sitework & Special Conditions	\$51.7	\$45.2	\$43.2	\$51.8	\$0.1
50 Systems	\$34.6	\$30.2	\$28.8	\$34.6	\$0.0
Construction Subtotal (10 - 50)	\$161.9	\$141.5	\$135.2	\$162.0	-\$0.1
60 ROW, Land	\$2.0	\$1.9	\$1.9	\$2.2	\$0.2
60 Vehicles	\$33.1	\$31.9	\$18.9	\$33.4	\$0.3
80 Professional Services	\$53.8	\$51.1	\$50.0	\$55.2	\$1.4
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	-\$2.0
Total (10 - 90)	\$252.7	\$226.4	\$206.0	\$252.7	\$0.0

Contingency Management

Hilltop Tacoma Link Extension was baselined in 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 \$0, 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 \$2.0M due to executed change orders on the T100 and Design contracts. The current balance is \$19.5M.

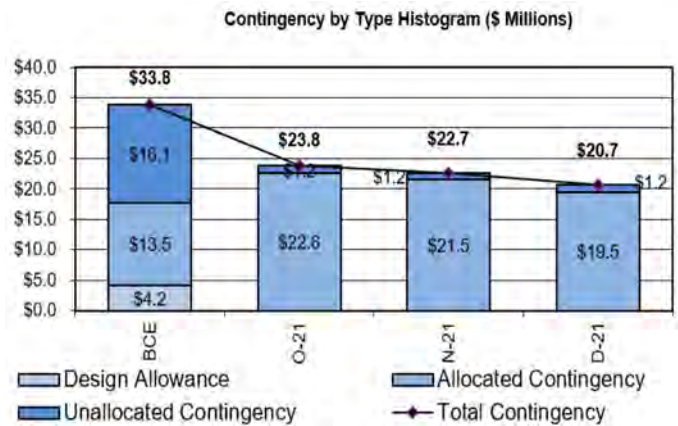
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance of \$1.2M remains unchanged this period.

Contingency Status (Monthly)

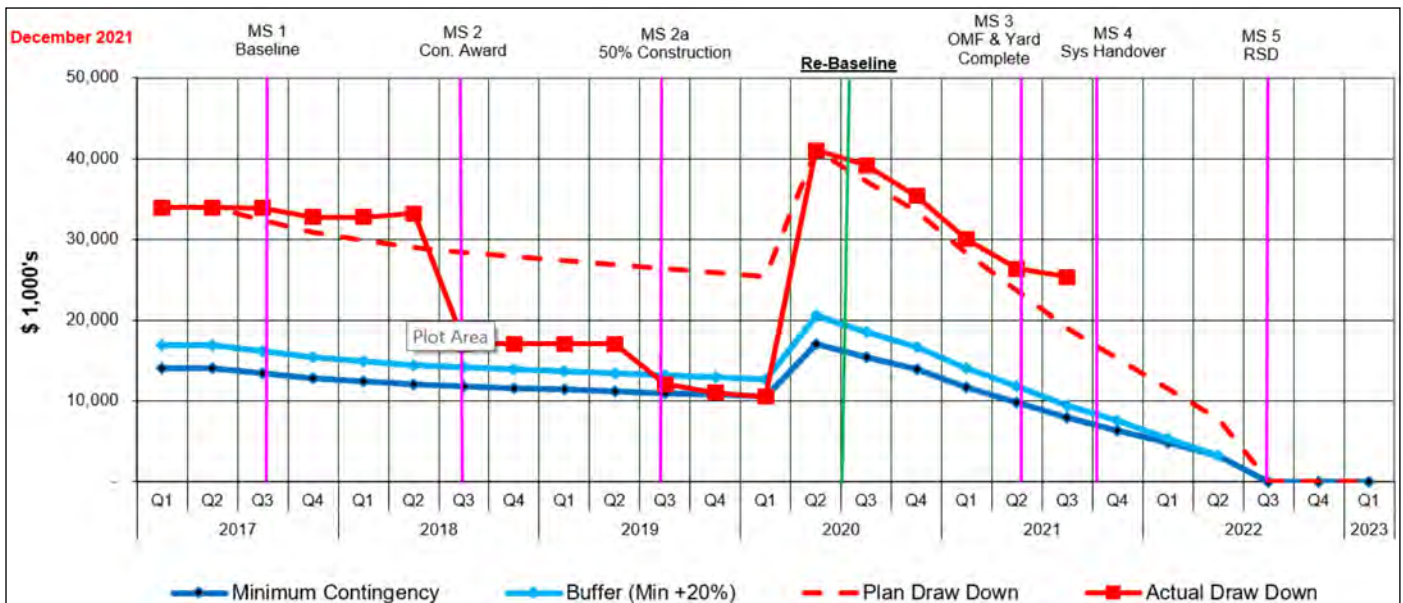
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Work
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$19.5	41.7%
Unallocated Contingency	\$16.1	8.2%	\$1.2	2.5%
Total	\$33.8	17.2%	\$20.7	44.3%

Table figures are shown in millions.

Contingency by Type (\$ Millions)



Contingency Drawdown (Quarterly)



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 last risk workshop was held in May 2021 and the next one will occur in January 2022. Below are the top risks from most recent risk register meeting.

- The T100 contractor will submit a cumulative impact claim to ST, which exceeds available budget.
- LRV testing complications after delivery may delay conditional acceptance of the vehicle which is a prerequisite for pre-revenue and revenue service.
- Vehicle Delivery Schedule - Continued delays to vehicle delivery schedule impact timely testing and commissioning of the vehicle and increase risk of fewer vehicles available for pre-revenue and revenue service.
- Lack of detail in T100 construction schedule impedes adequate resource planning for rail activation, safety certification, SIT, and vehicle testing and commissioning.
- Water ponding is occurring more than anticipated and beyond acceptable thresholds due to lowering track slab for ADA crossing re-design.
- ST internal resources, System Integration Testing (SIT), may be constrained if schedule slips and/or does not align with other ST projects needing SMEs and other SIT staff to perform testing.

Link Light Rail Hilltop Tacoma Link Extension



Project Schedule

The master schedule was updated through the end of December 2021. Overall physical percent complete is 91.0%.

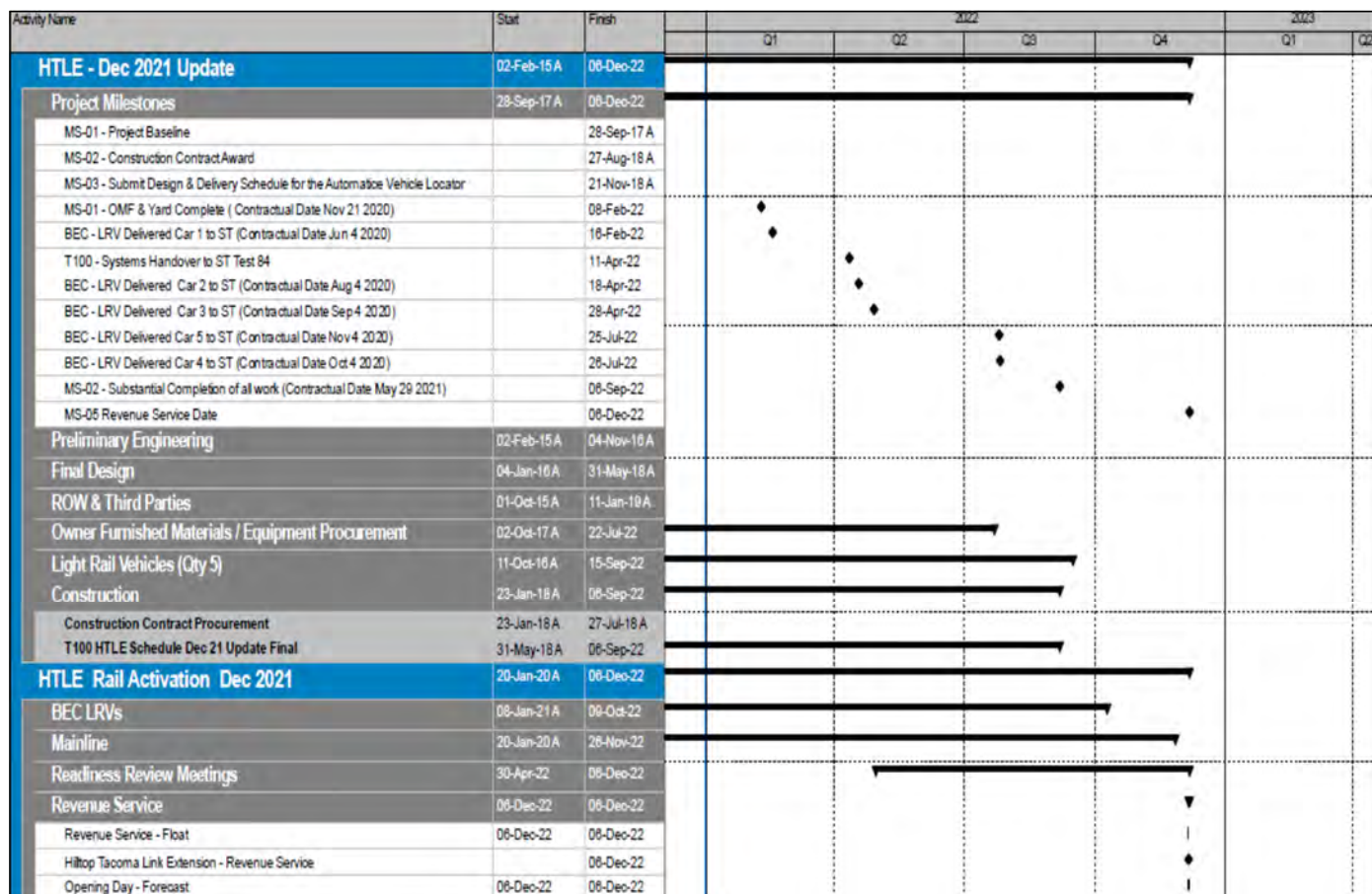
LRV: The delivery of the first car is forecasted in Q1 2022 and the last two cars in Q2 2022. The car builder's schedule estimates all five cars will be delivered and conditionally accepted by end of Q3 2022 to support pre-revenue service.

T100: Project staff continue to analyze the schedule to establish a realistic revenue service date.

Sound Transit directed the contractor to mitigate further delays by utilizing additional resources.

Rail Activation: Various ST departments have provided input into the draft rail activation schedule and it will be updated to incorporate any mitigation measures associated with the T100 and Brookville LRV schedules. Measures include considerations for safety certification timelines.

Quantitative Risk Analysis (QRA) Review will be held in late January 2022 to help establish a probabilistic revenue service date and/or confirm current forecasted RSD of Q4 2022.



Link Light Rail Hilltop Tacoma Link Extension

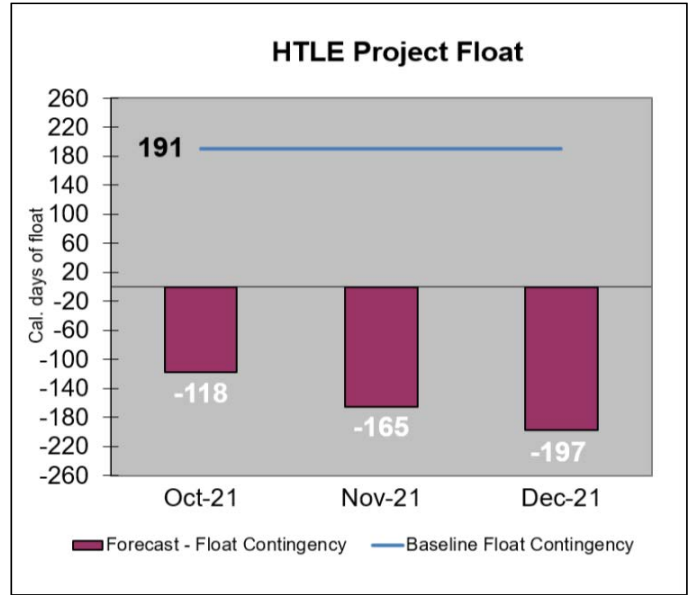


Project Float

Hilltop Tacoma Link Extension baseline schedule included 232 days of project float to support revenue service on May 23, 2022. The current HTLE master schedule forecasts all the remaining project float of 157 days will be consumed.

Staff continue to assess time impacts related to change orders on the T100 construction contract and forecast delays to the baseline revenue service date. Mitigations to reduce impact of further schedule delays have been implemented with a revenue service date to be determined.

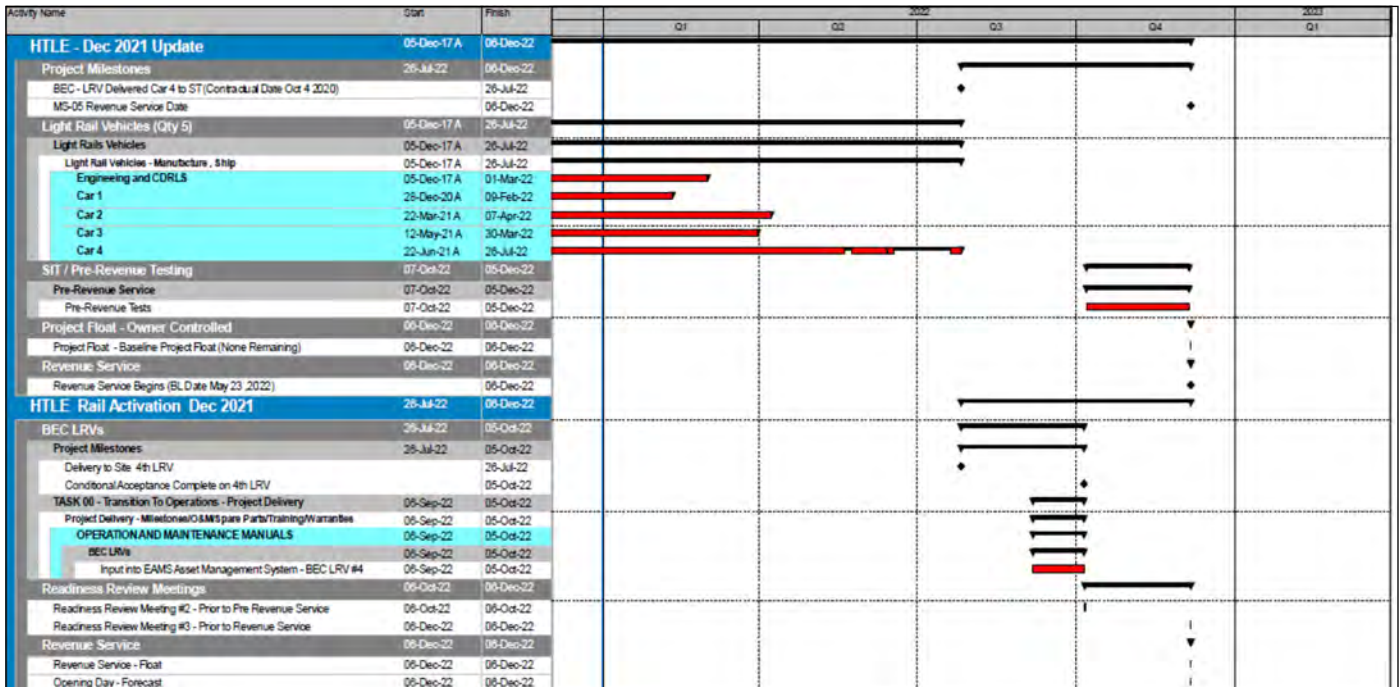
To better monitor schedule contingency, the Project Float Graphic shown in this report represents data from the HTLE master schedule float analysis.



Critical Path Analysis

The analysis for December 2021 shows the main critical path for the T100 contract is the setting of station equipment, testing and commissioning of all the stations, Job Wide ITS testing, Test 84 ITS Systems Verification and Validation, 9th Commerce intersection work in Heading 1 before pre-revenue service begins.

LRV deliveries and conditional acceptance is also on the critical path which could influence the completion of pre-revenue service tests. Current forecast completion is Q4 2022 which represents a delay to May 2022 revenue service date. ST and the T100 and LRV contractors continue to identify mitigations to address further schedule impacts.



Community Engagement

- Continued to provide information about construction in all three business districts during the holiday moratorium and responded to complaints about access and progress of work. Met with Sound Transit, Walsh and City of Tacoma leadership to discuss construction during the holiday moratorium. Provided two-week notice to MultiCare about curb and gutter work near the hospitals and updated them on construction on the Tacoma General Station. Held two site walks with MultiCare. Coordinated with Stadium High School about construction near the school.
- Produced and distributed notifications about TPSS 3 and TPSS 4 building deliveries, curb and gutter work on the east side of MLK from 6th Ave to Division Ave, potholing in Commerce St., and fiber optic wire installation along the HTLE route and the existing Tacoma Link route. Produced and distributed the weekly construction alert about traffic impacts. Continued to update businesses and residents and coordinate access in all construction areas.
- Gave an update on the HTLE project to the Downtown Tacoma Partnership, Hilltop Stakeholders Outreach Committee, and Hilltop Business Association. Participated in a tour with Rep. Derek Kilmer, Tacoma Councilmember Walker, Peter Rogoff, and others at Tacoma General and on Division Avenue. Sponsored four community events/holiday lights. Started coordinating with safety outreach on train testing for next year.

Staffing Summary

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

ST staff variance reflects shared design and engineering 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 FTEs are slightly under plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	24.1	14.6	(9.5)
Consultants	15.5	11.9	(3.6)
TOTAL	39.6	26.5	(13.1)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Construction Safety

Data/ Measure	December 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	4	12
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	5	23
Reported Near Mishaps	0	21	68
Average Number of Employees on Worksite	150	-	-
Total # of Hours (GC & Subs)	8,556	95,148	340,752
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	8.41	7.04
Lost Time Injury (LTI) Rate	0.00	0.00	0.00
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		

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

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 9th and Commerce Street and completed Heading 1 fiber optic cable pulls.
- Heading 2: Finished Heading 2 fiber optic cable pulls. Continued traffic signal installation at Division and I Street and Division Ave. Continued flatwork curb and gutter on the outbound side of Division between Yakima and K St intersections.
- Heading 3: Installed ground hydrant at Tacoma General. Continued Heading 3 fiber optic cable demolishing and graded for flatwork from 6th Ave to Division Ave.
- OMF Yard: Started temporary paving on E. 25th Street.
- OMF Bldg.: Began installing OMF card readers and finished SIT tests 204, 301 and 302.

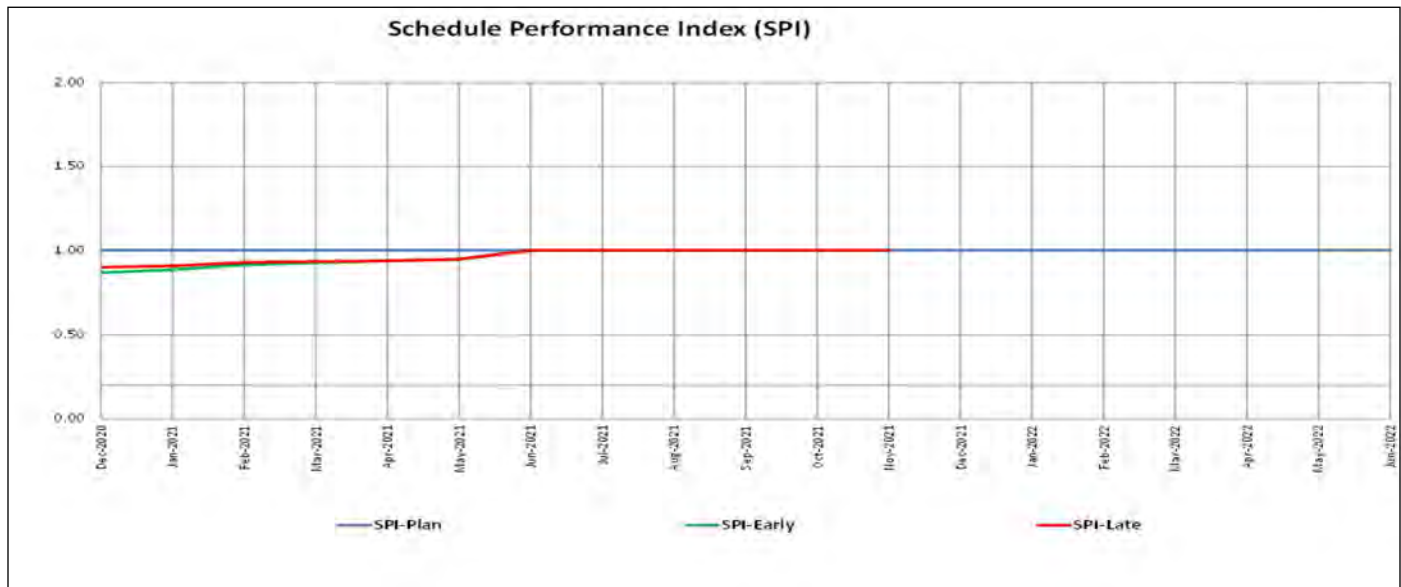
Schedule Summary

The T100 December 2021 monthly schedule submittal is still under review. The current update does not support a Q1 2022 pre-revenue startup date but is used for planning purposes.

Activity Name	Start	Finish	2022											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
T100 HTLE Schedule Dec 21 Update Final	31-May-18 A	30-Aug-22	[Gantt bar spanning from May 2018 to August 2022]											
Tacoma Links Baseline Schedule	31-May-18 A	30-Aug-22	[Gantt bar spanning from May 2018 to August 2022]											
Milestones	29-Jun-18 A	30-Aug-22	[Gantt bar spanning from June 2018 to August 2022]											
Job Milestones	29-Jun-18 A	30-Aug-22	[Gantt bar spanning from June 2018 to August 2022]											
Contractual Milestones	21-Nov-18 A	29-Aug-22	[Gantt bar spanning from Nov 2018 to August 2022]											
Contr. MILESTONE 3: Submit and Design of and Delivery Schedule for AVL (NTP+90 = 11/25/18)		21-Nov-18 A	[Gantt bar spanning from Nov 2018 to Nov 2018]											
Contr. MILESTONE 1: Substantial Completion of OMF & Yard (NTP + 817 + 56 = 1/16/21)		09-Feb-22*		◆										
Contr. MILESTONE 2: Substantial Completion of All Work (NTP + 1005 + 138 = 10/13/21)		29-Aug-22*								◆				
PreConstruction	31-May-18 A	24-Aug-22	[Gantt bar spanning from May 2018 to August 2022]											
Heading 1: 7th & Commerce to Stadium Way & Division	15-Oct-18 A	29-Aug-22	[Gantt bar spanning from Oct 2018 to August 2022]											
Heading 2: Stadium Way & Division to Division St and MLK	23-Oct-18 A	15-Jul-22	[Gantt bar spanning from Oct 2018 to Jul 2022]											
Heading 3: Division St and MLK to MLK & 19th	15-Oct-18 A	08-Aug-22	[Gantt bar spanning from Oct 2018 to August 2022]											
OCS Wire Runs	19-Jul-21 A	22-Aug-22	[Gantt bar spanning from Jul 2021 to August 2022]											
Train Signal System	19-Dec-20 A	09-Mar-22	[Gantt bar spanning from Dec 2020 to Mar 2022]											
Job Wide ITS	07-Jan-22	26-May-22	[Gantt bar spanning from Jan 2022 to May 2022]											
OMF Facility	29-Aug-18 A	09-Feb-22	[Gantt bar spanning from Aug 2018 to Feb 2022]											
Testing & Commissioning	11-Mar-19 A	28-Aug-22	[Gantt bar spanning from Mar 2019 to August 2022]											
Change Orders	07-Jan-19 A	23-Aug-22	[Gantt bar spanning from Jan 2019 to August 2022]											
Provisional Sum Time Impacts	01-Feb-19 A	12-Jan-22	[Gantt bar spanning from Feb 2019 to Jan 2022]											
Other Time Impacts	04-Mar-19 A	01-Aug-22	[Gantt bar spanning from Mar 2019 to August 2022]											
RFCs	09-Jan-19 A	22-Jun-22	[Gantt bar spanning from Jan 2019 to Jun 2022]											
Provisional Sums	03-Dec-18 A	04-Jan-22	[Gantt bar spanning from Dec 2018 to Jan 2022]											
Weather Days	04-Feb-19 A	27-Jan-20 A	[Gantt bar spanning from Feb 2019 to Jan 2020]											

Schedule Performance Index

This period the early SPI and late SPI were 1.0, the same as last month. Note: The SPI shown is relative to the project baseline and does not incorporate executed change orders and time extensions. Upon receipt from the Contractor of planned values to completion, ST will incorporate that data into the SPI and report accordingly. Until such time, SPI will remain at 1.0.



Next Period's Activities

- Heading 1: Begin installing OCS assemblies for Wire Runs 5 and 6.
- Heading 2: continue traffic signal installation at the Division Ave and MLK intersection.
- Heading 3: Pour stairs and ramps at TPSS #3, begin underground station at Tacoma General, continue flatwork on outbound side of MLK from 13th to 16th.
- OMF Building: Continue SIT testing and commissioning
- Yard: Complete wash facility plumbing, install OMF gate controller and security screen on fencing.
- OMF Yard: Begin landscaping on E. 25th Street; installation of card readers.

Closely Monitored Issues

- ST continues to monitor contractor compliance to protocols identified in their COVID-19 safety plan.
- ST continues to refine cost and schedule forecasts ahead of January 2022 risk workshop.
- The contractor added additional systems and flatwork resources in an effort to improve schedule performance.
- 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.

Link Light Rail Hilltop Tacoma Link Extension

Cost Summary

Present Financial Status	Amount
T100 Contractor— Walsh Construction Company	
Original Contract Value	\$108,295,000
Change Order Value	\$18,276,257
Current Contract Value	\$126,571,257
Total Actual Cost (Incurred to Date)	\$121,582,965
Percent Complete	96%
Authorized Contingency	\$37,114,750
Contingency Drawdown	\$18,276,257
Contingency Index (CI = % Complete/% Ctg Spent)	2.0



Curb & Gutter Pour – MLK & 14th – H3

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

Group	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

- **Physical Completion, IMCO Contract** – Granted by WSDOT 20-Sep-21
- **Other Civil 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 Construction Task Orders completed; Final Design task order closeout pending concurrence from WSDOT
- **Third Party Oversight (City of Mercer Island)** – Ongoing obligation through December 2025

Closely Monitored Issues

All WSDOT construction work is substantially complete; monitoring of the following item is ongoing:

- City of Mercer Island’s appeal of previous litigation dismissal, Mercer Island Transit Integration Agreement
 - ◆ City’s appeal has been dismissed; ST now working with the City towards mutual acceptance of ruling requirements

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 December were \$3.1K, for ST staff charges and monthly utility costs (temporary traffic signal on Mercer Island). 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	\$200.0	\$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	\$22.8	\$22.5	\$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	\$200.0	\$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 Committed Allocated Contingency included WSDOT-controlled construction contingency plus total ST controlled allocated contingencies. Most of the remaining contingency was de-committed from the Project as the majority of work has been completed; current Total Contingency is just over \$725K. Due to this reduction & overall reduction of Project budget, the percent of overall Current Contingency now comprises 9.5% 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%	\$0.6	7.1%
Unallocated Contingency	\$18.7	8.3%	\$0.2	2.4%
Total	\$35.7	15.8%	\$0.7	9.5%

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

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, Federal Way and Downtown Redmond Extensions.

Phase Manufacturing

Budget \$740.7 Million (Baseline September 2015, Amended April 2017)

Schedule Project Completion: Q3 2024



Siemens Series 2 Link light rail vehicle

Key Project Activities

- Cars 279 & 284 were transferred from Operation & Maintenance Facility (OMF) East to OMF Central in December 2021 for mainline testing and prepare for Conditional Accepted/Acceptance (CA).
- Car 255 was delivered to OMF East on Dec. 14, 2021.
- Car 267 was CA on Dec. 16, 2021.
- 29 cars in final assembly & car shells in fabrication for up to number 108 at Siemens' Sacramento facilities.



Car 255 delivered to OMF East



Car 253 final inspection in Sacramento CA

Link Light Rail Light Rail Vehicle Fleet Expansion



Closely Monitored Issues

- OMF Central yard LRV storage capacity continues to be an issue that may affect recovery schedule, preventive maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 LRV transportation between OMF East and OMF Central is continuously managed & monitored.
- Competing demand of Link Extension project System Integration Test (SIT) and activation reduces the availability of Operation labor and vehicle maintenance personnel in supporting Series 2 LRV routine tests and acceptance.
- Manufacturer continue reporting supply chain interruptions impacting implementation of Field Modification Instructions and submitted a general notice for COVID-19 pandemic impacts. Weekly production meeting with Siemens held to monitor progress.
- Coordination and scheduling of Automatic Train Protection (ATP) retrofit on Series 1 LRVs is more challenging than anticipated.

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 total expenditure incurred to date is approximately \$383.4M to which a majority of the cost is attributed to the vehicles phase of \$367.0M. The current period expenditure is \$3.8M is largely attributed to Conditional Acceptance of LRV. The remaining expenditures were attributed to engineering and inspection and administrative efforts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$9.6	\$9.6	\$6.0	\$5.7	\$9.6	\$0.0
Construction Services	\$18.0	\$18.0	\$15.1	\$10.7	\$18.0	\$0.0
Vehicles	\$713.1	\$713.1	\$658.5	\$367.0	\$713.1	\$0.0
Total	\$740.7	\$740.7	\$679.6	\$383.4	\$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	\$705.3	\$705.3	\$669.3	\$370.8	\$705.3	\$0.0
80 Professional Services	\$23.2	\$23.2	\$10.3	\$12.6	\$23.2	\$0.0
90 Contingency	\$12.2	\$12.2	\$0.0	\$0.0	\$12.2	\$0.0
Capital Total (SCC 10 - 90)	\$740.7	\$740.7	\$679.6	\$383.4	\$740.7	\$0.0

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

Risk Management

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

The current top risks as listed below based on the last update:

- Competing demand for extension’s project simulated services, SIT and upcoming revenue service preparation reduces the availability of Operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Series 1 LRV ATP retrofit schedule has substantial impact on shipping LRVs #42-100.
- Receiving LRVs at both OMF Central and OMF East create both cost inefficiency (now require two teams in two location to support commissioning activity) as well as increased risk of double handling of LRV as not all testing and commission activities can be performed at OMF East currently.
- COVID-19 remains a fluid situation, monitoring reported disruption to manufacturer’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 \$58.2M or about 14.9% of remaining work in the project.

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

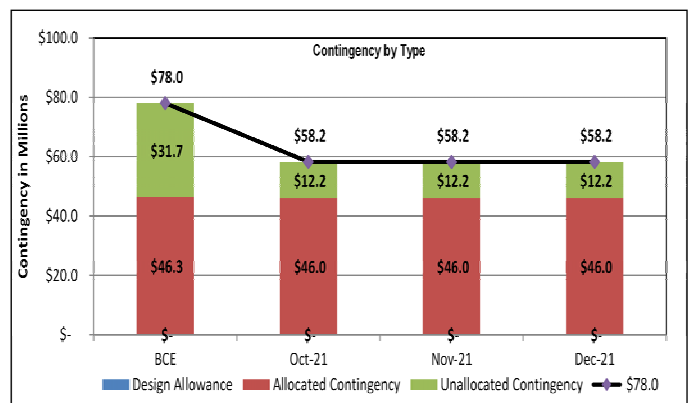
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline’s allocated contingency was \$46.3M. The AC remained unchanged \$46.0M in this period.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC has remained unchanged at \$12.2M in this period.

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%	\$ 46.0	12.9%
Unallocated Contingency	\$ 31.7	4.3%	\$ 12.2	3.4%
Total	\$78.0	10.7%	\$ 58.2	16.3%

Contingency by Type



Link Light Rail Light Rail Vehicle Fleet Expansion



Project Schedule

Percent complete of the Contract Payment Milestones is calculated at 55%

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 Siemens's monthly schedule update. As of December 2021, all vehicles are expected to be available for Pre-Revenue Service testing at each of the projects identified below. Northgate Link has reduced the number of cars to commence revenue service to 28 cars based on current ridership. All 40 cars for Northgate are expected to be conditionally accepted in January 2022. A summary bar for the ATP retrofit of the Kinkisharyo cars has been added for monitoring. ATP retrofit installation and testing is not expected to complete until Q2 2023.

Activity Name	Start	Finish	2022				2023				2024		
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	31-Aug-18 A	17-Sep-24											
Northgate Link - LRV Summary (Car #1 - #40)	31-Aug-18 A	24-Jan-22											
LRV Factory Test - Northgate Summary	31-Aug-18 A	27-Feb-20 A											
LRV Delivery to OMF - Northgate Summary	29-Aug-19 A	26-Feb-21 A											
28 LRVs conditionally accepted	03-Sep-21 A	03-Sep-21 A											
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	24-Jan-22											
East Link - LRV Summary (Car #41-#86)	28-Feb-20 A	21-Feb-23											
LRV Factory Test - East Link Summary	28-Feb-20 A	11-Jun-21 A											
LRV Delivery to OMF - East Link Summary	24-May-21 A	29-Aug-22											
LRV Conditional Acceptance - East Link Summary	04-Feb-22	21-Feb-23											
Lynnwood Link - LRV Summary (Car #87-#120)	19-Jul-21 A	18-Dec-23											
LRV Factory Test - Lynnwood Summary	19-Jul-21 A	24-Feb-23											
LRV Delivery to OMF - Lynnwood Summary	06-Sep-22	15-May-23											
LRV Conditional Acceptance - Lynnwood Summary	28-Feb-23	18-Dec-23											
Extra - LRV Summary (Car #121-#122)	20-Feb-23	09-Jan-24											
LRV Factory Test - Extra Summary	20-Feb-23	17-Mar-23											
LRV Delivery to OMF - Extra Summary	22-May-23	30-May-23											
LRV Conditional Acceptance - Extra Summary	02-Jan-24	09-Jan-24											
Federal Way Link- LRV Summary (Car #123-#142)	16-Mar-23	25-Jun-24											
LRV Factory Test - Federal Way Summary	16-Mar-23	13-Oct-23											
LRV Delivery to OMF - Federal Way Summary	16-Jun-23	22-Nov-23											
LRV Conditional Acceptance - Federal Way Summary	18-Jan-24	25-Jun-24											
Downtown Redmond Link- LRV Summary (Car #143-#152)	09-Oct-23	17-Sep-24											
LRV Factory Test - Downtown Redmond Summary	09-Oct-23	08-Feb-24											
LRV Delivery to OMF - Downtown Redmond Summary	11-Dec-23	08-Mar-24											
LRV Conditional Acceptance - Downtown Redmond Summary	08-Jul-24	17-Sep-24											
LRV ATP Retrofit Summary - Siemens	12-Jul-21 A	12-May-23											

LRV Delivery and Testing Progress as of December 31, 2021				
LRV status	Received / Delivered	Testing in progress	Conditionally Accepted	Entered Revenue
Planned	97	24	73	73
Actual (Seattle)	48	11	37	37
Actual (Bellevue)	10	10	0	0

Link Light Rail Light Rail Vehicle Fleet Expansion



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. Delivery and Conditional Acceptance Testing of all 28 light rail vehicles required for Northgate Link has been completed to support Revenue Service. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be complete by September of 2024. The planned deliveries, commissioning and testing of light rail vehicles are anticipated to be completed by September of 2024. However, current forecasts notes that Conditional Acceptance may impact Pre-Revenue Service for future expansion projects. Mitigation measures may need to be identified and implemented.

Activity Name	Start	Finish	2022				2023				2024				PS
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
ST LRV Fleet Expansion - Siemens Summary by LINK Contract	30-Mar-21 A	17-Sep-24													
Northgate Link - LRV Summary (Car #1 - #40)	30-Mar-21 A	24-Jan-22													
LRV Conditional Acceptance - Northgate Summary	30-Mar-21 A	24-Jan-22													
East Link - LRV Summary (Car #41-#86)	04-Feb-22	21-Feb-23													
LRV Conditional Acceptance - East Link Summary	04-Feb-22	21-Feb-23													
Lynnwood Link - LRV Summary (Car #87-#120)	28-Feb-23	18-Dec-23													
LRV Conditional Acceptance - Lynnwood Summary	28-Feb-23	18-Dec-23													
Extra - LRV Summary (Car #121-#122)	02-Jan-24	09-Jan-24													
LRV Conditional Acceptance - Extra Summary	02-Jan-24	09-Jan-24													
Federal Way Link- LRV Summary (Car #123-#142)	18-Jan-24	25-Jun-24													
LRV Conditional Acceptance - Federal Way Summary	18-Jan-24	25-Jun-24													
Downtown Redmond Link- LRV Summary (Car #143-#152)	08-Jul-24	17-Sep-24													
LRV Conditional Acceptance - Downtown Redmond Summary	08-Jul-24	17-Sep-24													
LRV ATP Retrofit Summary - Siemens															

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. As of the end of December 2021, the variance gap between plan and actual occurred effectively on the ST Staff side. The variance is minor and likely attributed to aggregation of administrative leaves among all staff.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	7.3	5.6	(1.7)
Consultants	7.5	7.4	(0.1)
TOTAL	14.8	13.0	(1.8)

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.	

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 Operation / Warranty Period

Budget \$449.2 Million (Baselined July 2016)

Schedule Substantial Completion Achieved:
December 2020



Map of OMF East Site

Key Project Activities

- Post Acceptance monitoring of facilities.

Closely Monitored Issues

- Performance of the 2-year Measurement and Verification activities.

Risk Management

Substantial Completion was achieved in December 2020. OMFE has been turned over to Operations. Some residual risk remains within the project are actively monitored and others have been transferred over to Operations for their monitoring. The final risk register was last updated in June 2021. The residual risk on the project are as follows:

- **Scope:** Scope Interfaces with E750 Systems when ELE has to integrate OMF East with OMF Central through East Link.
- **Start Up:** Closure of open items and workarounds on and various punch list items, as well as miscellaneous follow on scope satisfactorily transition over to Operations as well as East Link tie in in 2022.



OMFE Site

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 is approximately \$206K. The total project cost incurred increased from approximately \$377M to \$377.3M. The majority of the costs are driven by post acceptance activities or associated startup cost in the Construction 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	\$10.6	\$10.6	\$17.6	\$0.0
Preliminary Engineering	\$9.5	\$9.5	\$8.7	\$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	\$17.6	\$19.3	\$0.0
Third Party Agreements	\$3.1	\$3.1	\$0.3	\$0.1	\$3.1	\$0.0
Construction	\$264.8	\$264.8	\$239.6	\$237.6	\$264.8	\$0.0
ROW	\$134.5	\$134.5	\$102.7	\$102.6	\$134.5	\$0.0
Total	\$449.2	\$449.2	\$379.5	\$377.3	\$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	\$4.3	\$4.3	\$0.0
20 Stations	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
30 Support Facilities: Yard, Shop	\$140.1	\$136.1	\$133.9	\$132.9	\$141.6	(\$5.5)
40 Sitework & Special Conditions	\$43.6	\$48.5	\$43.0	\$42.3	\$45.3	\$3.2
50 Systems	\$43.0	\$41.6	\$41.2	\$40.9	\$41.2	\$0.4
Construction Subtotal (10 - 50)	\$229.3	\$230.6	\$222.4	\$220.4	\$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	\$54.5	\$54.2	\$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	\$379.5	\$377.3	\$449.2	\$0.0

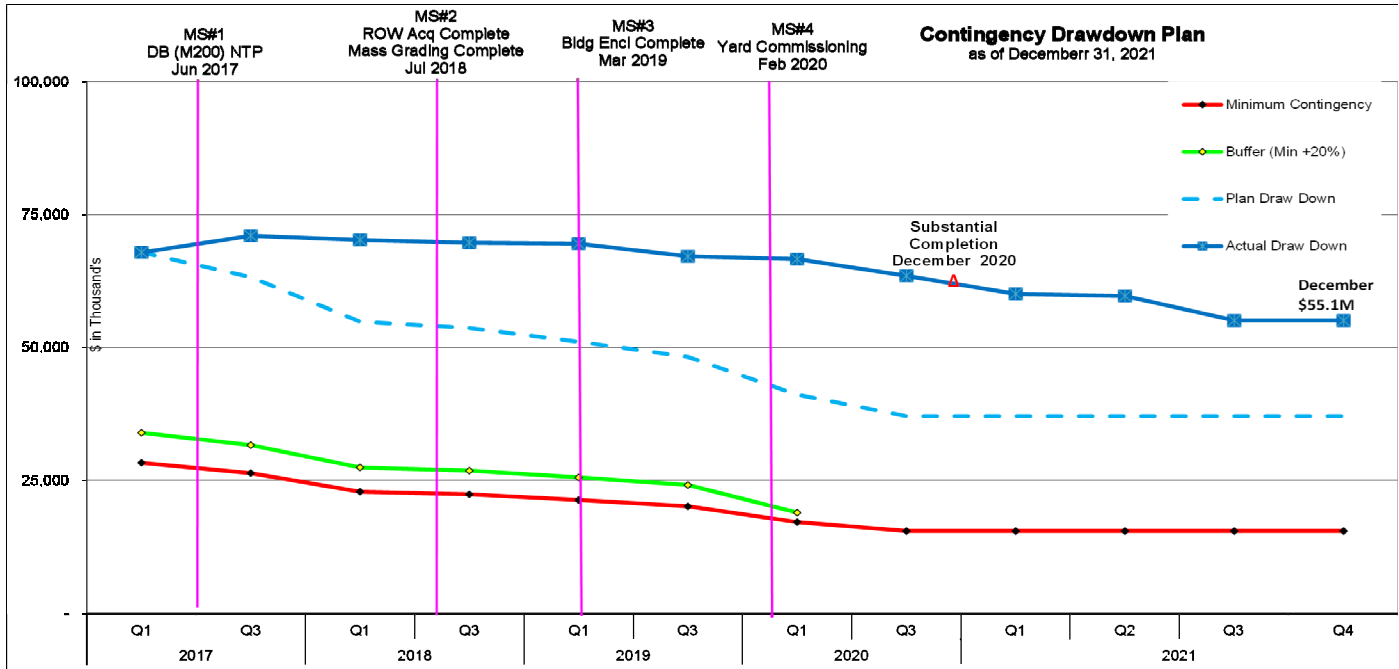
Link Light Rail

Link Operations & Maintenance Facility: East



Contingency Drawdown

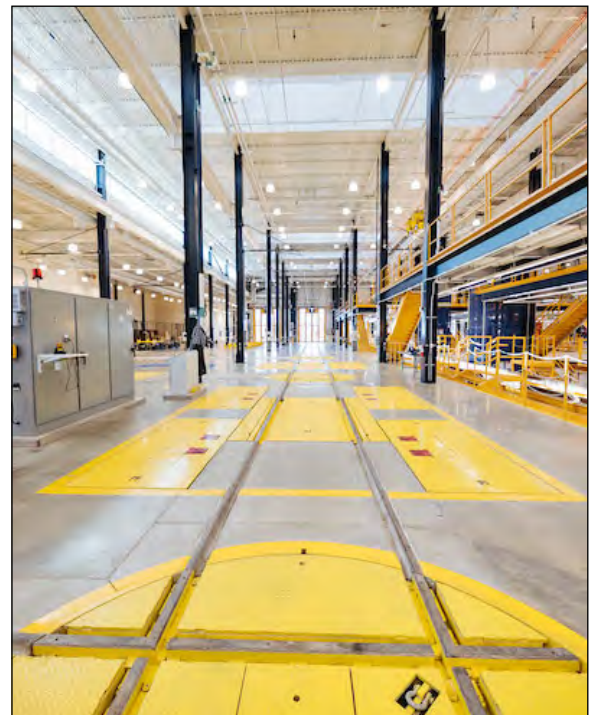
At Substantial Completion in December 2020, OMF East Project's total contingency drawdown plan remained positive. Project contingency at this juncture remains unchanged from the previous quarter and is expected to remain positive with the total contingencies balance in December 2021 at approximately \$55.1M. Any future contingency draw may be associated with cost allocation of ancillary scopes associated with the Start Up of near term extension projects. That said, surplus in this project is expected.



Contract M200 - OMF East Design Build Cost Summary

Present Financial Status	Amount
M200 Contractor – Hensel Phelps	
Original Contract Value	\$218,912,000
Change Order Value	\$15,807,836
Current Contract Value	\$234,719,836
Total Actual Cost (Incurred to Date)	\$233,111,375
Percent Complete	99.9%
Authorized Contingency	\$21,891,200
Contingency Drawdown	\$15,807,836
*Contingency Index	1.3

*Excludes Betterments



Operations and Maintenance Facility East in Bellevue

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 December 2021. The variance shown is due to longer than anticipated need to support the operational transition.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.2	5.3	0.1
Consultants	2.8	10.3	7.6
TOTAL	8.0	15.7	7.6

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

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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.

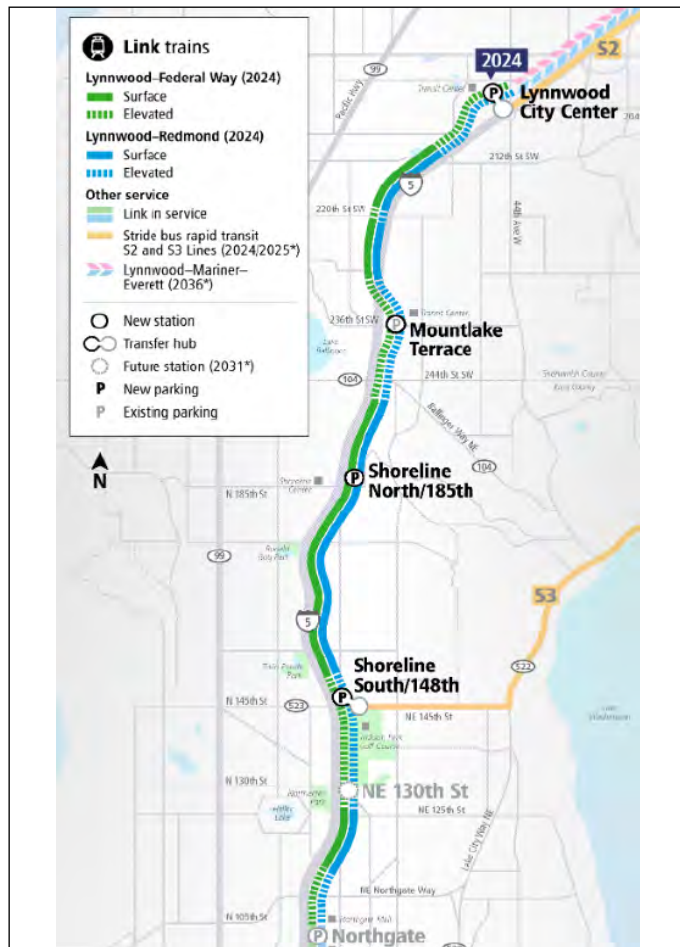
Stations Shoreline South/148th
Shoreline North/185th
Mountlake Terrace
Lynnwood City Center

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 construction of the Shoreline South / 148th Station structure and plaza level grading, as well as electrical and mechanical rough-in for the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station including station canopy steel framing and continued concrete deck placements for the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station, including elevator shaft waterproofing and sheathing (L300).
- Continued construction of the Lynnwood City Center Station, including platform canopy installation and deck concrete for the adjacent parking garage (L300).
- Continued rail installation on both civil contracts.

Closely Monitored Issues

- Erosion/sediment control measures are being monitored on both civil contracts for compliance during the wet/winter season.
- Milestone dates for guideway handovers to the L800 systems contractor are under active review based on station, garage and wall construction progress.
- Concrete material supply within King County is being disrupted by an ongoing labor dispute.

Link Light Rail Lynnwood Link Extension



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.

For this period, \$39.9M was incurred. The major project expenditures were for civil and systems construction, construction management, and design services during construction. The remaining expenditures were for right-of-way, third party coordination, and staff.

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	\$52.3	\$52.1	\$98.2	\$0.0
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$164.2	\$142.6	\$137.8	\$164.2	\$0.0
Construction Services	\$128.4	\$128.4	\$110.2	\$72.1	\$128.4	\$0.0
3rd Party Agreements	\$14.6	\$17.6	\$12.8	\$10.3	\$17.6	\$0.0
Construction	\$1,921.4	\$2,094.6	\$1,907.3	\$1,124.8	\$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	\$178.1	\$173.3	\$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	\$2,442.3	\$1,609.6	\$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	\$681.9	\$406.4	\$792.4	\$209.8
20 Stations	\$333.8	\$333.8	\$413.6	\$218.8	\$432.8	-\$99.0
30 Support Facilities	\$2.0	\$2.0	\$0.2	\$0.1	\$2.0	\$0.0
40 Sitework & Special Conditions	\$421.1	\$426.2	\$605.9	\$438.3	\$565.3	-\$139.1
50 Systems	\$244.4	\$244.4	\$195.8	\$54.4	\$216.1	\$28.3
Construction Subtotal (10 - 50)	\$1,793.0	\$2,008.5	\$1,897.2	\$1,118.0	\$2,008.5	\$0.0
60 ROW, Land	\$235.7	\$229.7	\$178.1	\$173.3	\$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	\$367.0	\$318.3	\$448.6	\$0.0
90 Unallocated Contingency	\$292.2	\$83.4	\$0.0	\$0.0	\$83.4	\$0.0
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,442.3	\$1,609.6	\$2,771.6	\$0.0

Contingency Management

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

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 \$422k due to construction change and final design 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%	\$146.1	12.6%
Unallocated Contingency	\$292.2	10.5%	\$83.4	7.2%
Total:	\$737.7	26.6%	\$229.5	19.8%

Contingency by Type

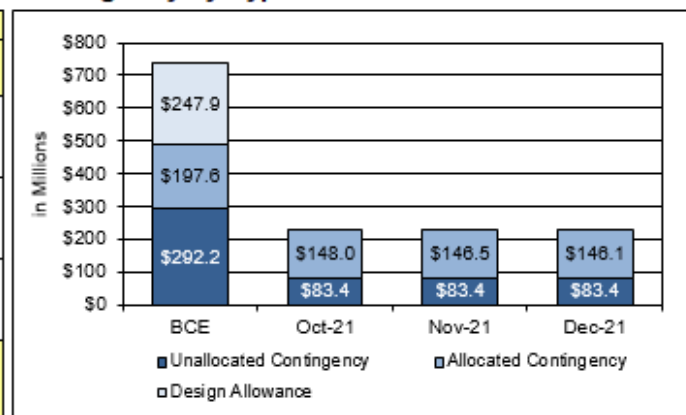
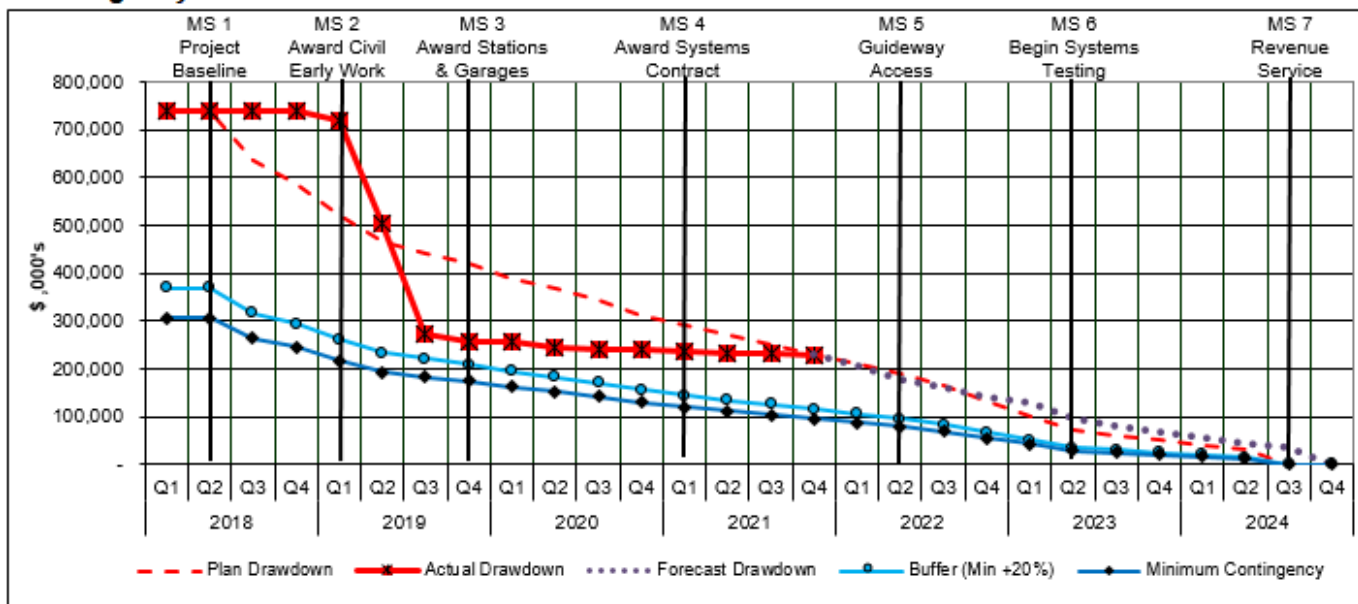


Table figures are shown in millions.

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 most recent quantitative risk workshop was held in Q1 2021; the next is planned for Q2 2022.

The following are the top project risks:

- Availability and budget for ongoing design support during the construction phase.
- Availability of adequate electrical power for the Shoreline South / 148th station, garage and nearby TPSS in time to support testing in Q2 2022.
- Systems subcontractor impacts on completion based on volume of work across multiple projects.
- Requests from third parties / AHJ for additional scope as part of permit inspections / approvals.
- Differing site conditions identified during construction.

Project Schedule

Weighted percent complete of the major construction contracts is calculated at 58.1%

The Master Schedule has been updated through December. The schedule updates for L200, L300, and L800 are currently under review. The L200 civil work continues to be the driving element of the project with the ongoing labor dispute related to ready-mix concrete delivery drivers now driving. The project retains a projected 107 days of project float. ST/CMC are currently developing recovery scenarios to mitigate the projected impacts of the labor dispute.

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	21-Dec-23																
Project Administration	20-May-10A	18-Dec-23																
Final Design/Preconstruction	01-Sep-15A	18-Dec-23																
Project Wide Utilities	01-Aug-18A	25-Mar-19A																
L200 - Third Party Agreements	01-Aug-18A	22-Sep-22																
L300 - Third Party Agreements	02-May-18A	19-Oct-22																
Permitting & AHJ Agreements	07-Jan-15A	08-Aug-22																
Owner Furnished Equipment	01-Oct-21A	26-May-23																
L350 200th St. Widening	08-Apr-18A	05-Jan-23																
North Maint. of Way (MOW)	02-Dec-23	21-Dec-23																
L200 ROW Acquisitions	04-Jan-18A	28-Mar-22																
L200 Civil Construction	25-Dec-18A	21-Oct-23																
L300 ROW Acquisitions	14-Jan-18A	17-Aug-22																
L300 Civil Construction	25-Sep-18A	12-Aug-23																
L800 Systems Construction	04-Dec-20A	21-Dec-23																
LLE Rail Activation	02-Aug-21A	17-Jul-24																
RA Tasks	02-Aug-21A	09-Apr-24																
Pre-Revenue Service	01-Dec-23	25-Mar-24																
Revenue Service Preparation	05-Mar-24	02-Apr-24																
Revenue Service - FFGA	02-Apr-24	17-Jul-24																
Program Wide Float - (107 CD)	02-Apr-24	17-Jul-24																
Revenue Service - 7/17/2024		17-Jul-24																

Link Light Rail Lynnwood Link Extension

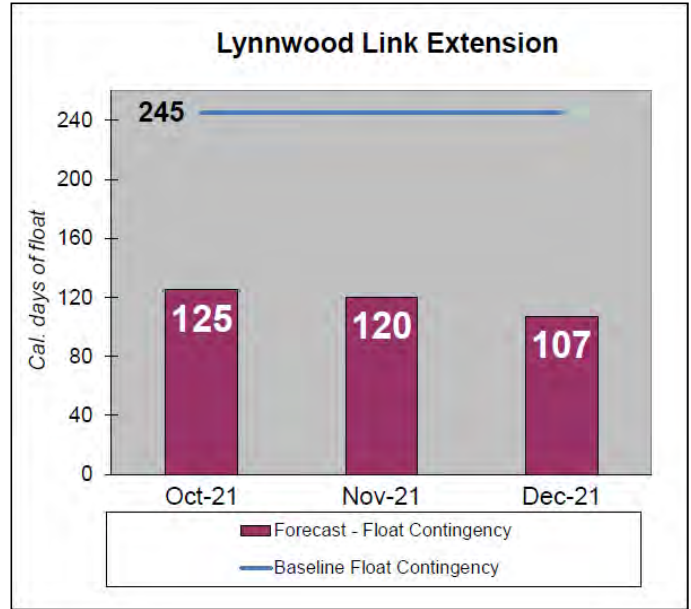


Project Float

The Lynnwood Link Extension was baselined with 245 days of project float. Currently, the project is calculated to have 107 days remaining between completion of work and the Jul. 17, 2024 revenue service date. ST is continuing to work with the L200 contractor to improve the accuracy of the forecast for the work, and to evaluate the potential impact of the ongoing labor dispute related to ready-mix concrete delivery drivers.

The float reported is based on the December schedule updates from both Civil and Systems contractors, which is still under review.

The impact of the COVID-19 shutdown continues 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. As of the end of December, the critical path is now driven by the ongoing labor dispute related to ready-mix concrete delivery drivers and King County concrete suppliers. ST and SKH are working on recovery schedules based on an end of February conclusion of the dispute. As the dispute continues, it may well overshadow any other concurrent weather related delays.

Activity Name	Start	Finish	2022				2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	
L200 Civil Construction	03-Dec-21A	09-Jun-22	[Red bar spanning Q1-Q2 2022]											
Project Wide	03-Dec-21A	09-Jun-22	[Red bar spanning Q1-Q2 2022]											
Milestones	28-May-22	09-Jun-22	[Red bar in Q2 2022]											
Mobilization	03-Dec-21A	07-Jan-22	[Red bar in Q1 2022]											
Punchlist & Commissioning	29-Apr-22	25-May-22	[Red bar in Q2 2022]											
WZ-3 Elevated (1492+45 to 1559+17)	10-Jan-22	28-Apr-22	[Red bar spanning Q1-Q2 2022]											
Trackwork	10-Jan-22	28-Apr-22	[Red bar spanning Q1-Q2 2022]											
L800 Systems Construction	10-Jun-22	21-Dec-23	[Red bar spanning Q2 2022 to Q4 2023]											
Sound Transit L800 90% Engineering	10-Jun-22	21-Dec-23	[Red bar spanning Q2 2022 to Q4 2023]											
L800 Engineering	10-Jun-22	11-Dec-23	[Red bar spanning Q2 2022 to Q4 2023]											
L800 Construction	10-Jun-22	21-Dec-23	[Red bar spanning Q2 2022 to Q4 2023]											
LLE Rail Activation	27-Nov-23	17-Jul-24	[Red bar spanning Q4 2023 to Q2 2024]											
RA Tasks	27-Nov-23	21-Dec-23	[Red bar in Q4 2023]											
TASK 07 - Safety and Security	27-Nov-23	21-Dec-23	[Red bar in Q4 2023]											
Pre-Revenue Service	01-Dec-23	25-Mar-24	[Red bar spanning Q4 2023 to Q1 2024]											
Pre-Revenue Preparation	01-Dec-23	28-Dec-23	[Red bar in Q4 2023]											
Operator Preparation	27-Dec-23	25-Jan-24	[Red bar in Q1 2024]											
Simulated Revenue Service/Drills/Upsets	28-Jan-24	25-Mar-24	[Red bar in Q1 2024]											
Revenue Service Preparation	05-Mar-24	02-Apr-24	[Red bar in Q1 2024]											
Revenue Service - FFGA	02-Apr-24	17-Jul-24	[Red bar spanning Q1-Q2 2024]											

Community Engagement

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

- Night work on NE 145th Street and adjacent I-5 ramps in Seattle, as well as on NE 175th Street and the adjoining I-5 ramps in Shoreline.
- Night work on along the I-5 and State Route 104 Interchange through December.
- Reopening NE 189th Street, NE 185th Street and 5th Avenue NE, and at NE 183rd Court and NE 182nd Court to traffic in Shoreline.
- Nighttime closures of 236th Street SW in Mountlake Terrace.

Community Engagement staff also closed out three (3) temporary construction easements and held one property owner meeting.

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*	748	387	381

*These 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 = 339.

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42.5	34.5	(8.0)
Consultants	89.0	110	21
TOTAL	131.5	144.5	13.0

* 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	December 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	1	18	32
Days Away From Work Cases	0	2	4
Total Days Away From Work	0	25	60
First Aid Cases	2	32	68
Reported Near Mishaps	4	38	60
Average Number of Employees on Worksites	492	-	-
Total # of Hours (GC & Subs)	120,719	1,963,973	3,129,991
OSHA Incident Rates	December 2021	Year to Date	Project to Date
Recordable Injury Rate	1.66	1.83	2.04
LTI Rate	0.00	0.20	0.26
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.

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 direct fixation and ballasted track work installation.
- 148th Station - Continued erection of canopy steel. Continued underground electrical installation.
- 148th Garage - Began framing the communications room. Began precast stairs installation.
- 185th Station - Continued platform canopy installation. Began ancillary building roof steel installation.
- 185th Garage - Continued waterproofing and backfilling. Began demolition of level 2 decking due to non-conformance.

Schedule Summary

The December update forecasts a Sept. 7, 2023 substantial completion date, 54 calendar days later than the contractual milestone date of Jul. 18, 2023. Within the L200 contract schedule, the critical path is driven by the ongoing labor dispute related to ready-mix concrete drivers and King County batch plant operators. ST, CMC, and SKH are currently evaluating the impact and potential recovery efforts that could be put in place.

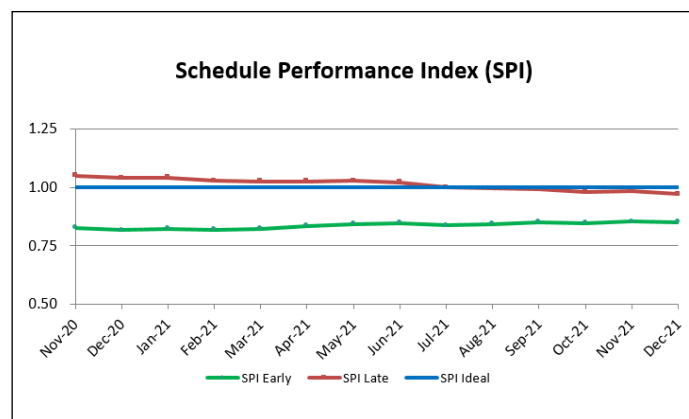
Activity Name	Start	Finish	2022				2023			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
L200 Civil Construction	25-Dec-18 A	21-Oct-23								
L200 Civil Construction	25-Dec-18 A	21-Oct-23								
Project Wide	25-Dec-18 A	21-Oct-23								
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	01-Nov-22								
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	02-Mar-23								
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	18-Jul-23								
WZ-4 145th Station & Garage	06-Apr-19 A	22-May-23								
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	01-May-23								
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	13-Sep-22								
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	21-Aug-23								
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	28-Oct-22								
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	07-Jul-23								
WZ-10 185th Station & Garage	15-Apr-19 A	21-Apr-23								
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	01-May-23								

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.85 (no change from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.98 (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.



Work Zone Overview



Next Period Activities:

- Continue concrete placement of deck spans and curbs pending resolution of concrete delivery driver dispute.
- Continue MSE wall construction.
- Continue installing 148th station canopy steel and MSE walls.
- Install 185th station canopy decking and begin pedestrian walkway structural steel.
- Continue ballasted track work installation.

Closely Monitored Issues:

- Electrical utility crew availability to supply power feeds on schedule for systems testing.
- Ongoing labor dispute between ready-mix concrete delivery drivers and batch plant operators.
- Number of field changes due to design inconsistencies.
- Regional and local labor availability is being monitored to ensure the resources necessary to execute the scope of the civil projects are available.

Cost Summary

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$765,450,578
Current Contract Value	\$853,597,836
Total Actual Cost (Incurred to Date)	\$550,945,635
Percent Complete	61.5%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$13,599,572
Contingency Index	2.0



185th station canopy steel

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 concrete placements at the elevated deck level 2 of the Lynnwood City Center garage.
- Continued track work and plinth installation at the I-5 overcrossing, as well as rail installation along the alignment.
- Continued stairwell and elevator shaft construction at the Mountlake Terrace and Lynnwood stations.
- Continued finishes and electrical/mechanical rough-ins for ancillary rooms at Mountlake Terrace and Lynnwood stations.
- Continued installation of electrical vaults and Traction Power Substation (TPSS) foundations.
- Continued soil nail, cast-in-place, and MSE retaining wall construction.

Schedule Summary

The December update from Skanska forecasts an Aug. 11, 2023 Substantial Completion date, 4 days ahead of schedule. The critical path is driven by completion of LCC Parking Garage, followed by completion of the Transit Center. Currently the final Guideway turnover to L800, the north segment, is 12 days behind. ST and Skanska are evaluating means of recovering this milestone.

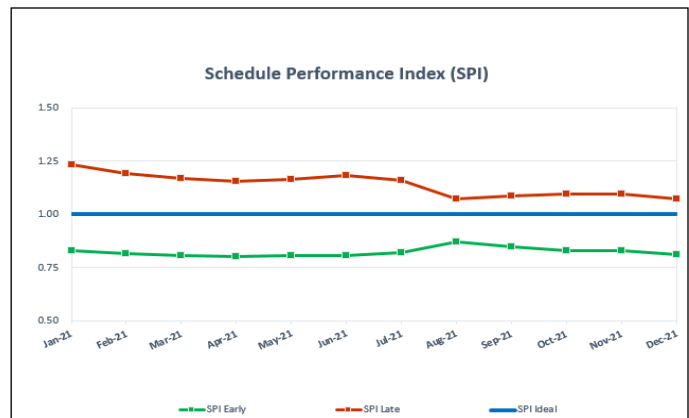
Activity Name	Start	Finish	2022				2023		
			Q1	Q2	Q3	Q4	Q1	Q2	Q3
L300 Civil Construction	25-Sep-18A	12-Aug-23							
L300 Civil Construction	25-Sep-18A	12-Aug-23							
MILESTONES	25-Sep-18A	12-Aug-23							
ROW ACQUISITIONS (PARCELS & TCE	04-Jun-19A	06-Mar-23							
PERMITTING	01-Feb-19A	04-Feb-22							
SUBMITTALS	12-Apr-19A	10-Mar-23							
MATERIAL PROCUREMENT	07-Aug-19A	26-Jul-22							
EARLY WORK	20-Feb-19A	26-May-23							
CONSTRUCTION	22-Jul-19A	02-Aug-23							
PLACEHOLDER	23-Mar-20A	04-May-20A							
Main Package Construction Contract Elemer	25-Oct-19A	02-Aug-23							
Mobilizations	25-Oct-19A	01-Mar-23							
3rd Party Utilities	22-Jul-19A	16-Sep-20A							
L200 to 236th St. (Sta. 1694+00 to 1739+00)	17-Dec-19A	01-Mar-23							
236th St. to 220th St. (Sta. 1739+00 to 1791+00)	13-Jan-20A	17-Mar-23							
220th St. to 52nd Ave (Sta. 1791+00 to 1840+00)	23-Dec-19A	30-Jan-23							
52nd Ave to EOL (Sta. 1840+00 to 1884+00)	15-Jan-20A	12-Jul-23							

Schedule Performance Index

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

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

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



Work Zone Overview



Next Period's Activities

- Continue stairwell and elevator shaft construction at the Mountlake Terrace and Lynnwood stations.
- Continue deck installation at all erected girder spans.
- Continue Lynnwood City Center parking garage work.
- Continue installation of TPSS foundations.
- Continue MSE and soil nail / cast-in-place retaining wall construction.

Closely Monitored Issues

- Ongoing labor dispute between ready-mix concrete delivery drivers and batch plant operators.
- Number of field changes due to design inconsistencies.
- Erosion and sediment control during the wet season.
- Regional and local labor availability is being monitored to ensure the resources necessary to execute the scope of the civil projects are available.

Cost Summary

Present Financial Status	Amount
L300 Contractor—Skanska	
Original Contract Value	\$56,886,631
Change Order Value	\$792,669,571
Current Contract Value	\$849,556,202
Total Actual Cost (Incurred to Date)	\$507,916,892
Percent Complete	60.6%
Authorized Contingency	\$42,888,048
Contingency Drawdown	\$14,556,202
Contingency Index	1.8



Trackwork and plinth installation at MLT station.

Contract L800 Lynnwood Link Systems GC/CM

Current Progress

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

- Continued development of engineering submittals and subcontract packages.
- Approvals and procurement of key equipment including Traction Power Substation (TPSS).

Schedule Summary

The L800 December schedule update forecasts a contract completion of Sept. 18, 2023, ten days later than the contractual date. The critical path is driven by TPSS Switchgear procurement. ST is continuing to monitor the progress, as well as looking for opportunities to improve the overall work plan.

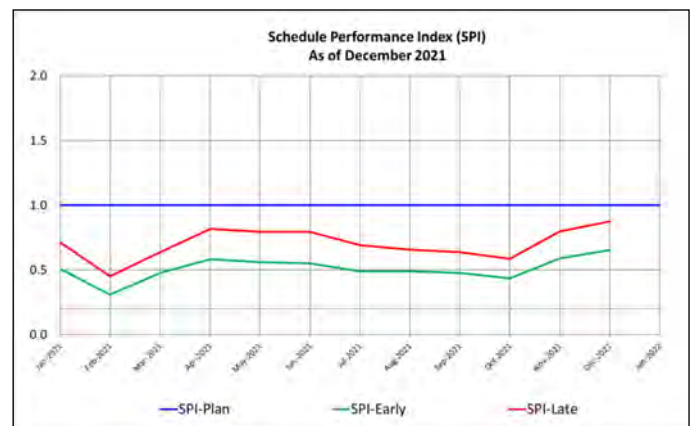
Activity Name	Start	Finish	2022				2023					
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
L800 Systems Construction	04-Dec-20A	21-Dec-23										
L800 Systems Construction	04-Dec-20A	21-Dec-23										
Sound Transit L800 90% Engin	04-Dec-20A	21-Dec-23										
L800 Engineering	04-Dec-20A	11-Dec-23										
L800 Milestones	04-Dec-20A	11-Dec-23										
L800 Submittals	04-Dec-20A	19-Nov-23										
L800 OCS	01-Jun-21A	19-Nov-23										
L800 Traction Power/Substations	04-Dec-20A	30-Sep-23										
L800 Signals	07-Dec-20A	28-Oct-23										
L800 Communications	01-Feb-21A	25-Sep-23										
L800 SCADA	24-Jun-22	23-Jun-23										
L800 Construction	04-Dec-20A	21-Dec-23										
L800 OCS	01-Feb-21A	24-Jul-23										
L800 Traction Power / Substations	04-Dec-20A	28-Jun-23										
L800 Signals	04-Dec-20A	29-Aug-23										
L800 Communications	04-Dec-20A	03-Jul-23										
L800 SCADA	01-Jul-21A	06-Jul-23										
L800 Testing and Commissioning	22-Jul-22	21-Dec-23										

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. This period, the early SPI is 0.65 (increase from last period).

Late SPI represents progress against a more conservative schedule. This period, the late SPI is 0.87 (increase from 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: TPSS, Overhead Catenary System (OCS), train control signal systems, and communications.
- Continued procurement of key equipment including Traction Power Substation (TPSS).

Closely Monitored Issues

- Monitoring the manufacture and delivery of long lead equipment such as network switches, TPSS units and Signal Houses.
- Monitoring the completion of civil package work for potential delays in hand over to the system contractor.
- Monitoring the manufacture and delivery of SCADA equipment.
- Monitoring permitting approvals by Washington State Department of Labor & Industries for TPSS and signal house prefabricated structures.

Cost Summary

Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$72,801
Current Contract Value	\$148,072,801
Total Actual Cost (Incurred to Date)	\$29,566,268
Percent Complete	24.5%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$72,801
Contingency Index	34.8



Representative TPSS unit.

Link Light Rail NE 130th St Infill Station



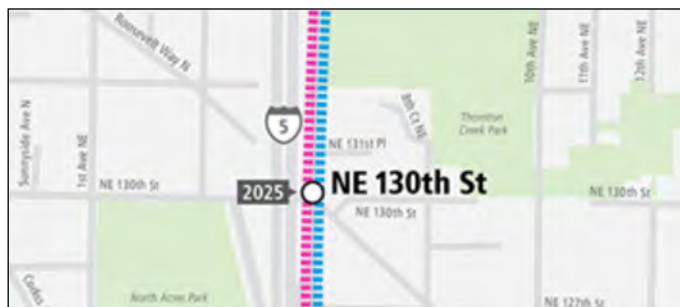
Project Summary

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 \$36.4 Million

Schedule Target date for station opening: 2025



Map of Project Alignment & Rendering of Station

Key Project Activities

- Completed quantity reconciliation with the contractor for C3 package.
- Completed deck and diaphragm 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 the table is shown in millions. In the current period, \$393k was incurred. The major project expenditures were for construction services, construction, final design and staffing.

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	\$2.0	\$2.0	\$3.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$10.8	\$8.9	\$8.4	\$10.8	\$0.0
Construction Services	\$2.1	\$1.6	\$1.4	\$2.1	\$0.0
3rd Party Agreements	\$1.0	\$0.7	\$0.4	\$0.9	\$0.0
Construction	\$16.0	\$5.5	\$5.2	\$16.0	\$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	\$36.4	\$21.4	\$20.0	\$36.4	\$0.0

Risk Management

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

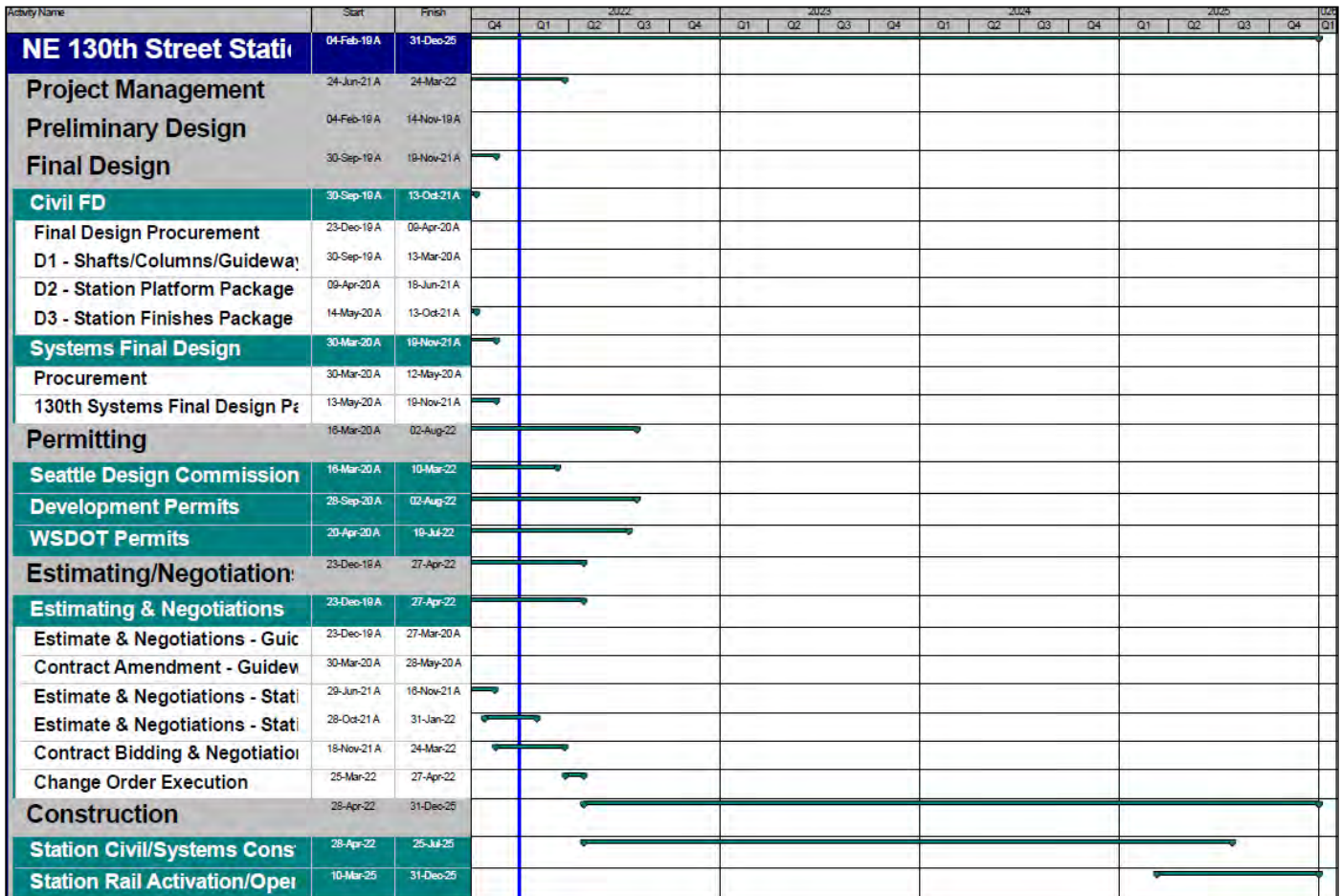
The following are the top project risks identified:

- Local permitting authorities may require additional right-of-way improvements beyond what was budgeted.
- Added cost savings measures may require added re-design and major schedule impact to 2025 delivery.
- Potential challenges in synchronizing specific construction milestones with Lynnwood Link.

Project Schedule

Design for the station, both Civil and Systems, is essentially complete. Pricing and estimate reconciliation efforts are currently underway. Permitting activities for the building, WSDOT utility and Street Improvement permits are ongoing. Development of construction and activation schedules also continues.

Construction of the initial C1 package Deck and Diaphragms is essentially complete.



Community Engagement

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

- Creating a template for future online open house along with altering graphics/materials for 2025 project opening.
- Generating initial materials for a potential station naming process.

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 the current period is above the Planned FTE Monthly Average, with more design and CM 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	23.0	3.5
TOTAL	24.0	27.0	3.0

** 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.	

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. Work this period included review and discussion of possible cost reduction options with the GC/CM.

Present Financial Status	Amount
HNTB Jacobs– Civil Final Design	
Original Contract Value	\$1,570,864
Change Order Value	\$5,924,734
Current Contract Value	\$7,495,598
Total Actual Cost (Incurred to Date)	\$7,296,296
Financial Percent Complete	97%
Authorized Contingency	\$1,551,541
Contingency Drawdown	\$1,546,879
Contingency Index	0.9

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. Work this period included incorporation of some cost savings measures in the IFC documentation.

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)	\$966,528
Financial Percent Complete	86%
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. Work this period included finalization of quantity takeoffs and pricing based on the Issued for Construction (IFC) set for the remaining station elements.

Present Financial Status	Amount
SKH– Civil Construction	
Original Contract Value	\$5,000,000
Change Order Value	\$37,805
Current Contract Value	\$5,037,805
Total Actual Cost (Incurred to Date)	\$5,037,805
Percent Complete	100%
Authorized Contingency	\$500,000
Contingency Drawdown	\$37,805
Contingency Index	13.2

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 Revenue Service

Budget \$1.899 Billion

Schedule Revenue Service: October 2021



Map of Project Alignment

Key Project Activities

- **U District Station/UW Campus (N140) Roosevelt Station (N150) and Northgate Station (N160):** The project successfully opened for Revenue Service 10/2/21. The project is now in closeout phase, focusing on completion of remaining open project items and documentation of lessons learned.
- **Systems (N830):** Punchlist items for all disciplines are in the verification phase prior to full closure. Building Management System (BMS) testing is complete.

Closely Monitored Issues

- No issues impacting the overall project at this time. Please see contract pages for contract specific issues.

Link Light Rail Northgate Link Extension



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.

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	\$98.6	\$98.3	\$124.1	\$6.2
Preliminary Engineering	\$15.1	\$15.1	\$15.1	\$15.1	\$15.1	\$0.0
Final Design	\$132.2	\$137.2	\$121.8	\$119.7	\$132.0	\$5.2
Construction Services	\$118.3	\$118.3	\$105.0	\$105.0	\$111.8	\$6.6
3rd Party Agreements	\$11.8	\$11.8	\$10.4	\$7.9	\$11.0	\$0.8
Construction	\$1,343.0	\$1,352.5	\$1,288.9	\$1,286.7	\$1,342.4	\$10.2
ROW	\$112.3	\$112.3	\$102.1	\$102.1	\$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	\$1,741.9	\$1,734.8	\$1,847.3	\$52.5

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$595.6	\$513.7	\$516.3	\$514.9	\$521.0	-\$7.2
20 Stations	\$376.1	\$441.2	\$461.1	\$459.3	\$465.5	-\$24.3
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	\$181.6	\$177.0	\$184.9	\$48.9
50 Systems	\$110.9	\$101.5	\$107.0	\$104.2	\$117.1	-\$15.6
Construction Subtotal (10 - 50)	\$1,228.7	\$1,296.4	\$1,272.5	\$1,261.9	\$1,295.0	\$1.4
60 Row, Land, Improvements	\$119.9	\$110.9	\$102.1	\$102.1	\$111.0	-\$0.1
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.2	\$0.2	-\$0.2
80 Professional Services	\$420.7	\$424.6	\$367.2	\$370.6	\$423.1	\$1.5
90 Contingency	\$130.4	\$67.9	\$0.0	\$0.0	\$18.0	\$49.9
Total (10 - 90)	\$1,899.8	\$1,899.8	\$1,741.9	\$1,734.8	\$1,847.3	\$52.5

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’s final risk register update workshop was held on 6/21/21 and has been discontinued moving forward as the extension has now opened for Revenue Service.

The remaining top project-wide risks are:

- Follow-on Job Order Contractor (JOC) work may cost more or take longer than anticipated.
- Environmental monitoring and remediation at Key Bank and Silver Platters sites may cost more than anticipated.
- Additional requests from other ST departments may increase project costs and prevent timely closeout.

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 planned FTE monthly average takes peaks and valleys in activity into account; whereas the YTD monthly average only reflects actuals from January 2021 until the 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 four for design (including design services during construction) and 25 for construction management.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	42	27	(15)
Consultants	29	25	(4)
TOTAL	71	52	(19)

* 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.	

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. (Substantially Complete)

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

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

Contract N140—U District Station Finishes

Current Progress

The N140 Contractor, Hoffman Construction, achieved Substantial Completion in April 2020. Hoffman focused on the following activities through the end of December 2021:

- Continued administrative closeout activities.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N140 Contractor—Hoffman Construction	
Original Contract Value	\$ 159,836,688
Change Order Value	\$ 14,688,730
Current Contract Value	\$ 174,525,418
Total Actual Cost (Incurred to Date)	\$ 173,983,347
Percent Complete	100.0%
Authorized Contingency	\$ 15,491,834
Contingency Drawdown	\$ 14,688,730
Contingency Index	1.1

Contract N150 – Roosevelt Station Finishes

Current Progress

The N150 Contractor, Hoffman Construction, achieved Substantial Completion in September 2019. Hoffman focused on the following activities through the end of October 2021:

- Continued administrative closeout activities.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N150 Contractor—Hoffman Construction	
Original Contract Value	\$ 152,291,184
Change Order Value	\$ 18,791,006
Current Contract Value	\$ 171,082,190
Total Actual Cost (Incurred to Date)	\$ 170,905,422
Percent Complete	100.0%
Authorized Contingency	\$ 18,914,559
Contingency Drawdown	\$ 18,791,006
Contingency Index	1.0

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

Current Progress

The N160 prime contractor, Absher Construction, achieved Substantial Completion in December 2020. Accomplishments through the end of December 2021 include:

- Continued closeout of open change management items.
- Absher demobilized from the site office. Station is under care and custody of Sound Transit Operations.

Closely Monitored Issues

- Nothing to report.

Cost Summary

Present Financial Status	Amount
N160 Contractor - Absher Construction	
Original Contract Value	\$ 174,000,000
Change Order Value	\$ 19,765,696
Current Contract Value	\$ 193,765,696
Total Actual Cost (Incurred to Date)	\$ 192,104,260
Percent Complete	99.6%
Authorized Contingency	\$ 20,400,000
Contingency Drawdown	\$ 19,680,696
Contingency Index	1.0

Contract N180 – Trackwork UWS to Northgate Station

Current Progress

The N180 Contractor, Stacy and Witbeck, Inc. (SWI) achieved Substantial Completion of all Milestones in October 2019.

- ST is currently awaiting final billing to proceed with closeout activities.

Closely Monitored Issues

- Nothing to report.

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)	\$ 75,454,611
Percent Complete	100.0%
Authorized Contingency	\$ 10,718,393
Contingency Drawdown	\$ 4,017,015
Contingency Index	2.67

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

Current Progress

The N830 Contractor, Mass Electric Construction Co. (MEC) achieved substantial completion in August 2021. MEC is continuing work in the areas below:

- Performed punch list work at U District Station (UDS).
- Performed punch list work at Roosevelt Station (RVS).
- Performed punch list work at Northgate Station (NGS).

Closely Monitored Issues

- None to report.

Cost Summary

Present Financial Status	Amount
N830 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$ 104,660,444
Change Order Value	(\$ 127,045)
Current Contract Value	\$ 104,533,398
Total Actual Cost (Incurred to Date)	\$ 102,748,798
Percent Complete	99.7%
Authorized Contingency	\$ 7,233,022
Contingency Drawdown	(\$ 127,045)
Contingency Index	-57.0

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

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/Project Development
Budget	\$125.7 Million for Preliminary Engineering Phase 1—Alternative Development Phase 2
Schedule	Target Dates: Tacoma Dome Station, 2032 Parking at South Federal Way & Fife, 2038



Map of Tacoma Dome Link Extension.

Key Project Activities

Major activities are highlighted below. Additional activities for this report period can be found on the following report pages.

Tacoma Dome Link Extension (TDLE)

- Continued production of the DEIS.

Operations and Maintenance Facility South (OMF South)

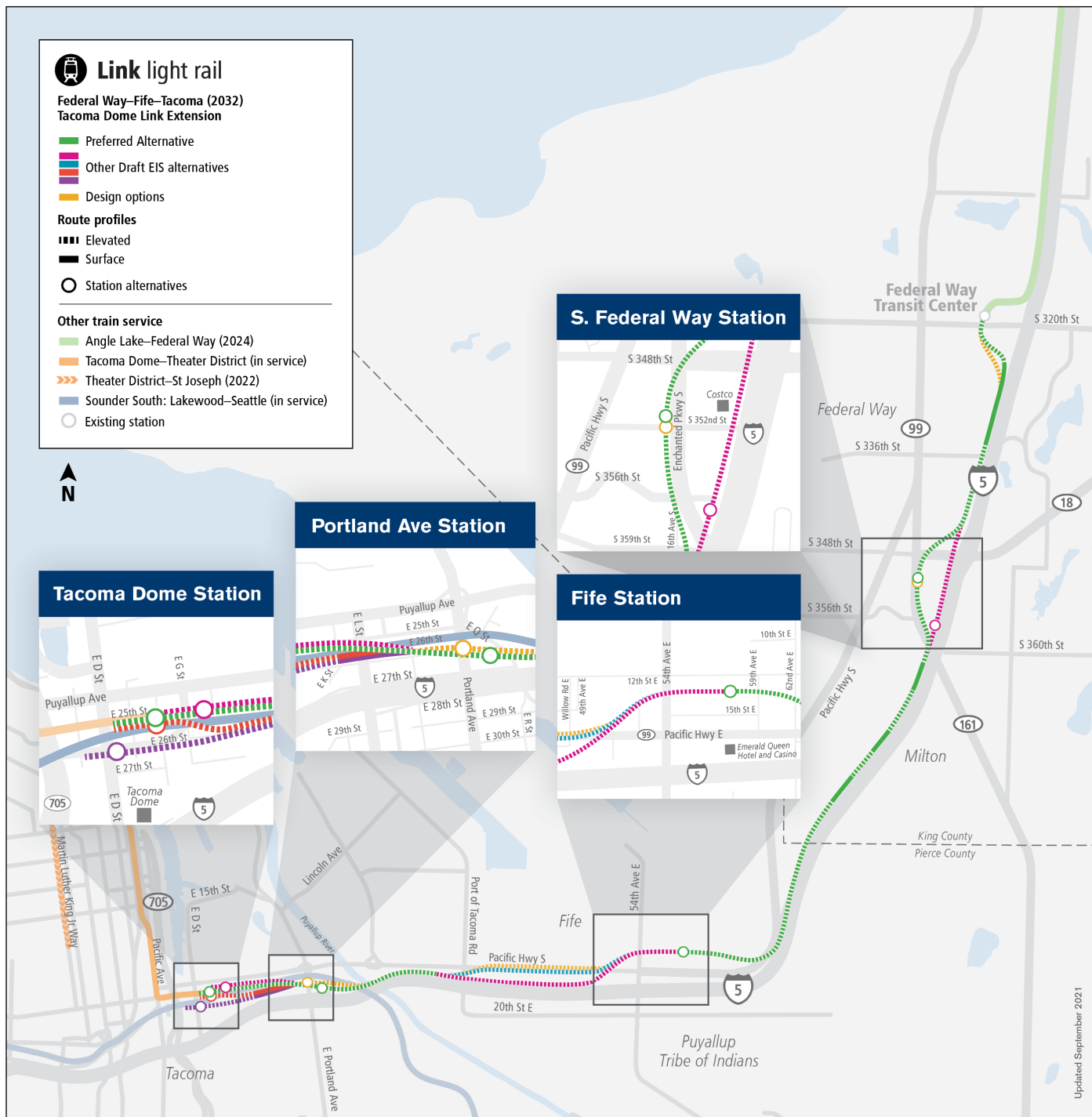
- Presentation to ST Board, resulting in approval of South 336th Street as Preferred Alternative (PA).

Link Light Rail Tacoma Dome Link Extension



Project Map

Graphic below depicts addition detail of the project route and station alignments being considered.



Link Light Rail Tacoma Dome Link Extension



Project Cost Summary

The Tacoma Dome Link Extension and OMF South project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit’s budget Work Breakdown Structure (WBS). The second table summarizes costs in accordance with the FTA’s Standard Cost Categories (SCC) format. The figures in both tables are shown in millions. Project expenditure year to date is 41% less than the planned budget year to November.

The major variances are observed in Administration, PE, and Third Party phases. Selection of an OMF South preferred alternative by the ST Board was pushed out from May to December 2021, and as a result of this postponement, ST staff and consultant burn rates were reduced, and planned Third Party review efforts were pushed back to align with the new deliverable dates. Also in ROW phase, fewer property owners were briefed than expected by Community Engagement.

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	\$14.8	\$14.8	\$26.8	\$0.0
Preliminary Engineering	\$87.1	\$50.5	\$35.9	\$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	\$2.9	\$0.8	\$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	\$0.5	\$5.4	\$0.0
Total	\$125.7	\$69.2	\$52.0	\$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	\$0.5	\$4.4	\$0.0
80 Professional Services	\$114.4	\$68.2	\$51.5	\$114.4	\$0.0
90 Unallocated Contingency	\$6.9	\$0.0	\$0.0	\$6.9	\$0.0
Total (10 - 90)	\$125.7	\$69.2	\$52.0	\$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 monitor 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 Q4 2021 risk review workshop was held in December 2021. The following are the top project wide risks:

- Encounter artifacts and/or human remains (tribal) during construction causing major delays and/or need to change alignment.
- Contaminated soil and/or groundwater are discovered during OMF South construction resulting in increased costs (applies to all sites).
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements (i.e.- Construction type challenges), thus increasing project costs.
- OMF South 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.
- Close to Sounder alignment options have substantial impact on Tacoma Link, Sounder, Amtrak, PS Transit, ST Express, and Greyhound operations.
- Delays caused by local AHJ reviews.
- City of Tacoma requests pedestrian bridge crossing I5 in East Tacoma (Portland Ave. station) which was not included in ST3 scope assumption.
- Community concerns and comments result in delays to design approval.
- The two alternative sites in Federal Way may require multiple road vacations. The city may require exceptional public benefit.
- 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.
- Unknown utility conflicts may be discovered during construction that can increase cost and delay schedule.
- New commercial development on affected parcels drives the ROW cost higher.

Tacoma Dome Link Extension

Current Progress

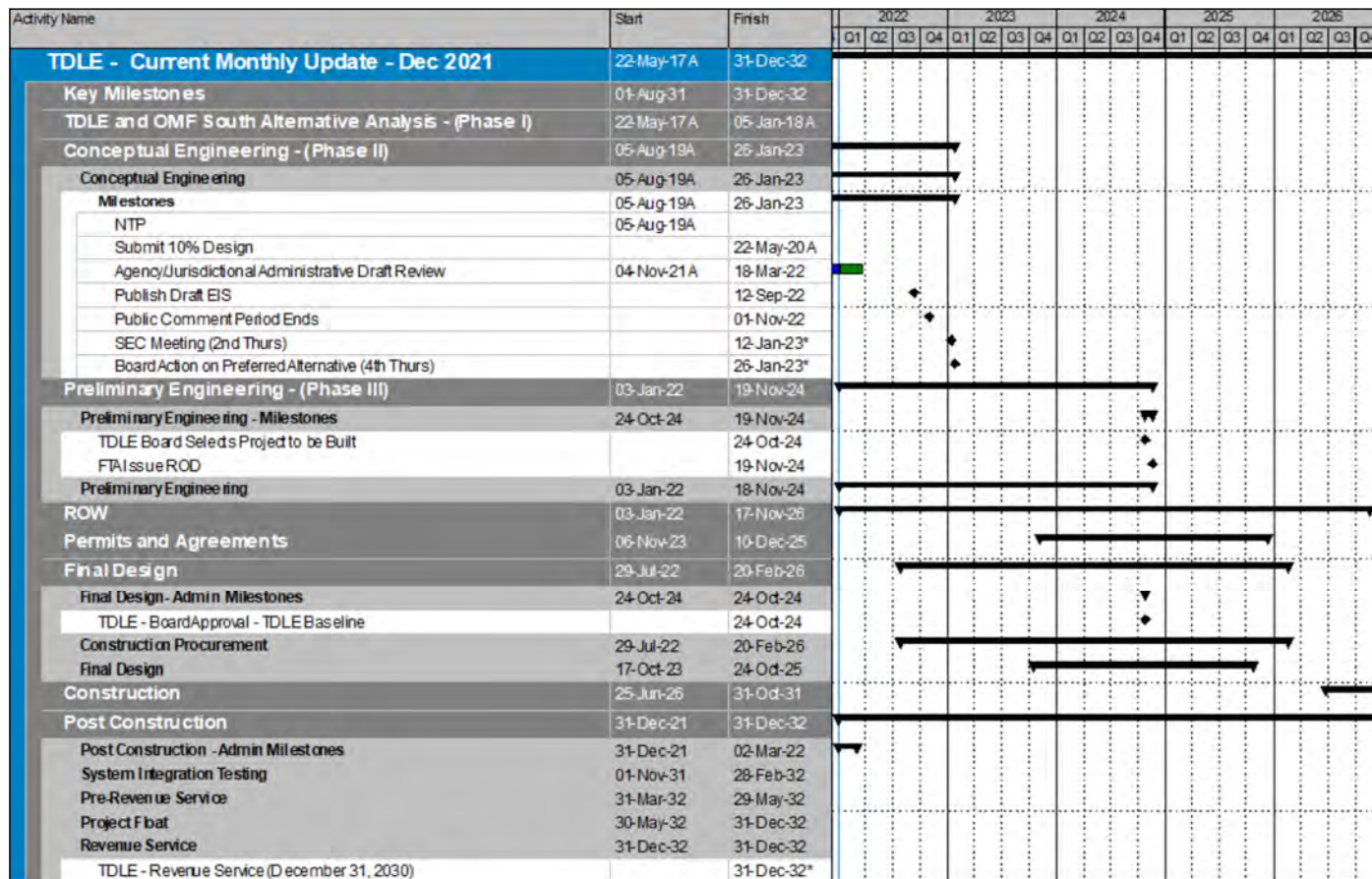
- Continued collaboration with the City of Federal Way regarding Code Amendment language related to parking requirements.
- Continued coordination with Bonneville Power Administration regarding reimbursement agreement.

Community Engagement

- Attended the regular City of Federal Way meeting (virtual meeting on 12/2)
- Attended the monthly City of Milton meeting (virtual meeting on 12/2)
- Attended the monthly City of Fife meeting (virtual meeting on 12/8)
- Attended the New Tacoma Neighborhood Council meeting (virtual meeting on 12/8)
- Attended the regular City of Federal Way meeting (virtual meeting on 12/22)

TDLE Project Schedule

Below is the summary schedule as of December 31, 2021. The project continues to forecast a publication of the Draft Environmental Impact Statement in Q3 2022 and ST Board Action on PA in Q1 2023.

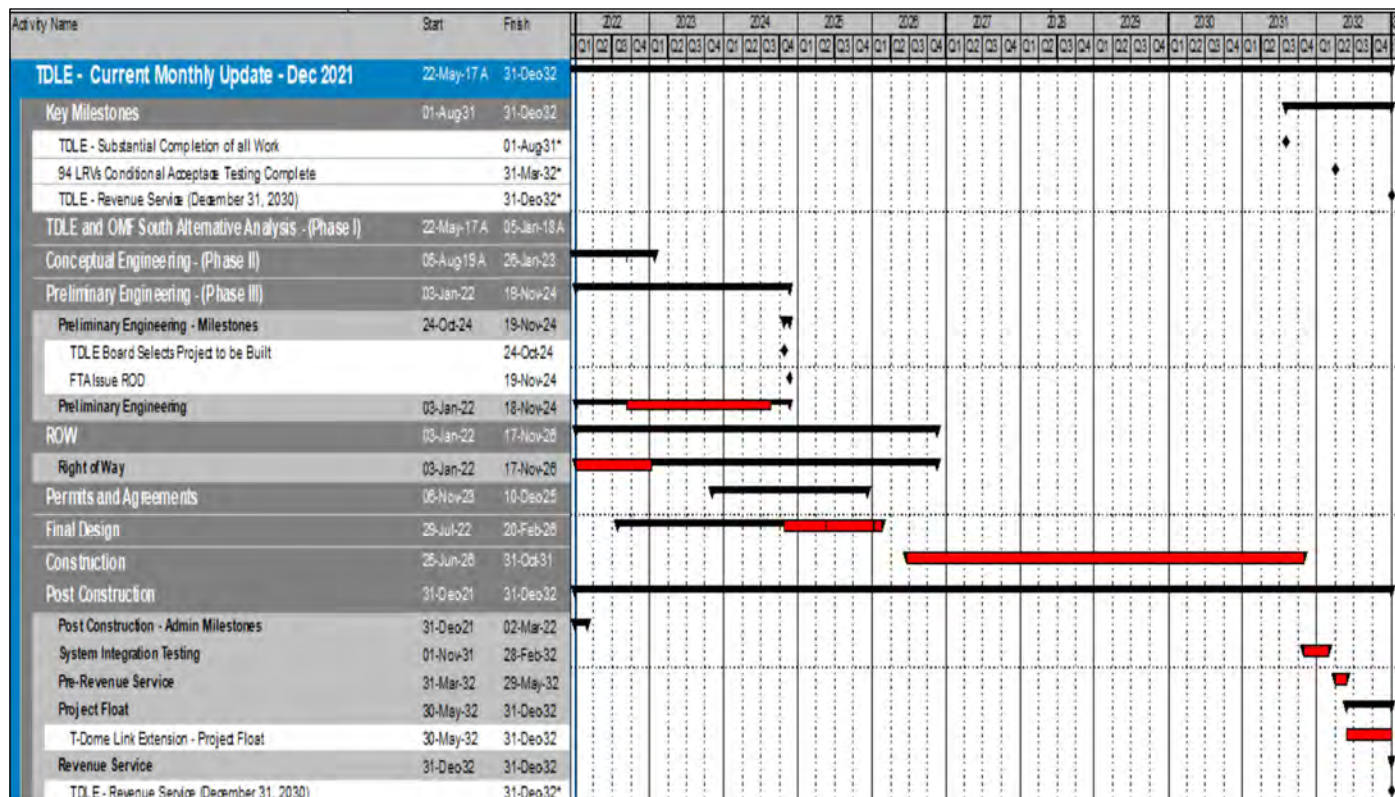


Link Light Rail Tacoma Dome Link Extension



TDLE Critical Path Analysis

This critical path for TDLE is running through Phase II publishing of the DEIS and ST Board Preferred Alternative identified. Any slippage to Phase II and Phase III could impact the Revenue Service target date completion of 2032 for TDLE.



Operations and Maintenance Facility South

Current Progress

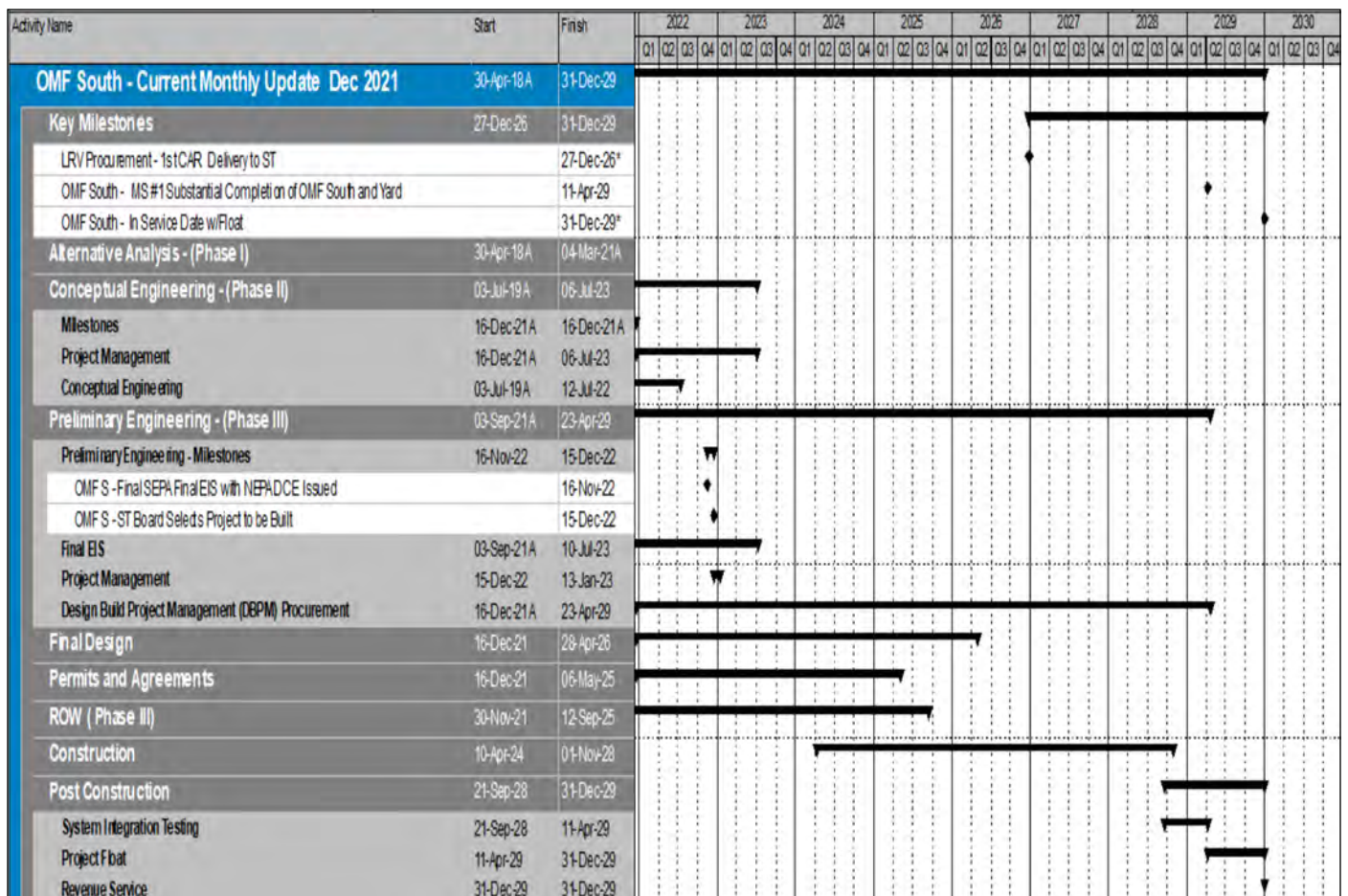
- Continuing negotiations with HDR on Phase III SOW, which is on the calendar for January CCB.
- Continued coordination with ST grants staff on the need for possible FTA reimbursement.

Community Engagement

- Attended the monthly City of Federal Way meeting (virtual meeting on 12/10)
- Hosted an Interagency Group meeting (virtual meeting on 12/21)

OMF South Project Schedule

Below is the summary schedule as of December 31, 2021. ST Board of Directors selected the Preferred Alternative on December 16, 2021.

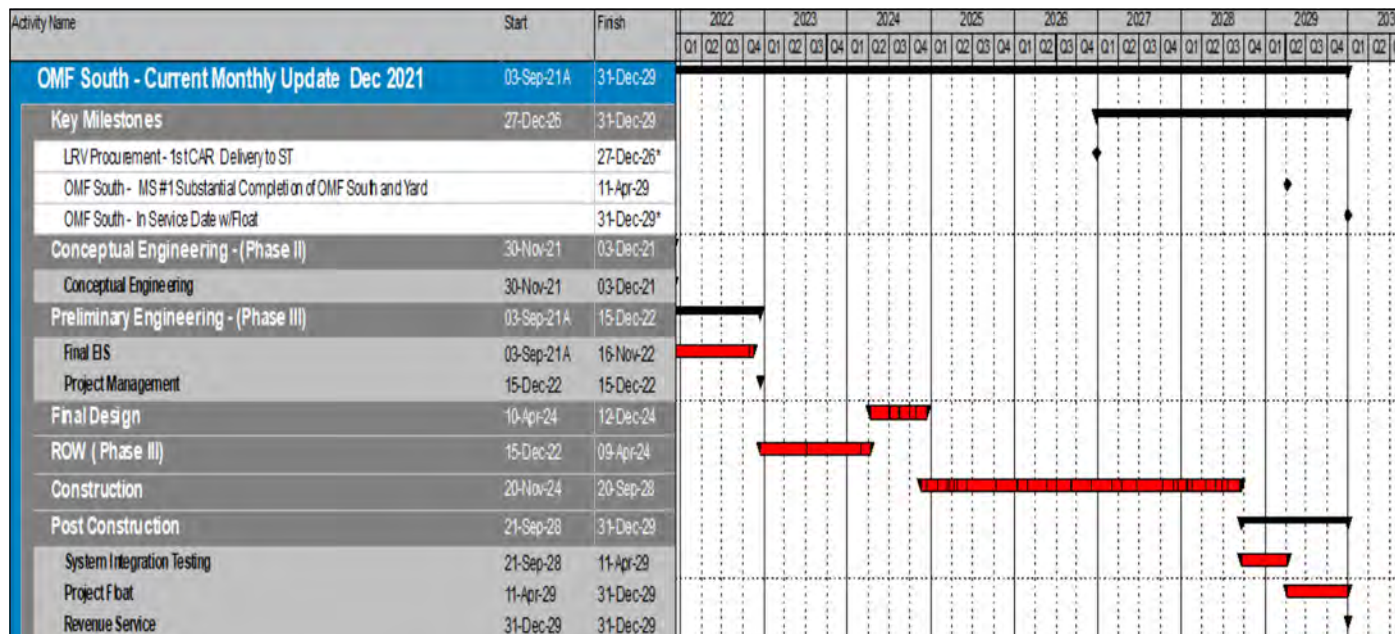


Link Light Rail Tacoma Dome Link Extension



OMF South Critical Path Analysis

This critical path for OMF South is running through Preliminary Engineering Final EIS effort and procurement of the Design Build Contractor.



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.

Project Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions	Board Approved	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
0	0	0	0	0	0

** 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.

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 expected to continue as board action on the preferred alternative was pushed out.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.0	19.1	(10.9)
Consultants	28.5	15.6	(12.9)
TOTAL	58.5	34.7	(23.8)

** 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
M-2021-81	Identify the Preferred Alternative for OMF South Final Environmental Impact Statement	12/16/2021

Link Light Rail West Seattle and Ballard Link Extensions



Project Summary

Scope

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.

West Seattle

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.

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

Ballard

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.

Phase

Planning

Budget

\$285.9 M through completion of Preliminary Engineering

Schedule

Target dates:

West Seattle Extension: 2032

Ballard Extension: 2037



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.
- Continued community engagement activities including kickoff meeting for Community Advisory Groups, property owner webinars, and briefings to community groups.
- 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	\$24.0	\$24.0	\$63.1	\$0.0
Preliminary Engineering	\$205.4	\$93.8	\$87.8	\$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	\$3.4	\$1.5	\$11.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$6.0	\$3.1	\$2.5	\$6.0	\$0.0
Total	\$285.9	\$124.3	\$115.7	\$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	\$3.1	\$2.5	\$5.0	\$0.0
80 Professional Services	\$263.4	\$121.2	\$113.3	\$263.4	\$0.0
90 Unallocated Contingency	\$17.5	\$0.0	\$0.0	\$17.5	\$0.0
Total (10 - 90)	\$285.9	\$124.3	\$115.7	\$285.9	\$0.0

Risk Management

Sound Transit has a vigorous risk management program and is committed to identifying, assessing, and monitoring risks and implementing risk reduction/mitigation actions. Risk Assessment for the West Seattle and Ballard Link Extensions Project is being conducted together with the Project Development 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 a 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;
- Budget risk due to higher current real estate costs and construction costs.

Community Engagement

- Continued outreach to property owners, including four group webinars for property owners and one individual property owner briefing.
- Participated in four briefings/events with communities along the project corridor to provide 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:
 - Alliance for Pioneer Square Coffee Break in Occidental Square, Dec. 8, 2021
 - KEXP, Dec. 9, 2021
 - Pacific Northwest Ballet, Dec. 13, 2021
 - SIFF Film Center, Dec. 14, 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-December 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	32.1	(2.2)
Consultants	50.0	36.7	(13.3)
TOTAL	84.3	68.8	(15.5)

** 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	

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.

December | 2021



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



Auburn Station Parking and 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.

Kent Station Parking and 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 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.

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.

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.

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.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Auburn Station Access Improvement	\$12.6	\$6.9	\$4.7	\$12.6	\$0.0
Kent Station Access Improvements	\$16.8	\$10.9	\$8.9	\$16.8	\$0.0
Lakewood Station Access Improvement	\$1.9	\$1.4	\$1.2	\$1.9	\$0.0
Puyallup Station Access Improvements	\$79.1	\$71.7	\$61.3	\$79.1	\$0.0
Sounder South Capacity Expansion	\$17.4	\$5.3	\$4.2	\$17.4	\$0.0
South Tacoma Station Access Improvements	\$1.5	\$1.1	\$0.9	\$1.5	\$0.0
Sumner Station Access Improvements	\$17.8	\$16.2	\$13.1	\$17.8	\$0.0
Total	\$147.1	\$113.4	\$94.2	\$147.1	\$0.0

Figures are shown in millions

Program Schedule

Schedule for select major Sounder projects are summarized below. Projects from the realignment process are not shown. ST is currently updating schedules with ST Board of Director's R2021-05 Realignment Decision.

Project Name	Start	Finish	2020					2021			2022		
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	
◆ South Corridor	01-May-15	16-Apr-22											
◆ Sounder Commuter Rail - South	01-May-15	16-Apr-22											
◆ Station Access - South	01-May-15	16-Apr-22											
◆ S300017 - Puyallup Station Access Improvements	01-May-15	16-Apr-22											

Sounder Commuter Rail Auburn Station Parking and 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/Enter Design & Construction

Budget \$12.6 Million

Schedule Target Date: 2025



Improving access to Sounder Auburn Station

Key Project Activities

- Re-appraisals for full property acquisition complete and real estate is developing the condemnation package. Continued appraisals for Temporary Construction Easements (TCEs).
- Continue coordination with the City of Auburn to establish their level of involvement in the design-build procurement.
- Project director briefed the Sound Transit Board on project delivery strategy for Sumner, Kent and Auburn 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.

This period expenditures increased by \$120K. The incurred cost increased from \$4.54M to \$4.65M. The majority of this period’s costs are attributed to staff costs, design-build project management activities, 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	\$1.8	\$1.8	\$2.4	\$0.0
Preliminary Engineering	\$3.4	\$2.7	\$2.6	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$2.0	\$0.1	\$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	\$0.5	\$0.1	\$3.8	\$0.0
Total	\$12.6	\$6.9	\$4.7	\$12.6	\$0.0

Sounder Commuter Rail Auburn Station Parking and 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 February 2022.

The following are the top project wide risks:

- Complexity of property acquisition resulting in a delay to the start of construction
- New building codes impact the project (seismic requirements)
- Additional scope and project change requests from stakeholders

Project Schedule

Sound Transit continues to work on some schedule adjustments combining Auburn and Kent schedules into one contract unit.

The project team has engaged the current design-build project management (DBPM) team to help development of the Design-Build Project Requirements, issuance of the Design-Build Procurement Request for Qualifications and Baseline. QRA session is expected Q1/2022. Baseline Approval is planned to be in Q2/2022 and Design Build NTP in Q2/2023.

Other activities underway include initiating property appraisal and condemnation activities, completion expected Q4 2023.

Phase III Approval of Project Baseline - Phase Gate 4 is planned for Q2 2022.

Activity ID	Activity Name	Start	Finish	2022				2023				2024				
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S300041 - Auburn Station Access Improvements - DB Master Schedule																
Preliminary Engineering (Phase III) - Auburn																
ASA.BL.1180	ST Board Approves Project Baseline - Phase Gate 4 - Auburn	26-May-22	26-May-22													
Administration																
VE Workshop																
Permits and Agreements - Auburn																
Right of Way - Auburn																
Design-Build Project Management (DBPM)/Construction Services - Auburn																
Design-Build Contract (DB) - Auburn																
Design-Build Contract-Procurement																
CCB Approvals																
PM Inputs																
Prepare and Finalize RFQ																
RFQ Solicitation Period																
SOQ Evaluation and Selection																
RFP Phase																
ST Board Path																
Design-Build Contract-Design and Construction																
Const - Misc / Other / Env Mitigation																
Post Construction - Auburn																

Community Engagement

- We are planning for a garage visual design workshop in Q1 2022 and an online open house in Q2.

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.

This month the project focused on packaging and evaluating cost saving strategies regarding the Kent, Auburn, and Sumner Station garages. The variance between the planned and actual FTE figures is the result of the project being on hold pending Board Realignment process. The actual FTE monthly average will be ramping up to planned levels into 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.6	1.8	(1.8)
Consultants	3.0	0.3	(2.7)
TOTAL	6.6	2.1	(4.5)

** 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 Kent Station Parking and 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 Target Date: 2025



Improving access to Sounder Kent Station

Key Project Activities

- Continue negotiations with the City of Kent to execute a Development Agreement
- Continued coordination with King County Metro to determine the requirements for a bus layover to be incorporated into the project.
- Project Director briefed the Sound Transit Board on project delivery strategy for Sumner, Kent and Auburn.

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 \$3.2M. The incurred cost increased from \$5.68M to \$8.90M. The majority of this period’s costs are attributed to staff costs, design-build project management activities, 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	\$2.7	\$2.0	\$1.9	\$2.7	\$0.0
Preliminary Engineering	\$3.4	\$2.7	\$2.7	\$3.4	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$2.0	\$1.9	\$0.2	\$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	\$4.3	\$4.1	\$8.2	\$0.0
Total	\$16.8	\$10.9	\$8.9	\$16.8	\$0.0

Sounder Commuter Rail Kent Station Parking and 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 February 2022.

The following are the top project wide risks:

- Real Estate: Higher than anticipated cost or time required to purchase specific parcels for the realigned of Railroad Avenue.
- Geotechnical: Discovery of previously unknown contaminated soils underneath existing building.

Project Schedule

Sound Transit continues to work on making some schedule adjustments and Schedule activities for which a funding agreement, contract, statement of work, or similar commitment has been executed are shown below.

The project team has engaged the current design-build project management (DBPM) team to help develop Design-Build Project Requirements, issuance of the Design-Build Procurement Request for Qualifications and Baseline.

Other activities underway include initiating property appraisal and condemnation activities, negotiating the development agreement with the City of Kent. As well as negotiating the King County Metro agreement and contribution for bus layover accommodation expected in Q2 2022. QRA session is expected Q1 2022.

Phase III Board Approval of Baseline is planned for Q2 2022.

Activity ID	Activity Name	Start	Finish	2022				2023				2024				
				Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
S300035 - Kent Station Access Improvements - DB Master Schedule																
▣	Preliminary Engineering (Phase III)	01-Oct-21 A	26-May-22	█	█	█	█									
+	Administration	01-Oct-21 A	26-May-22	█	█	█	█									
+	VE Workshop	01-Apr-22	09-May-22			█										
+	Permits and Agreements	02-Jan-20 A	16-Oct-22	█	█	█	█									
+	Right of Way	11-Dec-20 A	28-Nov-23	█	█	█	█	█	█							
+	Design/Build Project Management (DBPM)/Construction Services - Kent	03-Dec-20 A	31-Dec-25	█	█	█	█	█	█							
▣	Design-Build Contract (DB) - Kent	15-Mar-22	31-Dec-25			█	█	█	█	█	█					
▣	Design-Build Contract-Procurement	15-Mar-22	22-Feb-23			█	█	█	█							
+	CCB Approvals	15-Mar-22	15-Mar-22			▼										
+	PM Inputs	16-Mar-22	24-Mar-22			▼										
+	Prepare and Finalize RFQ	25-Mar-22	22-Apr-22			▼										
+	RFQ Solicitation Period	20-Apr-22	20-May-22			▼										
+	SOQ Evaluation and Selection	23-May-22	14-Jul-22			▼										
+	RFP Phase	01-Jun-22	09-Dec-22			▼	█	█	█							
+	ST Board Path	15-Dec-22	22-Feb-23							▼						
+	Design-Build Contract-Design and Construction - Kent	16-May-23	31-Dec-25									█	█	█	█	█
+	Post Construction December 2021	01-Jan-26	31-Dec-26													

Community Engagement

- We are planning community engagement around garage visual design for spring of 2022.

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.

This month the project 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 variance between the planned and actual FTE figures is the result of the project being on hold pending Board Realignment process. The actual FTE monthly average will be ramping up to planned levels into 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.0	1.9	(3.1)
Consultants	3.0	0.4	(2.6)
TOTAL	8.0	2.3	(5.7)

* 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.	

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 Target Date: 2030



Lakewood Station in Pierce County.

Key Project Activities

- Finalized a final report for Phase 1—Alternatives Analysis
- Finalized a list of recommended potential improvements and possible alternates to be evaluated in conceptual engineering and environmental review phase



Lakewood Station Garage



Lakewood Station Passenger Platform Access

Sounder Commuter Rail Lakewood Station Access Improvements



Project Cost Summary

The project cost is summarized below. The table summarizes costs in accordance with Sound Transit’s budget Work Breakdown Structure (WBS).

This period expenditures increased by \$36K 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	\$0.4	\$0.4	\$0.5	\$0.0
Preliminary Engineering	\$1.0	\$0.7	\$0.5	\$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	\$0.3	\$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	\$1.4	\$1.2	\$1.9	\$0.0

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

Risk Management

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

The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update is scheduled for January 2022. Since the project is in early planning, we will learn more about potential risks at the next phase of design.

The following are the top project wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays to the schedule.
- There may be too many recommendations that exceed the financial plan budget and schedule.

Sounder Commuter Rail Lakewood Station Access Improvements



Project Schedule

Sound Transit has made schedule adjustments and Schedule activities for which a funding agreement, contract, statement of work, or similar executed commitment are shown below.

Phase 1 - Alternative Development NTP was issued in December 2020. The consultant has completed Task 4 - Alternative Refinement and Identification of Preferred Alternatives and is currently finalizing Task 3 - Public Involvement. Task 5 - Alternative Refinement & Identification of Preferred Alternatives is also being finalized.

Board Identification of Preliminary Preferred Alternatives is expected end of Q1 2022.

Activity Name	Start	Finish	2022				2023				2024						
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
Lakewood Station Access Improvements	18-Feb-20 A	31-Dec-30															
Preliminary Engineering	18-Feb-20 A	27-Feb-25															
Phase I - Alternative Analysis	18-Feb-20 A	24-Mar-22															
Alternative Analysis Admin	18-Feb-20 A	05-Aug-21 A															
Alternative Analysis Procurement	25-Sep-20 A	04-Dec-20 A															
Alternative Analysis	01-Oct-20 A	24-Mar-22															
Prepare Cost Estimate	01-Oct-20 A	15-Oct-20 A															
Submit Cost Estimate	16-Oct-20 A	30-Oct-20 A															
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20 A	04-Dec-20 A															
Alternatives Development	04-Dec-20 A	31-Jan-22															
Board Identifies DEIS Alts. & Prelim Preferred Alt.	24-Feb-22	24-Mar-22															
Phase II - Conceptual Engineering	24-Mar-22	25-Jan-24															
Phase III - Preliminary Engineering	26-Jan-24	27-Feb-25															
Right of Way	01-Dec-21	30-Nov-23															
Final Design	28-Feb-25	02-Jul-27															
Construction	03-Jul-27	28-Aug-29															
Post Construction	29-Aug-29	31-Dec-30															

Community Engagement

- We finalized a Community Engagement Summary to share what we heard during the October outreach. We published this on the project website and publicized it on the project listserv.

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 as the project initiation and initial identification of improvements took less effort than planned. Staffing is anticipated to grow to planned levels the evaluation of the improvements gets underway.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	2.2	1.5	(0.7)
Consultants	2.1	1.6	(0.5)
TOTAL	4.3	3.1	(1.2)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail Puyallup Station Access Improvements



Project Summary

Scope The project is to improve access to the existing Puyallup Sounder station for Sounder riders, bicyclists, bus riders, and drivers.

The project includes a new 500-space parking garage, new surface parking with approximately 165 spaces, and includes a pedestrian bridge over 5th Street Northwest.

Phase Final Design and Construction

Budget \$79.1 Million

Schedule Open for Service: Q4 2022



Improving access to Sounder Puyallup Station

Key Project Activities

- Update of project schedule is underway following City approval of design package.
- Installation of garage and abutment elevator equipment.
- Fire protection/drainage pipes, electrical energization activities, and installation of guard rails continue.
- Continued containment setup for painting of garage interior.
- Continued curtain wall and tension mesh installation.
- Planning for Phase Gate 5 Enter Operations action continue.
- Conducted a quantitative risk analysis (QRA) workshop for project completion

Closely Monitored Issues

- Coordination of work with BNSF and the City of Puyallup to execute off site intersection and signal improvements
- Replacement of intersection signal cabinet and signal pole fabrication and delivery timelines.
- Aligning internal ST resources to successfully complete close out process and turn over to Operations / Facilities.
- Project continues to track and monitor increasing cost and schedule pressures.

Sounder Commute 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 \$3.6M. The incurred cost increased from \$57.7M to \$61.3M. The majority of this period's costs are attributed to staff costs, construction management services, and \$2.6M 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	\$4.1	\$4.1	\$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	\$4.0	\$5.1	\$0.0
3rd Party Agreements	\$2.2	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0
Construction	\$58.4	\$60.0	\$53.7	\$44.2	\$60.0	\$0.0
ROW	\$5.6	\$6.6	\$6.6	\$6.4	\$6.6	\$0.0
Total	\$79.1	\$79.1	\$71.7	\$61.3	\$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	\$29.1	\$26.5	\$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	\$8.6	\$6.0	\$10.0	\$0.0
50 Systems	\$0.0	\$4.3	\$2.3	\$1.6	\$4.3	\$0.0
Construction Subtotal (10 - 50)	\$48.0	\$45.5	\$40.0	\$34.1	\$45.5	\$0.0
60 Row, Land	\$5.4	\$6.6	\$6.6	\$6.4	\$6.6	\$0.0
80 Professional Services	\$22.0	\$25.8	\$24.9	\$20.8	\$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	\$71.7	\$61.3	\$79.1	\$0.0

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. This period the AC was reduced by \$158K due to increased level of staff effort and an executed change order for the S300017 contract.

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

Contingency Status (Monthly)

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$4.6	5.8%	\$0.0	0.0%
Allocated Contingency	\$6.3	8.0%	\$4.5	25.4%
Unallocated Contingency	\$3.7	4.7%	\$1.0	5.9%
Total:	\$14.6	18.4%	\$5.6	31.3%

Contingency by Type

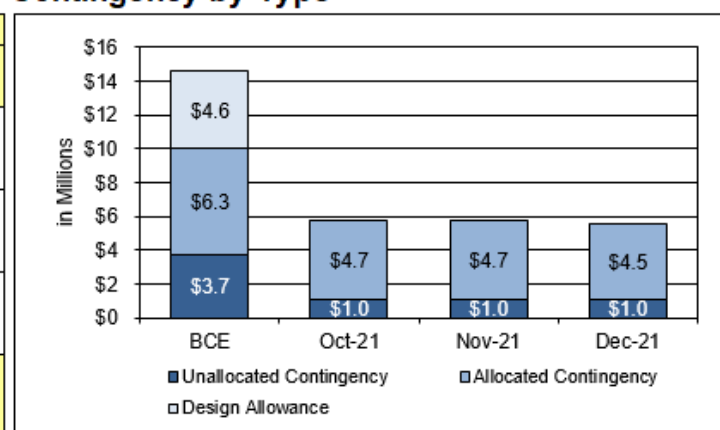


Table figures are shown in millions.

Risk Management

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

The project team conducts quarterly risk management workshops to identify, update, and monitor potential risks during design and construction. The project team reviewed and updated the risk register in December 2021. The next risk register update is scheduled for March 2022.

The following are the top project wide risks:

- Additional unknown schedule impacts after ordering of long lead items required for the completion of off site intersection work (signal heads & poles) was delayed by extended permit approval process.
- Coordination of the BNSF, Design Builder and City of Puyallup to execute off-site improvements (Intersection and Signal upgrades) in a timely manner.
- Transition to Operations is impacted by terms being negotiated over use of parking during off hours with City. Terms for parking during off hours need to be reached between parties before Transition to Operations/Garage Opening.

Sounder Commute Rail Puyallup Station Access Improvements



Project Schedule

This month the weighted percent complete is 83.8%. Notice to Proceed 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 is under review. The contractor is currently dealing with design delays due to changes to proposed traffic mitigation and is looking at possible mitigation for these impacts. Parking Garage completion is currently projected for May of 2022 which is approx. 4 months behind but open for service may be constrained by the traffic mitigation design delays that are pushing project completion into Q4 2022.

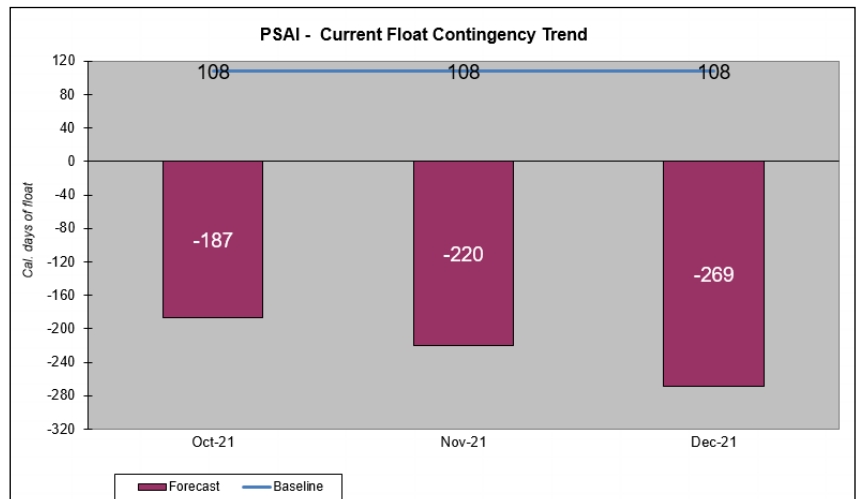
Activity Name	Start	Finish	2018				2020				2021				2022				
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit	01-May-15 A	10-Jan-23																	
Sound Transit 2	01-May-15 A	10-Jan-23																	
South Corridor	01-May-15 A	10-Jan-23																	
Sounder Commuter Rail - South	01-May-15 A	10-Jan-23																	
Station Access - South	01-May-15 A	10-Jan-23																	
S300017-Puyallup Station Access Improvements - DB	01-May-15 A	10-Jan-23																	
S300017-Puyallup Station Access Improvements - PE	01-May-15 A	20-Mar-19 A																	
S300017-Puyallup Station Access Improvements - ROW	05-Jul-16 A	31-Mar-21 A																	
S300017-Puyallup Station Access Improvements - Permits & Third Party Agreements	15-Jul-16 A	25-Mar-21 A																	
S300017-Puyallup Station Access Improvements - Construction	17-Sep-18 A	10-Jan-23																	
S300017-Puyallup Station Access Improvements - Design/Build Project Management	17-Sep-18 A	10-Jan-23																	
S300017-Puyallup Station Access Improvements - Construction Procurement	17-Sep-18 A	26-Mar-20 A																	
S300017-Puyallup Station Access Improvements - DB Construction	26-Mar-20 A	10-Jan-23																	
S300017 - Puyallup Station Access and Improvements - Design/Build - Design and Construction	26-Mar-20 A	10-Jan-23																	
Milestones	26-Mar-20 A	10-Jan-23																	
Design	27-Mar-20 A	10-Nov-21 A																	
Construction	28-Mar-20 A	06-Nov-22																	
Professional Staff	08-Sep-20 A	22-Mar-22																	
Propose to Plan Change / Work / Deliver	13-Jul-20 A	15-Sep-22																	
Change Orders	22-Sep-20 A	25-Sep-22																	
S300017-Puyallup Station Access Improvements - Project Completion	01-Nov-21 A	06-Nov-22																	
S300017 - Puyallup Station Access and Improvements - Project Completion	01-Nov-21 A	06-Nov-22																	
Parking Garage Activation Tasks	01-Nov-21 A	24-Oct-22																	
Post Construction	06-Nov-22	06-Nov-22																	
Transition to Operations	06-Nov-22	06-Nov-22																	
Project Close	06-Nov-22	06-Nov-22																	
Open for Service	06-Nov-22	06-Nov-22																	

Project Float

The Puyallup station access improvements was baselined with 108 days of project float.

Currently, the project is currently calculated to miss the February 10, 2022 open for service date by 269 calendar days due to delays to traffic mitigation design and is reporting a Q4 2022 completion.

ST and the contractor are working diligently to reduce these impacts to the project. The parking garage and surface parking on-site construction is also falling behind this period and into the Q2 2022. The schedule update is currently under review.

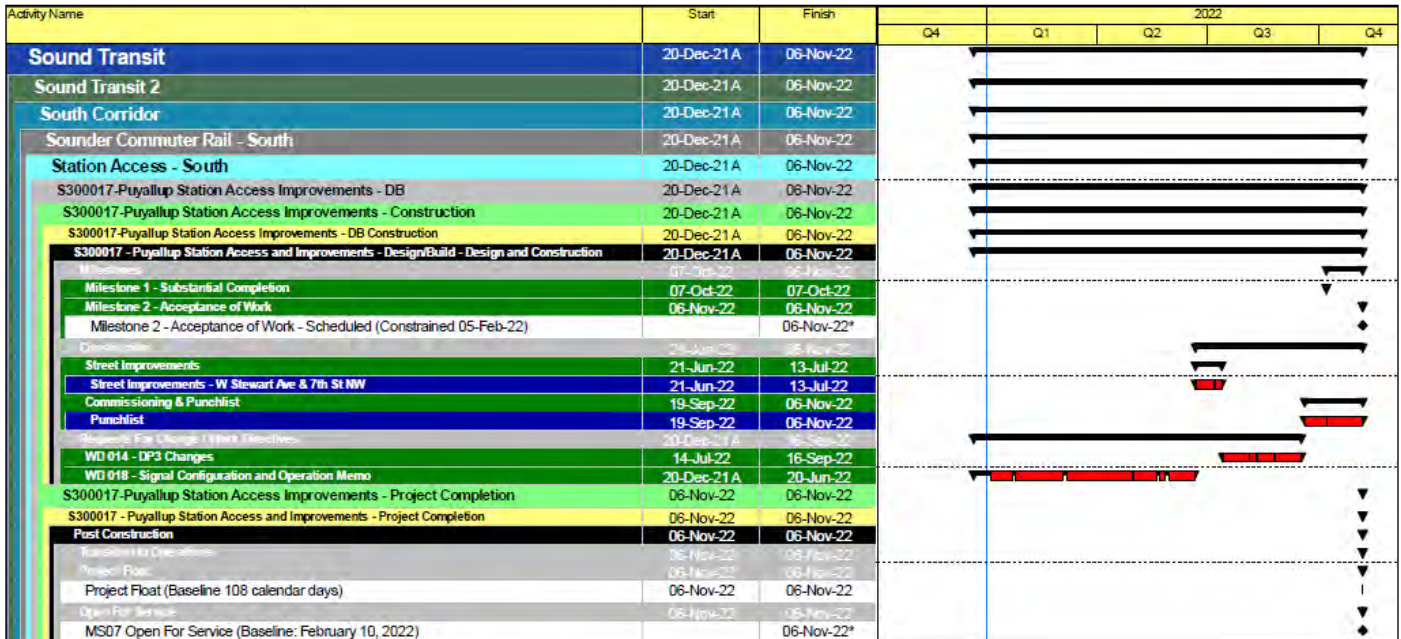


Sounder Commute Rail Puyallup Station Access Improvements



Critical Path Analysis

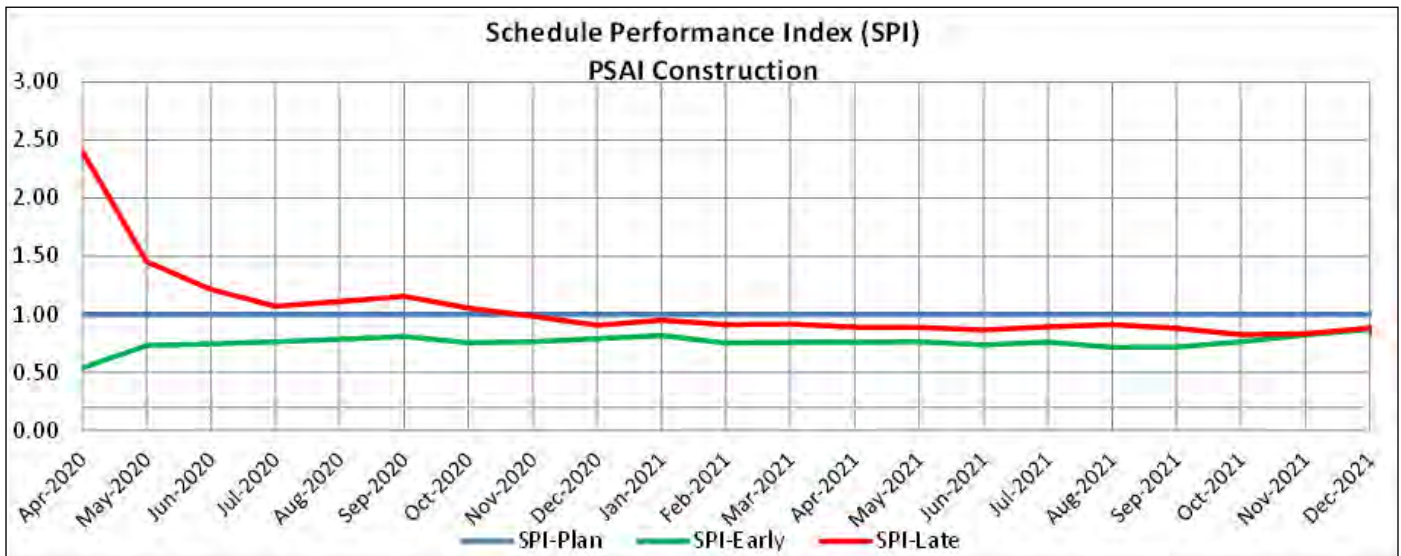
The critical path for the Puyallup is currently driven by the design delays to off site traffic mitigations. However, the work at the parking garage is forecasting completion in May of 2022. Delays due to supply chain issues are causing current impacts to the garage construction. We will continue to monitor the schedule and coordination with our Third Party partners on traffic mitigation.



Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.87 for this period, and the late SPI is at 0.88. An index under 1.0 indicates that the Contractor is behind.

The schedule continues to show some time impacts due to design and installation delays of off site traffic mitigations. The Contractor is working diligently to reduce these impacts to the project and identify as many opportunities as possible to try to recapture float on future work.



Community Engagement

- Monitored construction activities for impacts to community and issued one construction alert.

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	7.0	(0.5)
TOTAL	14.8	13.4	(1.4)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Sounder Commute Rail Puyallup Station Access Improvements



Construction Safety

Data/Measure	December 2021	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	2	2
Days Away From Work Cases	0	1	1
Total Days Away From Work	0	32	32
First Aid Cases	0	4	4
Reported Near Mishaps	0	5	5
Average Number of Employees on Worksite	48	-	-
Total # of Hours (GC & Subs)	7,675	76,631	78,939
OSHA Incident Rates	December 2021	Year to Date	Project to Date
Recordable Injury Rate	0.00	5.22	5.07
LTI Rate	0.00	2.61	2.53
Recordable National Average	2.80		
LTI National Average	1.10		
Recordable WA State Average	5.70		
LTI WA State Average	2.00		
Note: Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. All previous months' numbers are reconciled and replaced with actuals.			

Sounder Commuter Rail Sounder South Capacity Expansion



Program 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 complete and includes a program of proposed capital projects.

Phase Planning

Budget \$17.37 Million

Schedule Target Dates: 2036-2046, varies by Program Element



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

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
- **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 Level 1 evaluation of potential improvements to access and pedestrian flow.
- 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 outreach 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

- Revising draft alternatives analysis report to reflect comments received by BNSF and the City of Auburn about options to extend platforms at Auburn Station to accommodate 10-car trains.

Community Engagement

- No community outreach 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 \$100K 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	\$1.8	\$1.8	\$3.9	\$0.0
Preliminary Engineering	\$12.1	\$3.0	\$2.0	\$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
Third Party Agreements	\$1.1	\$0.5	\$0.4	\$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	\$17.4	\$5.3	\$4.2	\$17.4	\$0.0

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

Sounder Commuter Rail Sounder South Capacity Expansion



Project Schedule

Sound Transit has made schedule adjustments and schedule activities with funding agreement, contract, statement of work, or similar executed commitment are shown below.

The second Mainline Track Study and Report was finalized and completed on July 28, 2021. The team is currently working on Task 3 - Public Involvement, Task 4 - Alternative Development & Screening and on Task 5 - Alternative Refinement.

Selecting and Approving Preferred Alternatives for King St. Station and Auburn are expected to be completed Q3 2022.

Activity Name	Start	Finish	2020				2021				2022			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sounder South - Platform Extensions - Master Schedule	13-Jun-18 A	31-Dec-36												
Sounder South Platform Extensions	13-Jun-18 A	31-Dec-36												
Alternative Analysis - (Ph - I)	13-Jun-18 A	28-Jul-22												
Alternative Analysis Procurement	13-Jun-18 A	18-Nov-18 A												
Alternative Analysis	18-Nov-18 A	28-Jul-22												
SDIP Second Mainline Feasibility Study	22-Jan-21 A	28-Jun-21 A												
Auburn Platform Alternative Analysis	15-Feb-21 A	21-Jan-22												
Phase I - CE and Scoping	18-Nov-18 A	13-Jun-22												
King St. Station - Platform Improvements	05-Feb-21 A	13-Jun-22												
Board Identifies NEPA/DCE Alternatives & Preliminary LPA	28-Jul-22	28-Jul-22												
Conceptual Engineering/Environmental - (Ph - II)	22-Jan-22	30-Aug-24												
Right of Way	27-Jun-25	22-Feb-27												
Preliminary Engineering - (Ph - III)	31-Aug-24	24-Jul-25												
Final Design	08-Apr-25	18-May-27												
Construction	19-May-27	24-Feb-31												
Post Construction	25-Feb-31	31-Dec-36												

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 second risk management workshop to identify potential risks to the projects currently in alternatives analysis (King Street Station Platform Improvements and BNSF Platform Extensions). The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update will be in January 2022.

The following are the top project wide risks:

- Potential for increased scope of work to accommodate additional accessibility or safety features not originally included in the project template.
- Cost increases associated with right-of-way and potential mitigations resulting from negotiations with local jurisdictions and BNSF.

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 staffing variance is attributed to the majority of the SCCE Program’s activities being on pause during the capital program realignment process.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	7.7	3.2	(4.5)
Consultants	28.6	1.5	(27.1)
TOTAL	36.3	4.7	(31.6)

* 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.	

Sounder Commuter Rail South Tacoma 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, 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 \$1.5 Million

Schedule Target Date: 2030



South Tacoma Station in Pierce County

Key Project Activities

- Finalized a final report for Phase 1—Alternatives Analysis
- Finalized a list of recommended potential improvements and possible alternates to be evaluated in the conceptual engineering and environmental review phase



South Tacoma Station



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 \$40K 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	\$0.4	\$0.4	\$0.5	\$0.0
Preliminary Engineering	\$1.0	\$0.7	\$0.5	\$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
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$1.5	\$1.1	\$0.9	\$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.

The project team reviewed and updated the risk register in September 2021. The team will review and revise the register on a quarterly basis, the next risk register update is scheduled for January 2022. Since the project is in early planning, we will learn more about potential risks at the next phase of design.

The following are the top project wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays to the schedule
- There may be too many recommendations that exceed the financial plan budget and schedule

Sounder Commuter Rail South Tacoma Access Improvement



Project Schedule

Sound Transit has made schedule adjustments and Schedule activities for which a funding agreement, contract, statement of work, or similar executed commitment are shown below.

Phase 1 - Alternative Development NTP was issued in Dec 2020. Task 4 - Alternative Development and Screening has been completed. The consultant is currently finalizing Task 3 - Public Involvement and Task 5 - Alternative Refinement & Identification of Preferred Alternatives.

Board identification of Preliminary Preferred Alternatives is expected end of Q1 2022.

Activity Name	Start	Finish	2022				2023				2024						
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
South Tacoma Station Access Improve	18-Feb-20 A	31-Dec-30															
Preliminary Engineering	18-Feb-20 A	27-Feb-25															
Phase 1 - Alternative Analysis	18-Feb-20 A	24-Mar-22															
+ Alternative Analysis Admin	18-Feb-20 A	05-Aug-21 A															
+ Alternative Analysis Procurement	25-Sep-20 A	04-Dec-20 A															
Alternative Analysis	01-Oct-20 A	24-Mar-22															
Prepare Cost Estimate	01-Oct-20 A	15-Oct-20 A															
Submit Cost Estimate	16-Oct-20 A	30-Oct-20 A															
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	04-Dec-20 A	04-Dec-20 A															
Alternatives Development	04-Dec-20 A	31-Jan-22															
Board Identifies DEIS Alts. & Prelim Preferred Alt.	24-Feb-22	24-Mar-22															
Phase II - Conceptual Engineering	24-Mar-22	25-Jan-24															
Phase III - Preliminary Engineering	26-Jan-24	27-Feb-25															
Right of Way	16-Sep-24	15-Sep-26															
Final Design	28-Feb-25	02-Jul-27															
Construction	03-Jul-27	02-Oct-29															
Post Construction	03-Oct-29	31-Dec-30															
Project Completion	03-Oct-29	24-Oct-29															
Project Float	24-Oct-29	31-Dec-30															
Project Closing	31-Dec-30	31-Dec-30															

Community Engagement

- We finalized a Community Engagement Summary to share what we heard during the October outreach. We published this on the project website and publicized it on the project listserv.

Sounder Commuter Rail South Tacoma Access Improvement



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 will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.8	1.6	(0.2)
Consultants	2.1	1.7	(0.4)
TOTAL	3.9	3.3	(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.	

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 Target Date: 2025



Improving access to Sounder Sumner Station

Key Project Activities

- Updating design-build project requirements and contract documents for the upcoming design-build procurement
- Conducting property appraisals for Temporary Construction Easements,
- Project Director briefed the Sound Transit Board on project delivery strategy for Sumner, Kent and Auburn.

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 \$77K. 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	\$2.0	\$2.0	\$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	\$4.6	\$7.6	\$0.0
Construction	\$0.4	\$0.1	\$0.1	\$0.4	\$0.0
ROW	\$4.6	\$4.0	\$3.9	\$4.6	\$0.0
Total	\$17.8	\$16.2	\$13.1	\$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 mitigation plans.

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 February 2022.

The following are the top project wide risks:

- Schedule impacts if Third Party Agreements not finalized before contract award.
- Remediation of contamination (Soil &/or Water) could impact project cost and schedule.
- Environmental-Risk of project delay due to Area of Potential Effect requiring updating before the start of construction.

Project Schedule

Team continues to modify the schedule in preparation for the upcoming QRA risk management session. Schedule activities with funding agreement, contract, statement of work, or similar commitment has been executed are shown.

Project procurement documents are complete. Issuance of the Design-Build Request for Qualifications is anticipated in Q1 2022. Final agreements for parking construction are also expected Q1 2022.

The project is in the Preliminary Engineering Phase III. Design-build procurement and baseline the project activities will start Jan. 2022. Right-of-Way acquisitions are in progress and are forecast to be completed in advance of the area needed for the design-build contractor's construction activities. Upcoming milestones include Gate 4 Establish Baseline expected Q2 2022 and Notice to Proceed Expected Q4 2022.

Activity Name	Start	Finish	2022				2023				2024						
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
S300018 - Sumner Station Parking and Access Improvements	09-Sep-19 A	30-Jun-26															
Preliminary Engineering (Phase III)	01-Oct-21 A	26-May-22															
Administration	01-Oct-21 A	26-May-22															
MS01 ST Board Approves Project (Baseline) - Phase Gate 4	26-May-22	26-May-22															
Phase Gate 4 and Establish Project Baseline	01-Oct-21 A	16-May-22															
Permits and Agreements	09-Sep-19 A	01-Jan-22															
Right of Way	01-Jan-22	24-Mar-23															
Design-Build Project Management	03-Dec-20 A	09-Oct-25															
Design-Build Contract (DB)	11-Jan-22	30-Jun-26															
Design-Build Contract-Procurement	11-Jan-22	15-Dec-22															
CCB Approvals	11-Jan-22	11-Jan-22															
PM Inputs	12-Jan-22	21-Jan-22															
Prepare and Finalize RFQ	24-Jan-22	22-Feb-22															
RFQ Solicitation Period	23-Feb-22	25-Mar-22															
SOQ Evaluation and Selection	28-Mar-22	17-May-22															
RFP Phase	05-Apr-22	11-Oct-22															
ST Board Path	27-Oct-22	15-Dec-22															
Design-Build - Design and Construction	16-Dec-22	10-Nov-25															
Const - Misc / Other / Env Mitigation	16-Dec-22	09-Oct-25															
Post Construction	05-Oct-25	30-Jun-26															

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.

This month the project was focused on updating the design-build project requirements and contract documents. The variance between the planned and actual FTE figures is the result of the project being on hold pending Board Realignment process. The actual FTE monthly average will be ramping up to planned levels into 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.2	1.1	(5.1)
Consultants	0.0	0.0	0.0
TOTAL	6.2	1.1	(5.1)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report

Regional Express & STRIDE Programs

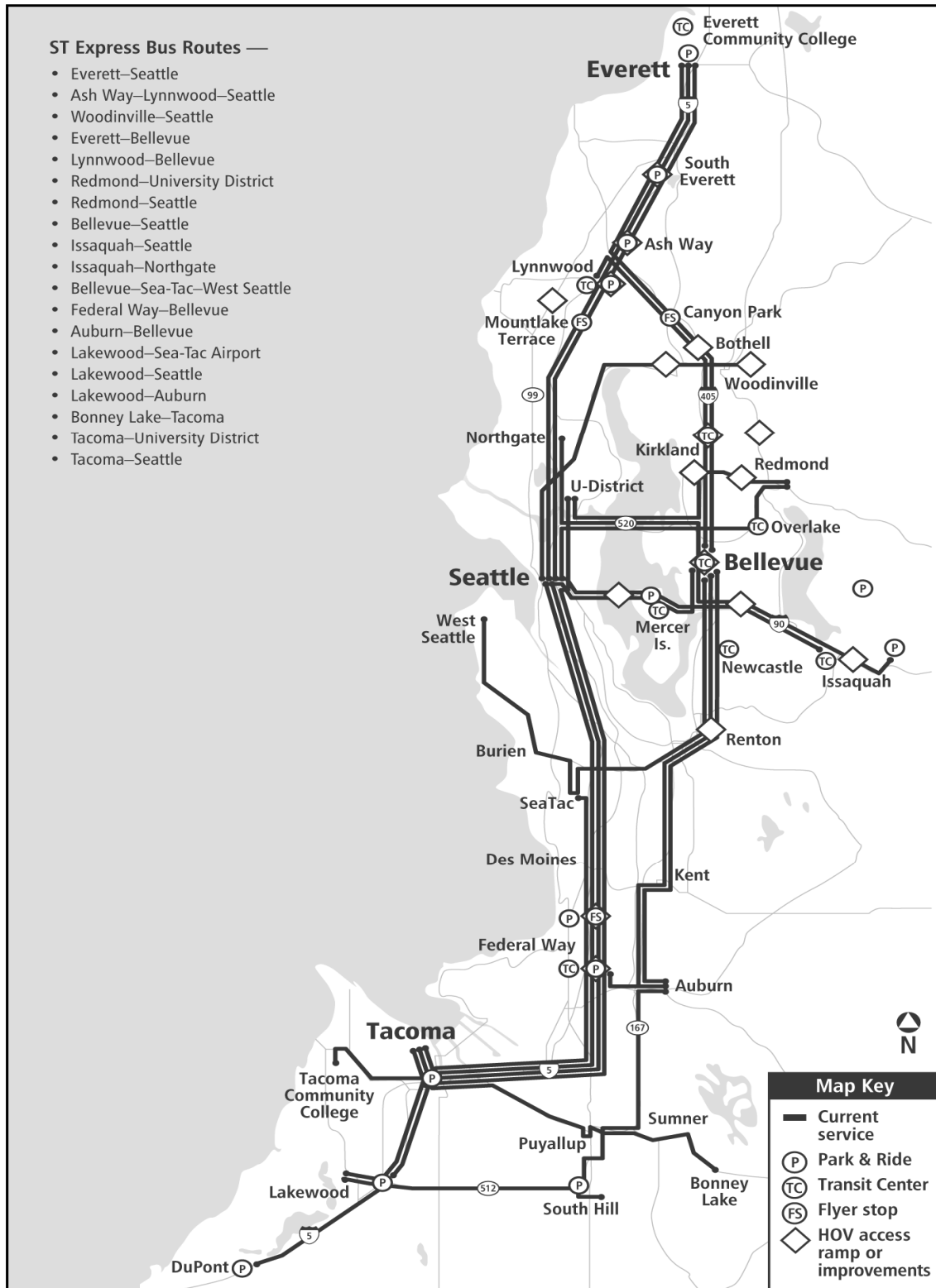


ST Express Bus routes connects major regional hubs throughout the three counties (King, Pierce, and Snohomish)

December | 2021



Regional Express & STRIDE Program Overview



ST Regional Express Bus Routes

Bus Base North: This project establishes the operations and maintenance facility necessary to support to support BRT operations. The Bus Base North will accommodate up to 120 buses to serve I-405 and SR 522/145th BRT and some ST Express routes.

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.

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.

Regional Express & STRIDE 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.

Project	Authorized Allocation	Commitment To Date	Incurred to Date	Estimated Final Cost	Authorized Allocation vs EFC
Bus Base North	\$48.7	\$40.1	\$38.7	\$48.7	\$0.0
I-405 Bus Rapid Transit	\$268.3	\$200.6	\$95.5	\$268.3	\$0.0
SR 522/NE 145th St Bus Rapid Transit	\$148.6	\$58.0	\$48.0	\$148.6	\$0.0
Total	\$465.6	\$298.7	\$182.2	\$465.6	\$0.0

Figures are shown in millions

Program Schedule

All projects within the Regional Express and STRIDE programs were part of the realignment process. Projects in the realignment process are not shown. *A graphic of the revised timelines will be displayed in a future update.*

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 and Preliminary Engineering
Budget	\$48.7 Million for Preliminary Engineering, Final Design, Property Acquisition and Third Party Coordination.
Schedule	Target Date: 2025



Map of Project Alignment

Key Project Activities

- Continued addressing Codes, Covenants and Restriction (CCRs) of the site that has been selected for the bus base at Canyon Park Business Center.
- The General Engineering Consultant (GEC) continued work to bring the conceptual design toward 15%.
- Continued working with ST Procurement and Contracts Division to issue request for proposals (RFP's) on Operating System as well as Operators procurements.
- Commenced work with the GEC on addressing the project schedule to align with the Board Realignment target schedule.

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 the project cost incurred increased by around \$30K. This is primarily due to Sound Transit staff time for \$60K, some progress in Final Design with the GEC for \$70K,

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	\$2.2	\$2.1	\$4.4	\$0.0
Preliminary Engineering	\$2.3	\$1.7	\$1.4	\$2.3	\$0.0
Final Design	\$0.0	\$1.0	\$0.1	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.2	\$0.1	\$0.0	\$0.2	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Right-of-Way (ROW)	\$41.8	\$35.2	\$35.0	\$41.8	\$0.0
Total	\$48.7	\$40.1	\$38.7	\$48.7	\$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 the project team’s responsibility to continuously monitor project status and associated risks. The team holds risk management workshops to identify and update the risk register on a quarterly basis.

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, additional construction funds to address soil concerns are recommended to be budgeted.
- Addressing the Business Park Codes, Covenants and Restrictions: performing additional noise and vibration analysis.
- The project delivery method is being readdressed to align with the Board Realignment schedule.

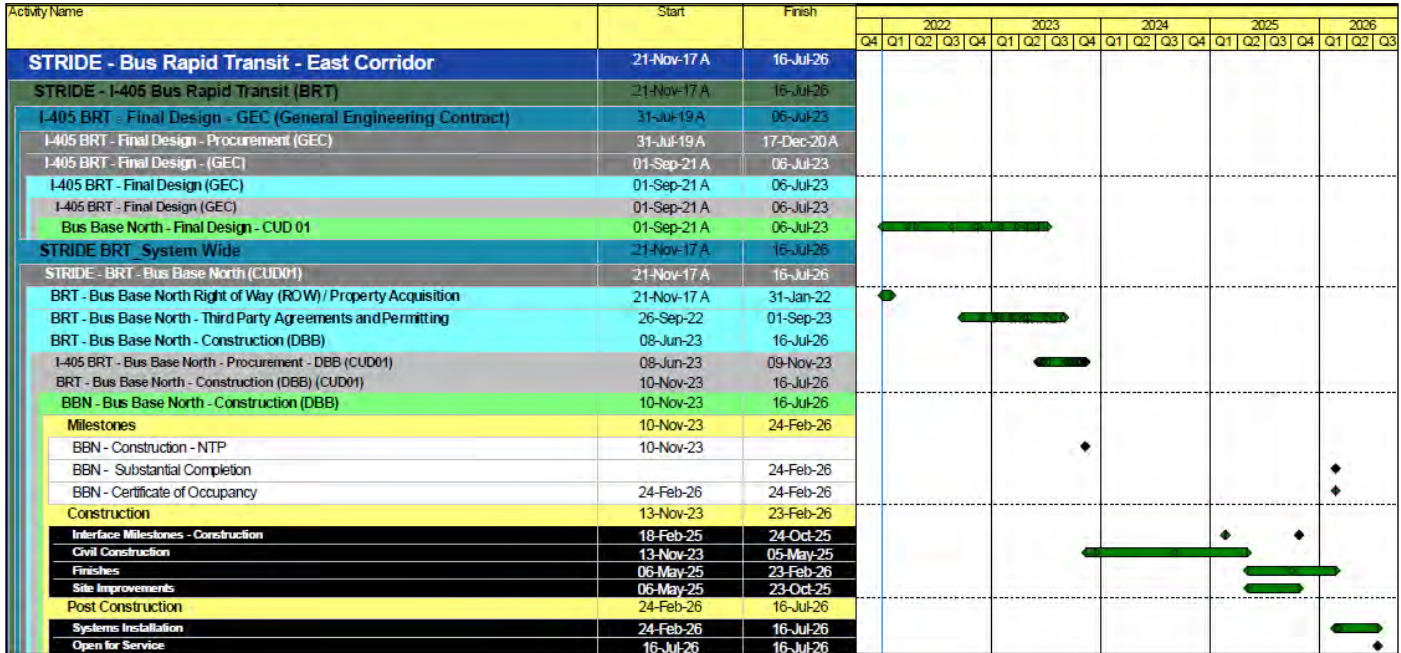
Regional Express & STRIDE Bus Base North



Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST is working with the GEC consultant to address the project schedule to align with the decision. The GEC also commence conceptual design of the base in October 2021.

The current critical path for Bus Base North is Final Design by the GEC, then construction procurement, civil construction and finishes then systems and testing. Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants that prohibit Sound Transit’s proposed use for the property, developing project requirements, and permitting/agreements. The current forecast for completion is Q3 2026, 197 days past the ST Board realignment milestone.



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.
- Planning began for neighbor outreach for construction.

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 final design accelerates with the GEC contract (DBPM option is not considered anymore).

Consultant staff are currently working on Phase 2 and Phase 3 of Preliminary Engineering and on Final Design

Capacity's increase of the GEC contract has been approved. First Task Order for Bus Base North was issued in October 2021.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	6.6	2.8	(3.8)
Consultants	1.0	0.6	(0.4)
TOTAL	7.6	3.4	(4.2)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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	Final Design
Budget	\$268.3 Million for Preliminary Engineering (Phases 1-3), GEC Contract in Final Design, Construction Improvement at the 522/405 Canyon Park interchange.
Schedule	Target Date: 2026 for Service Line 1 (S1); 2027 for Service Line 2 (S2); not including parking elements



Map of Project Alignment

Key Project Activities

- Continued developing partnering agreements and letters of concurrence with stakeholders.
- Held meetings with WSDOT to address review comments on the I-405/NE 85th Interchange design and construction funding agreement.
- Reviewed WSDOT’s draft Requests for Proposals to advance design and construction at NE 85th, Brickyard, SR 522/I-405 Transit Hub, Canyon Park and Tukwila International Boulevard. Also issued a GEC task order to provide technical support and participation on WSDOT-led procurements.
- Continued demolition work at the Sound Ford site in Renton.

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 \$1.8M, of which \$0.3M for staff time, \$0.9M for project refinement activities, preliminary engineering and environmental activities in the preliminary engineering phase, \$91K in the final design phase with the GEC, \$401K in construction (building demolition in south Renton) \$72K in ROW activities and \$16K in third party agreement phase.

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	\$10.1	\$10.1	\$11.0	\$0.0
Preliminary Engineering	\$50.2	\$40.1	\$31.9	\$50.2	\$0.0
Final Design	\$16.3	\$1.7	\$0.7	\$16.3	\$0.0
Construction Services	\$0.9	\$0.4	\$0.0	\$0.9	\$0.0
Third Party Agreements	\$1.5	\$0.9	\$0.7	\$1.5	\$0.0
Construction	\$152.2	\$119.0	\$24.8	\$152.2	\$0.0
Right-of-Way (ROW)	\$36.2	\$28.3	\$27.3	\$36.2	\$0.0
Total	\$268.3	\$200.6	\$95.5	\$268.3	\$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 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 included in WSDOT’s projects.
- 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.
- The Tukwila International Boulevard station is on the critical path for a 2026 opening of S1 (Burien to Bellevue). ST and WSDOT staff are developing a Project Development Task Order.

Regional Express & STRIDE I-405 Bus Rapid Transit



Project Schedule

The Board of Directors announced their realignment decision in August 2021. ST is working with the GEC consultant to address the project schedule to align with the decision.

The current critical path for the I-405 BRT project is through Final Design by our General Engineering Contract (GEC) Construction Procurement, Civil Construction, commissioning and testing, project float contingency to service line activation. There are other near critical efforts which include ROW acquisition for CUD 02, Task Order for WSDOT on TIBS and SR518 improvements, permitting and agreements with local jurisdictions.*

I-405 S, Service Line #1 is currently forecasting 232 days beyond proposed ST Board Realignment dates. I-405 N, Service Line #2 is currently forecasting 147 days beyond proposed ST Board Realignment dates.

**There are construction projects being managed by WSDOT, with elements specific to Sound Transit, such as the I-405 Renton to Bellevue Widening and Express Toll Lanes which includes the NE 44th Street interchange and BRT station, I-405 NE 85th interchange and BRT Station, and BRT stations that are part of WSDOT's I-405—SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project.*

Activity Name	Start	Finish	2022	2023	2024	2025	2026	2027	2028
STRIDE - Bus Rapid Transit - East Corridor	01-Jan-18 A	26-May-28							
STRIDE - I-405 Bus Rapid Transit (BRT)	01-Jan-18 A	26-May-28							
I-405 BRT - Final Design - GEC (General Engineering Contract)	01-Apr-21 A	21-Oct-25							
I-405 BRT - Final Design - (GEC)	01-Apr-21 A	21-Oct-25							
I-405 BRT - Final Design (GEC)	01-Apr-21 A	21-Oct-25							
TASK 01 - Program Overview	01-Apr-21 A	17-Aug-21 A							
Bus Base North - Final Design - CUD 01	01-Sep-21 A	06-Jul-23							
I-405 - Final Design - GEC	01-Nov-21 A	21-Oct-25							
I405 S - Roadway - Final Design	25-Jan-22	17-Apr-24							
I-405 BRT - Final Design (GEC)	25-Jan-22	17-Apr-24							
I405 - Final Design - GEC	25-Jan-22	17-Apr-24							
I405S - Roadway - Burien TC/Rainier/S. Renton/Rwy/BLV TC Design (CUD02)	25-Jan-22	17-Apr-24							
I405N - Roadway - Final Design - Design/Bid/Build	12-Apr-22	03-Aug-23							
I405 - Parking	17-Nov-21 A	21-Oct-25							
I-405 BRT - Final Design (GEC)	17-Nov-21 A	21-Oct-25							
I405 - Final Design - GEC	17-Nov-21 A	21-Oct-25							
I405 N - Parking	17-Nov-21 A	21-Oct-25							
I405 S - Parking	17-Nov-21 A	21-Oct-25							
I405 S - Parking - S. Renton TC - TD/Rwy - Final Design (CUD06)	17-Nov-21 A	25-May-23							
I405S - Parking - NE 44th St Surface Pkg Lvl - Final Design (CUD04)	18-Apr-24	21-Oct-25							
I-405 Station Designs	01-Nov-21 A	31-Oct-22							
Bus Procurement Documents	01-Nov-21 A	25-May-22							
Systems Procurement Documents	01-Nov-21 A	25-May-22							
I-405 BRT - Third Party Agreements and Permitting	02-Dec-19 A	28-Oct-25							
I-405 BRT-Third Party Agreements and Permitting	02-Dec-19 A	28-Oct-25							
I-405 BRT - Right of Way (ROW) / Property Acquisition	15-Dec-21 A	26-Aug-24							
STRIDE - I405N/I405S - Right of Way (ROW)	15-Dec-21 A	26-Aug-24							
I-405 BRT - Construction	01-Jan-18 A	04-Sep-27							
I-405 BRT - Construction - South	29-Oct-18 A	17-Sep-26							
I-405 BRT - Construction Roadway - South	29-Oct-18 A	17-Sep-26							
I-405 BRT - WSDOT I-405NE 44th St Interchange	29-Oct-18 A	15-Mar-26							
I-405 BRT - Burien TC/South Renton Roadway Improvements/BLV TC Mode - DBB (CUD02)	21-Mar-24	17-Sep-26							
I-405 BRT - Burien TC/South Renton Roadway Improvements/BLV TC Mode - DBB PROC (CUD02)	21-Mar-24	16-Sep-24							
I-405 BRT - Burien TC/South Renton Roadway Improvements/BLV TC Mode - DBB Construction (CUD02)	17-Sep-24	17-Sep-26							
I-405 BRT - TIBS Inline Station Station and Ped Bridge/SR 518 Rwy Improvements (CUD03)	10-Apr-20 A	10-Sep-26							
I-405 BRT - WSDOT-TIBS Inline Station Station and Ped Bridge/SR 518 Rwy Improvements - DB (CUD03)	10-Apr-20 A	10-Sep-26							
I-405 BRT - Construction Parking Garages/Facilities/Transit Center- South	28-Apr-23	18-Nov-25							
I-405 BRT - South Renton Transit Center (CUD05)	28-Apr-23	18-Nov-25							
I-405 BRT - South Renton Transit Center - DBB Procurement (CUD05)	28-Apr-23	12-Oct-23							
I-405 BRT - South Renton Transit Center - DBB Construction (CUD05)	13-Oct-23	18-Nov-25							
I-405 BRT - Construction - North	01-Jan-18 A	04-Sep-27							
STRIDE BRT_System Wide	22-Mar-21 A	27-Dec-27							
STRIDE BRT Stations Fabricator (CUD14)	07-Jul-23	04-Mar-27							
STRIDE - BRT - Intelligent Transportation System (ITS)	22-Mar-21 A	27-Dec-27							
I-405 BRT - Service Line Activation #1 - I405 S	16-Jul-26	14-Aug-27							
STRIDE - BRT - Service Line Activation #1 - I405 S Inc. SRTC	16-Jul-26	14-Aug-27							
Bus Base - Open for Service	16-Jul-26	15-Jul-26							
I-405 S - Start Up and Integration	17-Dec-26	14-Feb-27							
I405 S - Service Activation w/o Float	15-Feb-27	15-Feb-27							
I405 S - Service Activation Float	16-Feb-27	14-Aug-27							
I405 S - Service Activation w/Float	14-Aug-27	14-Aug-27							
I-405 BRT - Service Line Activation #2- I405 N	15-Jul-26	26-May-28							
STRIDE - BRT - Service Line Activation #2 - I405 N	15-Jul-26	26-May-28							
Bus Base - Open for Service	16-Jul-26	16-Jul-26							
I-405 N - Start Up and Integration	29-Sep-27	27-Nov-27							
I405 N - Service Activation	28-Nov-27	28-Nov-27							
I405 N - Service Activation Float	29-Nov-27	26-May-28							
I405 N - Service Activation w/Float	26-May-28	26-May-28							

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.

- Lynwood Educational Training Institute (LETI), Dec. 16
- Began delivering invitations to community based organizations
- Finalized demolition outreach for Renton’s old Sound Ford site

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 increases with Phase 3 ramps up. The consultant’s variance is from the GEC contract late start due to realignment. Progress of GEC should accelerate as capacity’s increase has been approved by ST Board in August 2021. 8 Task Orders are now executed for I-405.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	17.0	13.2	(3.8)
Consultants	90.8	29.6	(61.2)
TOTAL	107.8	42.8	(65.0)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

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/148th 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	Final Design
Budget	\$148.6 Million for Preliminary Engineering Phase (1-3), Bothell Stage 3, Third Party Agreements, and Property Acquisition.
Schedule	Target Date: 2026, not including parking elements



Map of Project Alignment



Illustration of BRT station design in Bothell at NE 185th ST and 104th Ave NE

Key Project Activities

- Continuing stakeholder outreach focused on property owners and businesses.
- Continued coordination with the City of Bothell on the design development.
- Finalized funding agreements with City of Shoreline and UW Bothell for execution following Sound Transit Board approval of funding agreements for the I-5/145th Interchange Project in Shoreline, and the BRT improvements on Beardsley Way at UW Bothell.

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 \$0.3M. This is primarily due to Sound Transit staff time accounts for \$250K, progress on final design for \$0.4M with the GEC contract and in ROW for \$70K. These increases in cost have been partially compensated by overestimated costs on Bothell construction and Consultant PE progress last month.

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	\$7.3	\$7.2	\$9.1	\$0.0
Preliminary Engineering	\$16.9	\$15.4	\$15.3	\$16.9	\$0.0
Final Design	\$19.8	\$8.3	\$0.9	\$19.8	\$0.0
Construction Services	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
3rd Party Agreements	16.4	\$0.8	\$0.6	\$11.4	\$0.0
Construction	\$33.7	\$25.0	\$23.2	\$38.7	\$0.0
Right-of-Way (ROW)	\$52.1	\$1.3	\$0.8	\$52.1	\$0.0
Total	\$148.6	\$58.0	\$48.0	\$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 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 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. Letters of Concurrence are being developed with 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 solution.

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



Project Schedule*

The Board of Directors announced their realignment decision in August 2021. ST is working with the GEC consultant to address the project schedule to align with the decision.

“Project to be Built” was approved by ST Board in September 2021.

The current critical path for the ST 522/NE 145th BRT project is Final Design by the GEC who was issued a task order in October 2021 to proceed with design for CUD 06 - SR522/NE145th Rdwy through construction procurement, civil construction, system testing and project float. Near critical is ROW acquisition which will be monitored closely along with permitting/agreements. The current forecast for completion is Q2 2027, 151 days past the ST Board realignment milestone.

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 Name	Start	Finish	2022				2023				2024									
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4						
STRIDE - Bus Rapid Transit - North Corridor	12-Jun-18 A	27-Aug-26																		
STRIDE - SR 522/NE 145th Bus Rapid Transit (BRT)	12-Jun-18 A	27-Aug-26																		
SR 522/NE 145th BRT - Final Design	26-Oct-21 A	07-Aug-25																		
SR 522/NE 145th BRT - Final Design - GEC (General Engineering Contract)	26-Oct-21 A	07-Aug-25																		
SR522/NE 145th BRT - Final Design - Design (GEC)	26-Oct-21 A	07-Aug-25																		
SR522/NE 145th BRT - Final Design - (GEC)	26-Oct-21 A	07-Aug-25																		
STRIDE - General Engineering Contract (GEC)	26-Oct-21 A	07-Aug-25																		
SR522/NE 145th BRT - Final Design - (GEC)	26-Oct-21 A	07-Aug-25																		
STRIDE - General Engineering Contract (GEC)	26-Oct-21 A	07-Aug-25																		
SR522 - Final Design - GEC	26-Oct-21 A	07-Aug-25																		
SR522 - Roadway - Final Design - GEC	26-Oct-21 A	29-Jan-24																		
SR522 - Rwy - SR 522/NE 145th - SR 523/SR 522 to LFP Rwy/Kenmore - Final Design (CUD06)	29-Oct-21 A	29-Jan-24																		
Final Design Milestone - CUD 06	25-Aug-22	25-Aug-22																		
ST Board Baseline Project	25-Aug-22	25-Aug-22																		
Final Design - CUD 06	29-Oct-21 A	29-Jan-24																		
SR522 - Rwy - Bothell City St/Bothell Stage 2B - Final Design (CUD07)	26-Oct-21 A	29-Jan-24																		
SR522 - Parking - Final Design - GEC	30-Jan-24	07-Aug-25																		
SR 522/NE 145th BRT - Third Party Agreements and Permitting	12-Jun-18 A	02-Jan-26																		
SR 522/NE 145th BRT - Right of Way (ROW)	26-Oct-21 A	27-Aug-26																		
SR 522/NE 145th BRT - Construction	07-Jan-19 A	25-Jun-26																		
SR 522/NE 145th BRT - Construction Roadway	07-Jan-19 A	25-Jun-26																		
SR 522/NE 145th BRT - Construction Rdwy SR 522/NE 145th Rwy / SR 523/522 to LFP Rwy/Kenmore	29-Dec-23	25-Jun-26																		
SR 522/NE 145th BRT - Lake FP Rdwy/Kenmore Rdwy-DBB CN Procure - CUD06	29-Dec-23	25-Jun-24																		
SR522/NE145th BRT-Lake FP Rdwy/Kenmore Rdwy-DBB Const - CUD06	26-Jun-24	25-Jun-26																		
SR 522/NE 145th BRT - Bothell City Streets Project / Bothell Stage 2B - CUD07	29-Dec-23	05-May-26																		
SR 522/NE 145th BRT - City of Bothell - Bothell Rwy - Bothell Stage 3 - Construction - DBB	07-Jan-19 A	31-Aug-21 A																		
STRIDE - Bus Rapid Transit - East Corridor	22-Mar-21 A	27-Dec-27																		
STRIDE - I-405 Bus Rapid Transit (BRT)	22-Mar-21 A	27-Dec-27																		
STRIDE BRT_System Wide	22-Mar-21 A	27-Dec-27																		
STRIDE BRT Stations Fabricator (CUD14)	07-Jul-23	04-Mar-27																		
STRIDE - BRT - Intelligent Transportation System (ITS)	22-Mar-21 A	27-Dec-27																		
STRIDE - BRT - Operator/Bus Procurement/ITS Systems/ (IBI)	22-Mar-21 A	27-Dec-27																		
SR 522 BRT - Service Line Activation #3 - SR522/145th	16-Jul-26	31-May-27																		
SR 522 BRT - Service Line Activation #3 - SR522/NE 145th	16-Jul-26	31-May-27																		
SR 522 BRT - Service Activation - without Garages	16-Jul-26	31-May-27																		
Bus Base - Open for Service	16-Jul-26	16-Jul-26																		
SR 522/NE 145th - Start Up and Integration	23-Sep-26	21-Nov-26																		
SR 522/NE 145th - Service Activation	22-Nov-26	22-Nov-26																		
SR 522/NE 145th - Service Activation Float	23-Nov-26	31-May-27																		
SR 522/NE 145th - Service Activation w/Float	31-May-27	31-May-27																		

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.

- Six community comments were received and addressed
- Began connecting with property owners that would have Right Of Entries work

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 were on pause during realignment. Consultant variance is from the GEC contract that started six months ago. Six task orders had been executed. Progress on GEC is slow as capacity's increase was only approved in August by the Board.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	15.2	10.1	(5.1)
Consultants	75.1	15.0	(60.1)
TOTAL	90.3	25.1	(65.2)

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

Sound Transit Board Actions

Board Action	Description	Date
	None to report this period.	

Progress Report Capital Program Support



Capital Program Support Grants



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

Line of Business	Grant Number	Grant / Project Description	Award Amount	Date Executed	Balance Remaining
FEDERAL TRANSIT AUTHORITY					
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	68,419,050
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	9,774,195
SOUNDER COMMUTER RAIL	WA-2018-015	Sounder Rolling Stock	7,800,002	12/30/2019	7,800,002
SOUNDER COMMUTER RAIL	WA-2018-081	Puyallup Station Access Improvements	6,700,000	07/16/2019	-
LINK LIGHT RAIL	WA-2018-082	* East Lake Sammamish Trail North Extensio	2,318,683	04/29/2020	1,718,683
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	497,710,967	03/19/2021	17,239,162
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	297,710,967	02/25/2021	88,198,263
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Expansion	5,600,000	12/13/2019	5,088,369
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	5,400,000
REGIONAL EXPRESS	WA-2020-080	HIMB Bus Prev Maint	14,898,460	09/08/2021	-
LINK LIGHT RAIL	WA-2020-086	HIFG Rail Prev Maint	38,937,648	09/18/2021	753,019
LINK LIGHT RAIL	WA-2021-002	Downtown Redmond Link Ext	31,668,475	09/10/2021	-
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partne	2,000,000	12/31/2020	1,873,685
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	4,800,000
REGIONAL EXPRESS	WA-2021-083	Bus Replacements	1,494,561	09/07/2021	-
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvments	1,500,000	09/10/2021	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	7,255,465
LINK LT RAIL & SOUNDER	WA-2021-123	Rail State of Good Repair - PIMS	3,612,229	09/24/2021	3,612,229
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARS/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	1,421,500
REGIONAL FUND	WA-2021-141	ARP Act 2021-Operating Expense	275,258,761	10/28/2021	230,064,218
LINK LIGHT RAIL	WA-95-X061	Hilltop Tacoma Link Extension	5,599,943	08/27/2015	285,750
REGIONAL EXPRESS	WA-95-X073	Bellevue Way HOV - E Link	2,200,000	08/08/2014	-
TOTAL FEDERAL TRANSIT AUTHORITY			1,973,258,301		455,203,590
OTHER FEDERAL					
REGIONAL FUND	EMW-2017-RA-00018	Radio Communication Network	662,138	11/02/2017	662,138
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evnt OT, Fac Hardening	1,315,813	09/01/2019	857,457
REGIONAL FUND	EMW-2020-RA-00022	Crit Evnt OT, CEDO	642,738	08/10/2020	596,099
TOTAL OTHER FEDERAL			2,620,689		2,115,694
STATE					
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	197,000	06/03/2019	197,000
REGIONAL EXPRESS	PTD0164	Afford & Access Improv Low Income Riders	500,000	02/10/2020	-1
TOTAL STATE			697,000		196,999
TOTAL ALL GRANTS			1,976,575,990		457,516,283

* = Multiple values exist within this grant number grouping, see AwardID for details.

Above table as of Q4 2021. This section is updated every quarter.

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 Accomplishments and Activities for Q4 2021

- Launched the ESMS general awareness training with a 98% completion rate.
- Presented at the APTA Sustainability Workshop on sustainability strategic planning.
- Presented at Washington State Transportation Association’s Annual Conference on zero emission bus planning.
- Completed the ESMS External surveillance audit with ISO 14001 Registrar with no major or minor findings.
- Complete annual environmental compliance audit at Federal Way Link Extension
- Began development of 2022 Environmental and Sustainability Targets.
- Completed design of an internal sustainability networking and learning community.
- Hosted three lunch and learns for agency staff.

Key Upcoming Activities for Q1 2022

- Publish 2022 Environmental and Sustainability targets.
- Begin data collection for 2021 Annual Sustainability Progress Report and greenhouse gas inventory.
- Collect applications for Efficiency and Sustainability Program internal grant program.

Progress Report Acronyms



Acronyms



AA	Alternative Analysis	FD	Final Design
AHU	Air Handling Units	FHWA	Federal Highway Administration
AHJ	Authority Having Jurisdiction	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
CCTV	Close Circuit Television	IFC	Issue for Construction, also Industry Foundation Classes
CDF	Controlled Density Fill	IRT	Independent Review Team
CHS	Capitol Hill Station	IWP	Industrial Waste Permit
CM	Construction Management	JA	Jacobs Associates
CMU	Concrete Masonry Unit	JARPA	Joint Aquatic Resource Permit Application
CO	Change Order	KCM	King County Metro
CPI	Cost Performance Index	LNTP	Limited Notice to Proceed
CPM	Critical Path Method	LRRP	Light Rail Review Panel
DAHP	Department of Archaeology & History Preservation	LRT	Light Rail Transit
DART	Days Away, Restricted or Modified	LRV	Light Rail Vehicle
DB	Design-Build	LTK	LTK Engineering Services
DBPM	Design-Build Project Management	MACC	Maximum Allowable Construction Cost
DCE	Document Categorical Exclusion	MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
DECM	Design, Engineering and Construction Management	MLK	Martin Luther King, Jr. Way
DEIS	Draft Environmental Impact Statement	MOA	Memorandum of Agreement
DP	Design Package	MOU	Memorandum of Understanding
DPD	Seattle Department of Planning and Development	MOW	Maintenance of Way
DSC	Differing Site Conditions	MPPCV	Major Public Project Construction Variance
DSDC	Design Support During Construction	MRB	Material Review Board
DSTT	Downtown Seattle Transit Tunnel	MUP	Master Use Permit
EFC	Estimated Final Cost	NB	Northbound
EMI	Electro Magnetic Interference	NCR	Notification of Change Report
ERC	East Rail Corridor	NCTP	North Corridor Transit Partners

Acronyms

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