

Agency Progress Report Capital Programs



Sound Transit celebrated the opening of a new pedestrian bridge at the Overlake Village Station with our project partners at the City of Redmond on January 25

January | 2024



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 ST financial reports, actual cost data presented in the APR may not match quarterly budget reports or annual financial statements. However, the actual cost data is reconciled to the financial information on a regular basis.

We always appreciate any suggestions you might have for future refinements to this document. To make suggestions, please contact Aniekan Usoro 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 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–St Joseph

Souder trains

Future service:

- S Line** DuPont–Lakewood

In service:

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

Stride bus rapid transit

Future service:

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

ST Express buses

In service:

- Current routes

- 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

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



For more details, including information about project schedules, go to: soundtransit.org/system



Executive Summary

Sound Transit Capital Program

New CEO

On January 11 the Board unanimously approved Goran Sparrman as the new Sound Transit CEO for a one-year term. The Board formally welcomed him at their January 25 full Board meeting.

Sparrman has more than 30 years of experience in both the public and private sectors.

Most recently, Goran served as Business Development Officer and Vice President at HNTB Corporation, a major infrastructure firm.

Prior to joining HTNB, Goran served as Interim Director of the Seattle Department of Transportation from 2011 to 2014, where he led planning, design, building, maintenance, and operations of Seattle’s transportation infrastructure.

Before that, as Director of the City of Bellevue Transportation Department for ten years, he worked closely with Sound Transit on the East Link Extension planning.

New Board Members

At its January meeting, the Board also welcomed four new members.

Three of the new members are from King County. They were confirmed by the King County Council on January 16th.

They are: Angela Birney, Mayor of Redmond, representing East King County; Dan Strauss, a Seattle Councilmember, representing North King County; and Girmay Zahilay, a member of the King County Council and currently Vice Chair of the Council. He will also represent North King County.

Puyallup Mayor Jim Kastama is slated to join the Board as well, representing Pierce County. Sound Transit Board Member and Pierce County Executive Bruce Dammeier is planning to appoint Mayor Kastama to the Sound Transit Board after Pierce County Council approves Kastama’s appointment.

Major planned service disruption for necessary repairs

On Saturday 13, January Sound Transit started, as long planned, a major Link Light Rail service disruption in order to make necessary major repairs in our Downtown Tunnel. The service disruption is scheduled through February 4.

Four downtown Seattle stations — Westlake, University Street, Pioneer Square, and Int’l Dist./Chinatown — were affected. These four stations are nearly 20 years older than the Link system itself because they opened for bus operations in 1990, and they were built to accommodate both buses and trains at the same time. This legacy of bus operations required repairs that are more disruptive than repairs to more recently built stations.

We are replacing 500 feet of northbound track between University Street and Westlake at the sharpest curve in the entire Link system. These rails are worn and have made for a bumpy ride for passengers for years. Without replacement, the worn rails will eventually become a safety hazard.

We are replacing 58 “bond boxes,” which provide signal connections to the tracks. All of these are located in between the rails. These bond boxes were progressively damaged by buses between 2009 and 2019, leading to occasional signal failures

and train delays. Replacing the bond boxes requires that no trains run through those sections until replacement is complete.

The impact on riders is dramatic.

As opposed to our traditional 10-minute headways, on weekdays, 1 Line trains ran every 26 minutes between Northgate and Angle Lake.

Additional weekday trains ran between Northgate–University of Washington, and between Stadium–Angle Lake, for combined service every 13 minutes in these areas.

On weekends during this period, trains ran every 15 minutes between Northgate–Capitol Hill and between SODO–Angle Lake.

Bus shuttles every 10-15 minutes will replace trains between Capitol Hill–SODO and serve all closed stations.

Half of the trains served all stations along the 1 Line, while the other half terminated at either University of Washington or Stadium stations.

Riders whose destination was downtown or Capitol Hill, needed to wait for the full-service train, or ride the additional service train to UW or Stadium stations, and then wait 13 minutes to transfer to the next train that goes all the way through.

In addition to providing staff ambassadors who provided hundreds of hours of service assisting passengers during the planned disruption, we published a webpage dedicated to the service disruption, which included station-specific information.

Our field operations to assist riders was nimble.

Following the direction of public feedback, in part shared at our month REO committee meeting, we took several actions. These included: Resharing weekday train frequencies by pushing updated rider alerts; alerting passengers during peak times to expect longer wait times and more crowded cars; placing additional signage to help passengers navigate the weekend bus shuttle drop-off and pickup points.

We continued to monitor feedback from passengers, adjusting accordingly.

We have reiterated to the public that this work is essential to improve the state of the system and prepare for the growth that is coming later this year and beyond and have thanked our riders for their patience.

By scheduling these projects during the time of year when ridership is at its lowest, the hope is to limit impact on riders. Staff will be at stations throughout the disruption to answer questions and help passengers get to their destinations.

U District Station closure on Saturday

On Saturday, January 20, a planned student protest at the University District Station about the war in Gaza caused 1 Line service disruption for approximately four hours.

Based on the information available at the time and in consultation with local law enforcement we closed of the Station to ensure the safety of our passengers and staff.

Overlake Pedestrian Bridge ribbon cutting

On Wednesday, January 25, we celebrated the opening of a new pedestrian bridge at the Overlake Village Station with our project partners at the City of Redmond.

The bridge improves mobility, safety, and accessibility in the Overlake neighborhood by providing a new east-west trail connection across SR 520 for pedestrians and bicyclists, connecting the Overlake Village light rail station to the 520 Bike Trail across SR 520.

Sound Transit designed the \$10.4 million project; it was funded by a \$1.6 million Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant, a \$5 million Transportation Alternatives Program (TAP) grant, as well as additional funding from the City of Redmond.

Board members Balducci, Bellevue and Redmond area King County Council Member, and Birney, Redmond mayor, help cut the ribbon.

The artwork at the bridge, called "Verdant," was created by Seattle-based artist Leo Saul Berk. The piece references Redmond's tech history through hand-painted marks designed to evoke the look of low-resolution graphics on green phosphorescent monitors.

Progress Report

Link Light Rail Program



Link Light Rail leaving Mount Baker Station

January | 2024



Sound Transit Link light rail Current service and future extensions

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–St Joseph

○ New station
P Added parking
∞ Major transfer hub
○ Existing station
P Existing parking
○ Provisional light rail station

✈ Amtrak trains ✈ Sea-Tac Airport
⚓ Ferry terminal ⚓ Sounder trains
🚌 Greyhound buses 🚊 Streetcar
🚝 Monorail 🚌 Stride buses

For more details, including information about project schedules, go to:

[soundtransit.org/system](https://www.soundtransit.org/system)



Link Light Rail Program Overview



Ballard Link Extension: The project 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 and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Downtown Redmond Link Extension: The 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: The project 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.

Everett Link Extension: The project 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 project extends 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.

Graham Street Station: The project will plan, design and construct a new light rail infill station in the vicinity of South Boeing Access Road and I-5. Preliminary project budget established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

Hilltop Tacoma Link Extension: The project extends approximately 2.4 miles to 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.

Lynnwood Link Extension: The project 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.

North Corridor Maintenance of Way: The project will construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions. A temporary facility will be established to support the timing of pre-revenue service on the Lynnwood Link Extension with plans underway for the permanent facility.

Series 2 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of 152 low floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, Downtown Redmond, and Federal Way Link Extensions. The Sound Transit Board in April 2017 amended the project baseline to support all five projects. In November 2023 the Board authorized the project name be changed from “Light Rail Vehicle Fleet Expansion” to “Series 2 Light Rail Vehicle Fleet Expansion.”

Series 3 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing and delivery of approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

Link Light Rail Program Overview



Tacoma Dome Link Extension: The 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 Link Extension: The project includes 4.7 miles of light rail from downtown Seattle to West Seattle's Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over Duwamish River.

Link Light Rail Program Overview



Program Budget

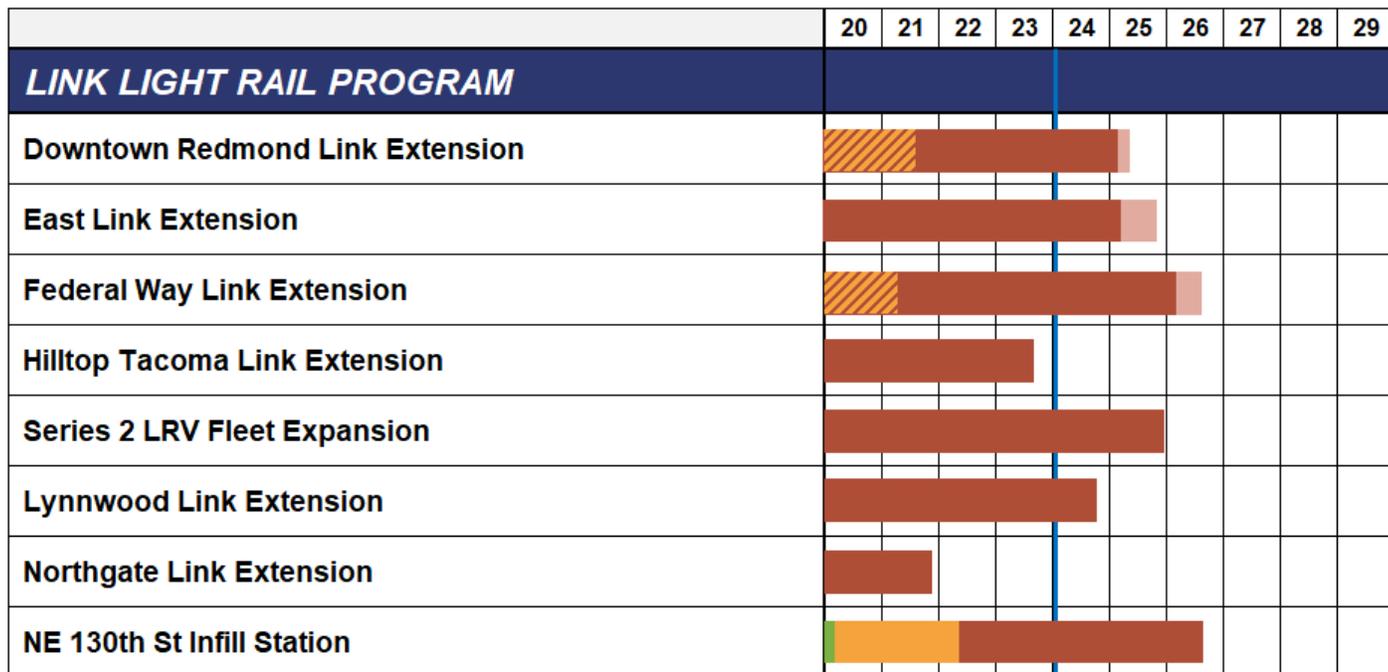
Project figures for active projects are represented in millions below.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Ballard Link Extension	\$729.9	\$299.0	\$156.5	\$729.9	\$0.0
Boeing Access Road Station	\$9.4	\$4.4	\$0.4	\$9.4	\$0.0
Downtown Redmond Link Extension	\$1,530.0	\$1,037.2	\$930.3	\$1,530.0	\$0.0
East Link Extension	\$3,677.2	\$3,491.2	\$3,404.7	\$3,677.2	\$0.0
Everett Link Extension	\$196.9	\$104.6	\$41.7	\$196.9	\$0.0
Federal Way Link Extension	\$2,451.5	\$2,068.4	\$1,803.8	\$2,383.5	\$68.0
Graham Street Station	\$4.2	\$2.2	\$0.2	\$4.2	\$0.0
Hilltop Tacoma Link Extension	\$282.7	\$277.8	\$273.6	\$297.2	(\$14.5)
Lynnwood Link Extension	\$2,771.6	\$2,607.3	\$2,474.9	\$2,739.8	\$31.8
NE 130th Street Infill Station	\$240.2	\$175.0	\$56.6	\$240.2	\$0.0
North Corridor Maintenance of Way	\$32.0	\$4.4	\$3.5	\$32.0	\$0.0
Series 2 LRV Fleet Expansion	\$836.9	\$696.0	\$569.2	\$836.9	\$0.0
Series 3 LRV Fleet Expansion	\$33.0	\$7.8	\$1.3	\$33.0	\$0.0
Tacoma Dome Link Extension	\$506.7	\$150.7	\$98.2	\$506.7	\$0.0
West Seattle Link Extensions	\$246.8	\$71.1	\$48.8	\$246.8	\$0.0
Total	\$13,549.1	\$10,997.1	\$9,863.7	\$13,463.7	\$85.3

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



KEY:

-  **Planning** (hatched indicates possible early work into FD phase)
-  **Final Design** (hatched indicates possible Design-Build; incl procurement)
-  **Construction** (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)
-  **Recovery Plan Float to RSD**

Link Light Rail Program Overview



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Forecasted In-Service (Affordable *) Year	Current Progress RSD Update (Year)
Central Corridor			
Ballard Link - Denny to Smith Cove	2035	2037	2039
Ballard Link - Smith Cove to Ballard	2035	2037 (2039)	2039
Graham St Station	2031	2031	2031
West Seattle Link - SODO to Alaska Junction	2030	2032	2033
East Corridor			
Downtown Redmond Link Extension	2024	-	2024
East Link Extension	2023	-	2025
S Kirkland - Issaquah Link	2041	2041 (2044)	2041
North Corridor			
Everett Link - Lynnwood to SW Everett (no parking)	2036	2037	2037
Everett Link - parking	2036	2046	2046
Everett Link - SW Everett to Everett	2036	2037 (2041)	2037
Lynnwood Link Extension	2024	-	2024
NE 130th St. Infill Station	2031	2025	2026
North Corridor Maintenance of Way	-	-	2027
South Corridor			
Boeing Access Rd Station	2031	2031	2031
Federal Way Link Extension	2024	-	2026
Hilltop Tacoma Link Extension	2022	-	2023
Tacoma Community College Link Extension	2039	2039 (2041)	2039
Tacoma Dome Link - parking	2030	2038	2038
Tacoma Dome Link (no parking)	2030	2032	2035
Systemwide			
Ballard Link: 2nd Downtown Tunnel	2035	2037	2039
OMF North	2033	2034	2034
OMF South	2028	2029	2032
Series 2 LRV Fleet Expansion	2024	-	2025
Series 3 LRV Fleet Expansion	2032	-	2036

* The Affordable Schedule shown in parenthesis, if different from Initial Target Schedule. The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.

** Represents Conditional Acceptance.

Link Light Rail Ballard Link Extension



Project Summary

Scope The Ballard Link Extension includes 7.1 miles of light rail from downtown Seattle to Ballard’s Market Street area and 9 new stations.

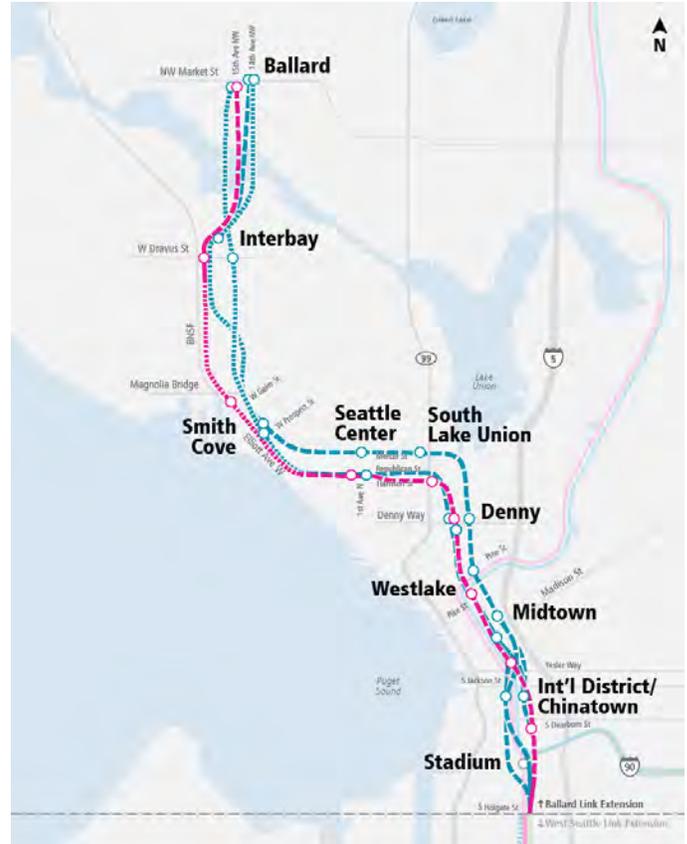
Alignment and station alternatives in Downtown, Interbay, and Ballard; various station locations in Chinatown-International District and Downtown; and tunnel and bridge alternatives across Salmon Bay are under environmental review.

Phase Planning

Budget \$729.9 Million through completion of Preliminary Engineering

Schedule Forecasted In-Service Date: 2039

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Continued Phase 3 project development activities to further environmental review and conduct Preliminary Engineering for the preferred alternative identified by the Board.
- Hosted an in-person South Downtown open house event in November to share ideas and gather feedback for improving accessibility through the neighborhoods of Chinatown-International District, Pioneer Square, and nearby station and transfer points.
- Sound Transit Board provided direction to conduct an expedited feasibility study of a potential new alternative location for the South Lake Union Station; technical evaluation results will be shared publicly in April 2024 for consideration and potential action by the Board in May 2024.
- Continued engagement with partner and regulatory agencies, community and stakeholder groups and property owners regarding areas of further study, environmental process and next steps.

Link Light Rail Ballard Link Extension



Project Cost Summary

The Ballard Link Extension is a voter-approved project 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 2026. In August 2023, the Board approved a budget amendment increasing the total Authorized Project Allocation from \$630.6M to \$663.4M to accommodate additional scope and activities required to complete environmental review and Preliminary Engineering (R2023-25).

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	\$83.7	\$36.5	\$35.9	\$83.7	\$0.0
Preliminary Engineering	\$292.7	\$253.4	\$113.8	\$292.7	\$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	\$11.3	\$3.1	\$3.3	\$11.3	\$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	\$342.2	\$6.1	\$3.5	\$342.2	\$0.0
Total	\$729.9	\$299.0	\$156.5	\$729.9	\$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	\$341.4	\$6.1	\$3.5	\$341.4	\$0.0
80 Professional Services	\$374.3	\$293.0	\$153.1	\$374.3	\$0.0
90 Unallocated Contingency	\$14.2	\$0.0	\$0.0	\$14.2	\$0.0
Total (10 - 90)	\$729.9	\$299.0	\$156.5	\$729.9	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project-wide risks:

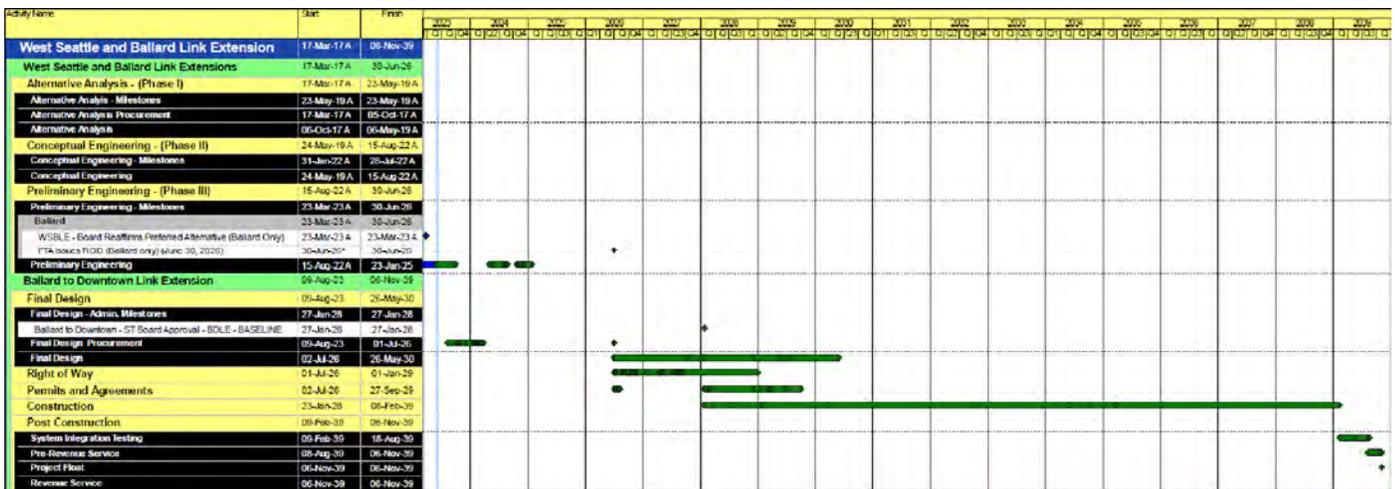
- Project costs may increase more than the projected escalation rate and inflation rate as a result of general construction cost and real estate cost increases in the region.
- Additional cost elements of preferred alternative in Chinatown/International District, Downtown and Interbay/Ballard segments dependent on third party funding.
- Potential additional environmental process delays may further impact the schedule for completion of environmental documentation and design.
- Potential discovery of cultural resources before or during construction could require additional coordination, design, and mitigation.
- Potential that unforeseen design and/or construction challenges due to limited understanding of utilities, ground conditions and building conditions could emerge as work progresses, causing additional cost and delay.
- Potential cost and schedule risks associated with complexity of tunneling through a mature urban environment.
- Potential effect on Central Link operations during construction.
- Potential cost and schedule risks associated with complexity of real estate acquisition processes.
- Potential risk in processing multiple reviews/approvals with permitting authorities in a timely manner due to complex, lengthy processes and resource limitations.
- Potential permitting challenges and other necessary coordination/approvals associated with cultural resources and/or natural resources could delay the project and add cost.
- Potential that project delivery, contract packaging and/or construction procurement decisions and processes could be delayed/modified and/or market conditions could limit number of potential bidders.

Link Light Rail Ballard Link Extension



Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2037. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of consideration and an extended public comment period, the Board did not identify a Preferred Alternative for the Ballard Link Extension in July 2022, but instead directed further studies in a number of areas. In March 2023, the Board considered the results of the further studies and identified a Preferred Alternative for much of the project corridor but with direction to continue review of two station options in the Denny Station area and to return to the Board in mid-2023. Subsequently, in July 2023, the Board modified the preferred station location for the Denny Station. The delay in identification of the Preferred Alternative and the associated Board requested further studies, as well as the need for additional environmental review associated with the Board’s March 2023 action, necessitated adjustments to the environmental process and schedule, which has affected the Select Project to be Built milestone as well as subsequent milestones including the revenue service date. The current progress update schedule shows a revenue service date of 2039.



Community Engagement

- Provided 11 community briefings to neighborhood groups, small businesses and community-based organizations.
- Attended one tabling event at a neighborhood farmers market.
- Hosted an in-person open house event to gather feedback on public realm investments in the Chinatown-International District and Pioneer Square neighborhoods.
- Conducted door-to-door small business outreach to encourage participation in the CID and Pioneer Square neighborhood open house.
- Conducted a virtual webinar for the Seattle Center campus organizations.
- Met with five nearby property owners and tenants to discuss potential real property implications.
- Informed nearby property owners and tenants to communicate ongoing fieldwork activities across the project corridor.

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 January—December actuals. Staffing variance reflects extension of environmental schedule to accommodate internal and external agency capacity in response to recent Board actions to modify the preferred alternative.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	36.0	19.3	16.7
Consultants	108.3	86.8	21.5
TOTAL	144.3	106.1	38.2

**An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Link Light Rail Boeing Access Road Station

Project Summary

Scope This project adds a new elevated level light rail station to the existing 1 Line in the vicinity of S Boeing Access Rd, E Marginal Way S, and I-5 in Tukwila.

The project bridges the 5.5-mile gap between the existing Rainier Beach and Tukwila International Boulevard stations and increases access to the Tukwila and Duwamish manufacturing/industrial centers and neighborhoods in north Tukwila and south Seattle.

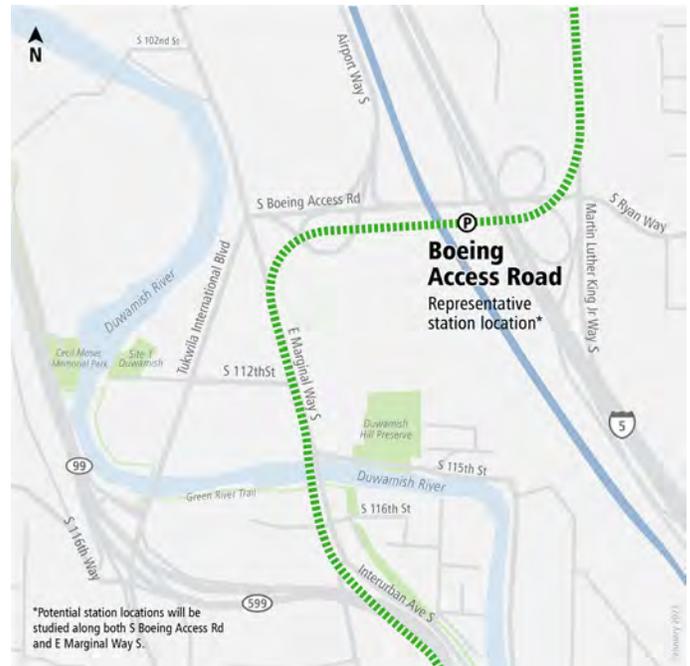
The project adds a 300-stall surface parking lot and/or provides a flexible approach to rider access, including improvements to pedestrian, bicycle, and bus facilities.

Phase Planning

Budget \$9.4 Million through completion of Preliminary Engineering

Schedule Forecasted In-Service Date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Project Alignment

Key Project Activities

- Held kick-off meeting with Kimley-Horn and Associates, Inc. for Project Development Services contract (Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services) on January 9, 2024.
- Began Alternatives Analysis.

Project Cost Summary

The Boeing Access Road Station is a voter-approved project under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target opening date of 2031.

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

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$3.7M in 2024 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder 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	\$1.6	\$0.3	\$0.3	\$1.6	\$0.0
Preliminary Engineering	\$7.2	\$4.1	\$0.1	\$7.2	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.0	\$0.0	\$0.4	\$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	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$9.4	\$4.4	\$0.4	\$9.4	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

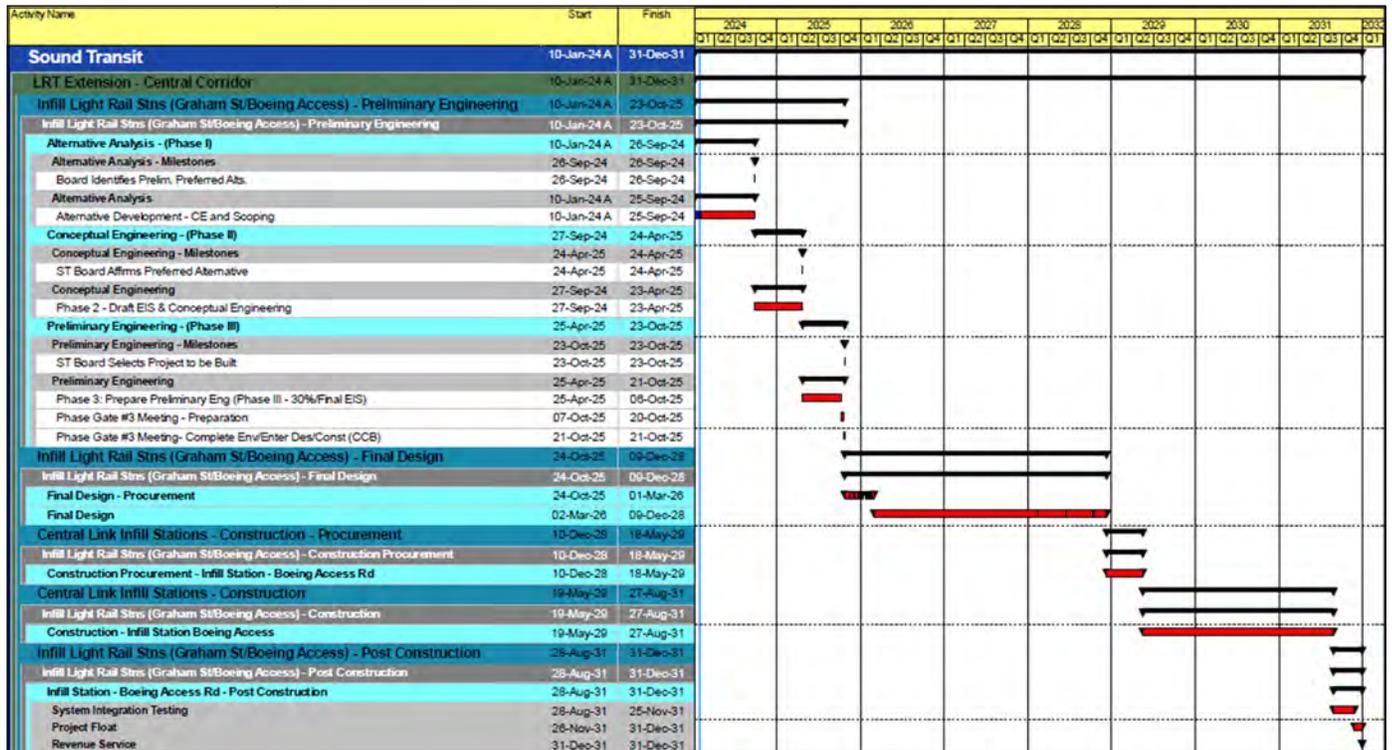
- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule while reaching concurrence.
- Too many desired improvements may exceed the financial plan budget.
- Cost associated with the complexity of adding a station along the in-service 1 line.
- ST3 schedule is aggressive and may not reflect complexities associated with constructing a new station along the in-service 1 line.

Link Light Rail Boeing Access Road Station



Project Schedule

The project schedule for the Boeing Access Road Infill Station represents Sound Transit’s initial high-level plan to complete this project. Sound Transit recently hired a Design Consultant to perform Alternative Development (Phase I) and Conceptual Engineering (Phase II). The Design Consultant is currently developing contract schedule that will be incorporated into this project’s Integrated Master Schedule. Subsequent project phases will be developed further as the Project Team progresses through tasks such as alternative analysis, constructability reviews, risk & value engineering workshops, etc. The current Forecasted In-Service Date is December 31, 2031. However, due to delays in the Design Consultant procurement process the Forecasted In-Service Date is likely to be adjusted when the project is officially baselined.



Community Engagement

- None this period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs 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 below Planned FTE levels due to the later than anticipated start date for the Alternative Analysis phase of Boeing Access Road Station project. Over time, the variance should trend closer to planned as the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.6	2.4	2.2
Consultants	7.5	4.7	2.8
TOTAL	12.1	7.1	5.0

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

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.

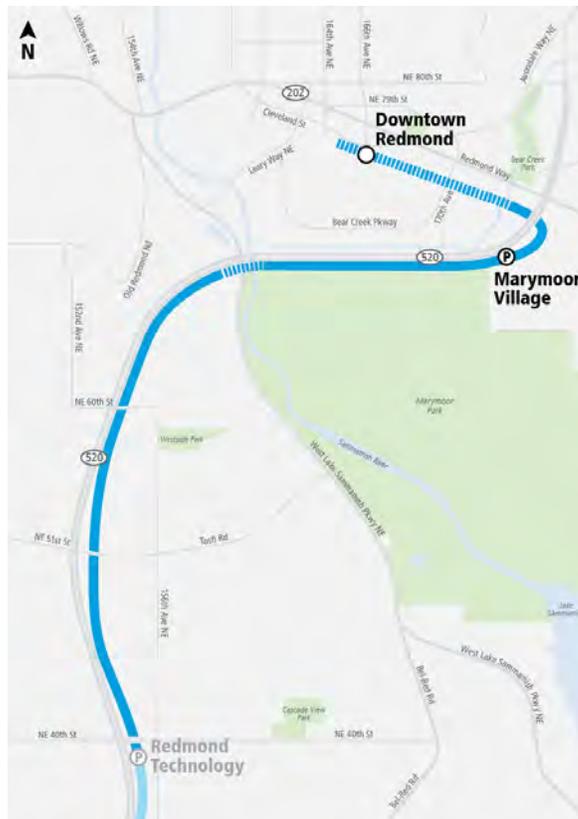
Stations Two Stations: Marymoor Village and Downtown Redmond

Systems Signals, traction electrification, and communications (SCADA)

Phase Construction

Budget \$1.53 Billion (Baselined October 2018)

Schedule Baseline Revenue Service: December 2024



Map of Downtown Redmond Link Extension

Key Project Activities

- Downtown Station roofing, curtain wall, insulation, drywall, paint, brick installation, elevator work, and continued MEP.
- OCS Pole and cantilever installation ongoing as well as wire pulling (currently on Str B by Downtown Station).
- TPSS E31 energized, TPSS E28 and E30 passed 3rd party floor testing.

Closely Monitored Issues

- Garage concrete quality issues/repairs. Ongoing repairs; first part of repairs (patching) is complete. Working to complete design of second stage (CFRP wrap).
- PSE is working through their delay to provide service connection at TPSS E28.
- Working through aerial guideway conduit support and connection issue on Structures A & B.

Link Light Rail Downtown Redmond Link Extension



Project Cost Summary

Voters approved funding for preliminary engineering for the Downtown 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. 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, most of the expenditures incurred primarily in the construction phase for progression of Design-Build scope. The remaining work phases made up the balance, particularly in Construction Services and Administration. Total cumulative expenditure to date increased from \$913.9M to \$930.3M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77.0	\$77.1	\$30.6	\$30.0	\$77.0	(\$0.1)
Preliminary Engineering	\$23.0	\$22.2	\$19.5	\$19.5	\$23.0	\$0.8
Final Design	\$4.5	\$4.9	\$1.7	\$1.53	\$4.5	(\$0.41)
Construction Services	\$58.0	\$64.0	\$49.6	\$41.6	\$63.6	(\$0.4)
Third Party Agreements	\$17.0	\$17.0	\$10.7	\$9.0	\$17.0	\$0.0
Construction	\$1,151.5	\$1,145.9	\$808.2	\$713.1	\$1,145.9	\$0.0
ROW	\$199.0	\$199.0	\$116.8	\$115.6	\$199.0	\$0.1
Total	\$1,530.0	\$1,530.0	\$1,037.2	\$930.3	\$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	\$530.5	\$248.6	\$225.5	\$462.9	(\$67.6)
20 Stations	\$261.9	\$167.2	\$197.4	\$171.5	\$196.9	\$29.7
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$287.0	\$206.5	\$208.6	\$175.1	\$239.8	\$33.3
50 Systems	\$108.6	\$71.6	\$73.4	\$63.9	\$82.2	\$10.6
Construction Subtotal (10 - 50)	\$989.9	\$975.8	\$728.0	\$636.0	\$981.8	\$6.0
60 Row, Land	\$168.5	\$168.5	\$116.8	\$115.6	\$168.5	\$0.0
70 Vehicles (Non-Revenue)	\$4.1	\$4.1	\$2.9	\$0.4	\$4.1	(\$0.01)
80 Professional Services	\$289.3	\$303.4	\$189.5	\$178.3	\$297.4	(\$6.0)
90 Unallocated Contingency	\$78.2	\$78.2	\$0.0	\$0.0	\$78.2	\$0.0
Total (10 - 90)	\$1,530.0	\$1,530.0	\$1,037.2	\$930.3	\$1,530.0	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the current top risk areas that may impact project cost and schedule:

- **Organizational Capacity:** Opening three other major light rail extensions in 2024 - 2025, agency staffing and operating labor capacity; developing and mobilizing resources and coordinating system integration and start up activities across multiple extensions concurrently, market shortage of qualified operating labor.
- **Late Design Changes During Construction:** Owner directed changes including passenger experience, safety, security, and upgrading of electronics to latest and greatest.
- **Permitting and 3rd Party Requirements:** Construction adjacent to SR-520; construction impacts to traffic; protracted negotiation with third parties; interfacing with private utilities and power service, delay in Safety and Security certification.
- **External:** Material and services cost escalation.
- **Schedule:** Schedule revision is under review; future reports will show a new approved service and the schedule contingency will be measured against the new date.



Artist Rendering of Downtown Redmond (above) and Bird's-eye View Current Progress (below)

Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency balance not changed this period and remain at \$229.3M. The current contingency utilization is performing positively against the project’s planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. No Change on DA this period. 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. AC balance had no change this period and remains at \$78.2M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The UAC balance had no change this period and 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%	\$2.8	0.5%
Allocated Contingency	\$209.6	13.7%	\$148.3	24.7%
Unallocated Contingency	\$78.2	5.1%	\$78.2	13.0%
Total	\$435.8	28.5%	\$229.3	38.2%

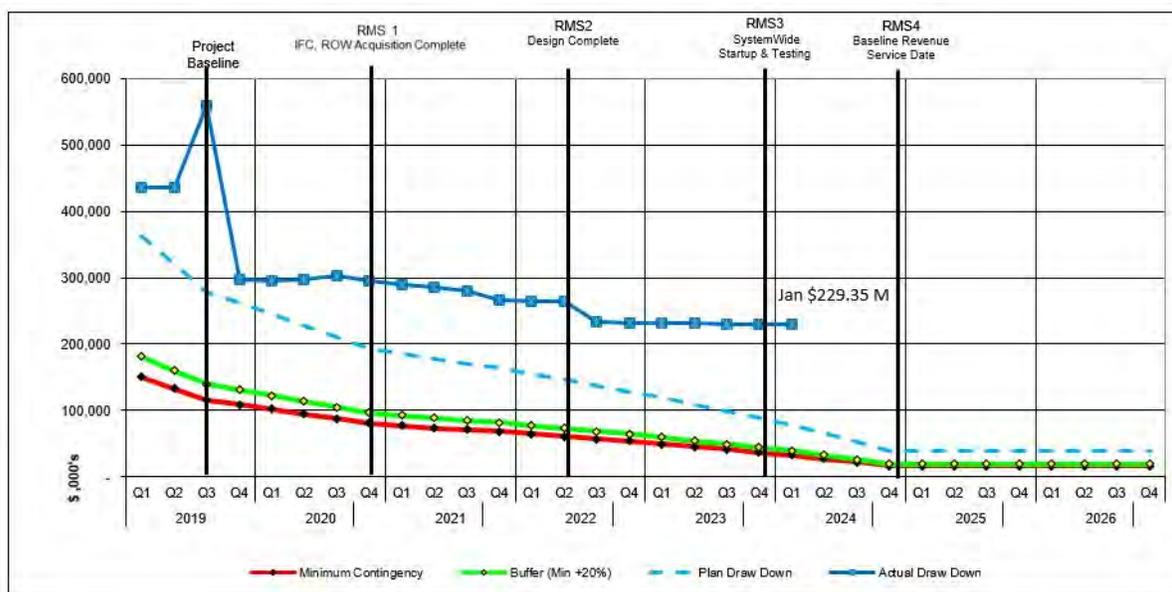
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

DRLE project’s total contingency drawdown trends better than planned and remains above the baseline drawdown projection. The trend is well above both the minimum contingency and the buffered (minimum plus 20%) contingency levels.



Contingency Drawdown as of January 31, 2024

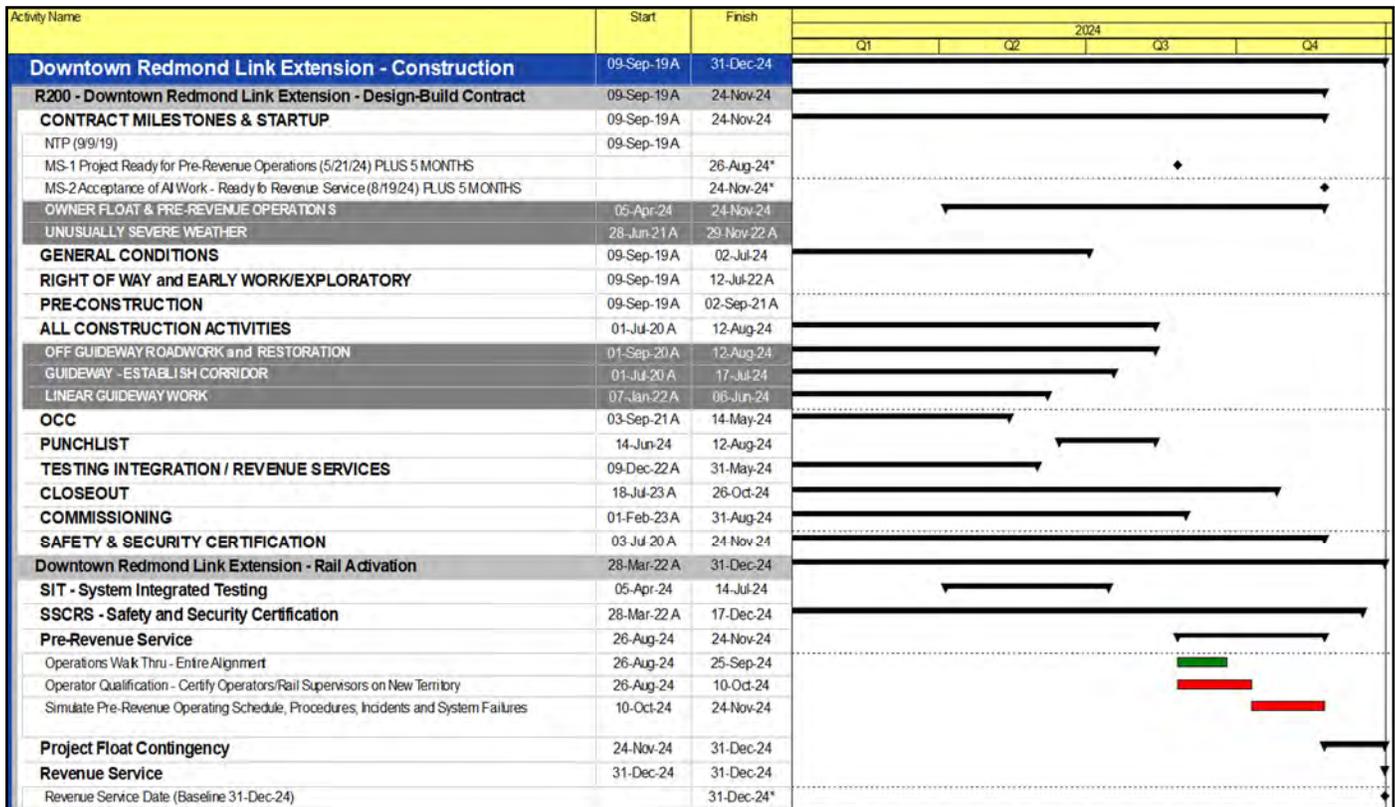
Link Light Rail Downtown Redmond Link Extension



Project Schedule

Weighted percent complete of the R200 contract is estimated at 86.7%.

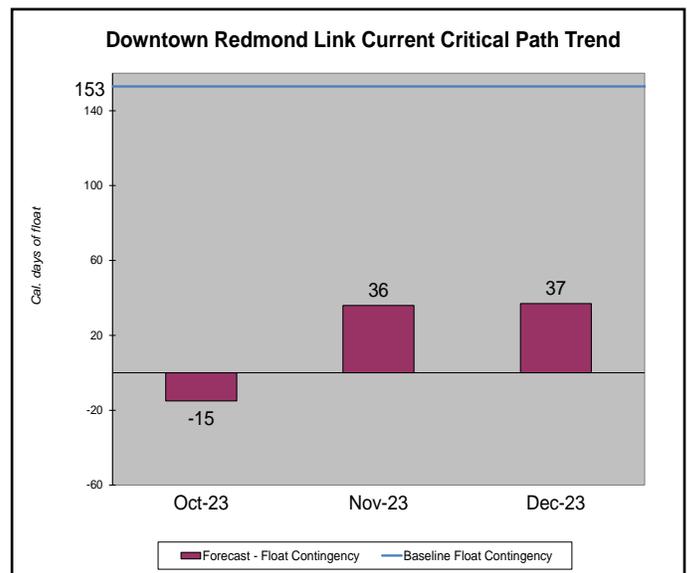
The December schedule update is shown below. The January update is still under review and may be returned to the contractor for revisions. Work this month off-guideway construction and TPSS work along the at-grade guideway; column setting, roof perimeter, and communications and electrical rooms buildout at Marymoor Village Garage; and structure work and comm/ electrical rooms at Downtown Redmond Station.



Project Float

DRLE was baselined with 153 days of project float. Current float projection is 37 days, due to a mitigation effort performed by the contractor to accelerate systems work in order to start System Integration Testing earlier and provide more time to address risks ahead of pre-revenue service. Float in January is reflective of the state of the contractor's schedule submittal, which has not yet been accepted.

As a result of 2022's program-wide risk assessment, a new target for opening of DRLE is under consideration. Project and programmatic QRAs were conducted in Q2/Q3 2023 that will further inform a revised Revenue Service Date.



Link Light Rail Downtown Redmond Link Extension



Critical Path Analysis

The contractor's December update is shown below; the January update is still under review and may be returned to the contractor for revisions. However, the critical path for R200 continues to run through the structure at Downtown Redmond Station and commissioning of vertical transport systems, followed by System Integration Testing and closeout.

Activity Name	Start	Finish	2024			
			Q1	Q2	Q3	Q4
Downtown Redmond Link Extension - D-B Contract	24-Feb-23 A	26-Aug-24				
R200 - Downtown Redmond Link Extension - Design-Build Contract	24-Feb-23 A	26-Aug-24				
CONTRACT MILESTONES & STARTUP	05-Apr-24	26-Aug-24				
ALL CONSTRUCTION ACTIVITIES	01-Nov-23 A	04-Apr-24				
GUIDEWAY - ESTABLISH CORRIDOR	01-Nov-23 A	04-Apr-24				
SEG 4 - SE Redmond Parking Garage (MITIGATED)	01-Nov-23 A	12-Mar-24				
SE Redmond Parking Garage	01-Nov-23 A	12-Mar-24				
Garage Slab on Grade & Super Structure	02-Jan-24	08-Jan-24				
GARAGE COMMUNICATIONS & ELECTRICAL ROOMS	01-Nov-23 A	15-Feb-24				
Garage Startup & Commissioning / Punchlist / Project Completion	15-Feb-24	12-Mar-24				
Garage - Startup & Commissioning	15-Feb-24	12-Mar-24				
Downtown Redmond Station Construction (HP)	09-Jan-24	04-Apr-24				
COMMISSIONING	24-Feb-23 A	13-Jul-24				
Downtown Redmond Link Extension - Rail Activation	26-Aug-24	31-Dec-24				
Downtown Redmond Link Extension - Rail Activation	26-Aug-24	31-Dec-24				
T20 - Transition To Operations	26-Aug-24	26-Aug-24				
Project Delivery - Milestones/O&M/Spare Parts/Training/Warranties	26-Aug-24	26-Aug-24				
Contract Milestones	26-Aug-24	26-Aug-24				
Pre-Revenue Service	26-Aug-24	24-Nov-24				
Operator Qualification - Certify Operators/Rail Supervisors on New Territory	26-Aug-24	10-Oct-24				
Simulate Pre-Revenue Operating Schedule, Procedures, Incidents and System Failures	10-Oct-24	24-Nov-24				
Project Float Contingency	24-Nov-24	31-Dec-24				
Revenue Service - Float	24-Nov-24	31-Dec-24				
Revenue Service	31-Dec-24	31-Dec-24				
Revenue Service Date (Baseline 31-Dec-24)		31-Dec-24*				

Right-of-Way

The Right-of-Way effort for this project involves the acquisition of a range of property interests which includes compensable (e.g., fee acquisitions, guideway easements, permanent easements, 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	94	66	83	1579	1579
<p>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</p> <p>Total Acquisitions: Defined as parcels recognizing only land, not owners.</p> <p>Board Approved: Based on parcels and properties (including multi-unit acquisitions).</p> <p>Offers/Closings: Based on inclusive offers made to separate owners and interest holders.</p> <p>Relocations: Based on number of affected individuals, in the case of DRLE this includes relocation of storage units by impacted individuals.</p>					

Community Engagement

- Responded to project questions from Brown Bear Carwash and Redmond Inn.
- Responded to project questions from community members; some related to the opening dates for the East Link Starter Line.

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 variance in the utilization of consultants is due to the design-build project management team being prudently mobilized. The variance on ST Staff is due to lower than anticipated staff cross charges. Overtime, the variance should trend closer to plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	32.1	22.7	9.4
Consultants	33.0	26.6	6.4
TOTAL	65.1	49.3	15.8

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Construction Safety

Data/ Measure	January 2024	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	27
Days Away From Work Cases	0	0	3
Total Days Away From Work	0	0	89
First Aid Cases	1	1	115
Reported Near Mishaps	1	1	41
Average Number of Employees on Worksite	350	-	-
Total # of Hours (GC & Subs)	50,000	50,000	1,837,870
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	2.94
LTI Rate	0.00	0.00	0.33
Recordable National Average	2.40		
LTI National Average	1.00		
Recordable WA State Average	4.50		
LTI WA State Average	1.60		

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

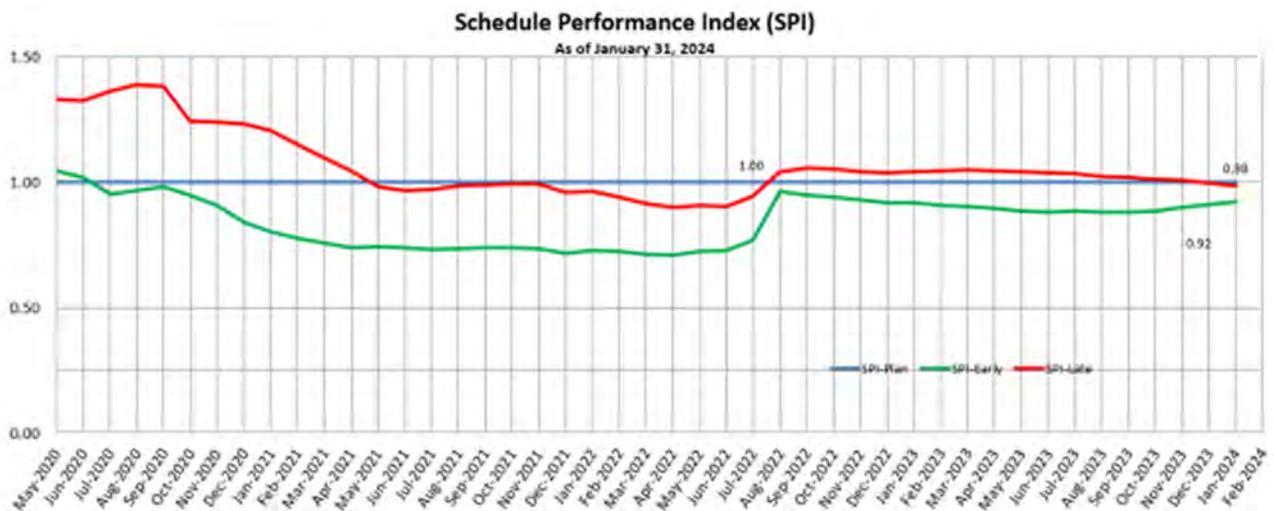
Current Progress

Construction:

- Cut and Cover Construction: ongoing installation of chain link fencing, Emergency Access Point civil works, flatwork for Microsoft Plaza at 40th to 51st Street, landscaping on the east side of 51st/north guideway and at 51st to 60th Street.. Ongoing landscaping on the south side of guideway and chain link fence fabric installation at 60th C&C and UTB area.
- Sammamish River to Marymoor Station: Restoration of area underneath Structure A is ongoing.
- Marymoor Village Station (MVS) and Garage: Metal panel installation at canopy soffit and Plaza Kiosk metal framing installation is ongoing. Mechanical, Electrical, Plumbing, and Fire Protection (MEPF) work in progress on garage levels 1-2. Painting is ongoing on garage level 1. Communications work on garage levels 2-5. Garage cable barriers work is ongoing. Exterior architectural metal panel installation is ongoing. Brick work on the south side is ongoing.
- SR-520/SR-202 Interchange: Installation of cantilevers is complete. TIDS installation is ongoing.
- Bear Creek to Downtown Redmond: Dry finish superstructure and pig seal concrete throughout Structure B work ongoing.
- Downtown Redmond Station: Erection of structural steel for bus stop canopy is ongoing. TPO roofing installation is complete and prep work for gate installation is ongoing at West Tail Track Buildings. MEPF installation of overhead hanging supports and fire suppression rough-in at Plaza level is ongoing at East Station Entry. Overhead MEPF and MEP rough-in for KCM restroom facilities is ongoing at West Station Entry. Roofing, glazing, painting and overhead MEPF rough-in work at canopies is ongoing at Station Platform Level.

Schedule Performance Index

The early Schedule Performance Index (SPI) for the project is at 0.92 and the late SPI is at 0.98 for this period. The early SPI for January 2024 is lower than projected. The contractor's performance is lagging the baseline due to delays to garage build-out of Communications/electrical/UPS/mechanical rooms, overhead mechanical electrical and piping rough-in. The early SPI is also impacted by delays to the Downtown Redmond Station structural steel erection, exterior enclosure as well as delay to roadway restoration throughout the project and labor resource availability. The delivery of traction power and train signal equipment to the site negatively impacted the early SPI. Overall, the late SPI continues to maintain on-time completion.



Next Period's Activities

- RTS to Marymoor: Continue to install chain link fencing, Flatwork for Microsoft Plaza, Emergency Access Point civil works, landscape on the south side of guideway, restore area underneath Structure A and install fence fabric on the west track wall.
- Marymoor Garage: Continue glazing on SW Beacon, tension mesh installation, beacon drywall installation, MEPF rough in, painting, Communication closet work, garage cable barriers work, exterior architectural metal panel installation and brick work on the south side.
- Bear Creek to Downtown Redmond: Continue to dry finish superstructure and pig seal concrete throughout.
- Downtown Redmond Station: Continue structural steel work, drywall, veneer brick, insulation and roofing installation, MEPF work and fire suppression work.

Closely Monitored Issues

- Station progress – sustaining progress and coordination of several subcontractors work.
- System progress – achieving progress that supports SIT start.
- Submittals: continue to work with the Design-Builder to improve the timing and turn-around of submittals.
- Duct bank construction progress on elevated structures.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$ 719,936,000
Change Order Value*	\$ 58,239,336
Current Contract Value	\$ 778,175,336
Total Actual Cost (Incurred to Date)***	\$ 694,532,624
Percent Complete	86.7%
Alternative Concept Allowance	\$ 29,612,787
Authorized Contingency	\$ 93,313,813
Contingency Drawdown*	\$ 58,239,336
Contingency Index**	1.67

*Excludes Betterments

**Excludes Betterments & ACA

***Due to a reporting error, January total to date is an estimate.



Flatwork at Marymoor Village Station Plaza

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 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).

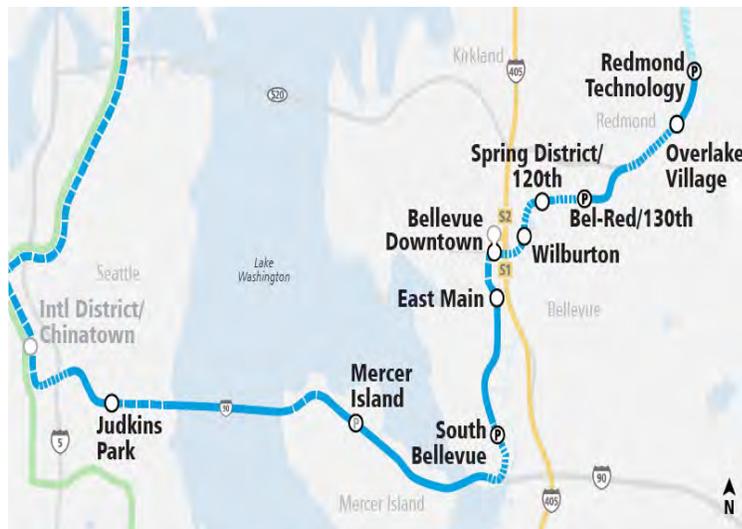
Phase Construction

Budget \$3.68 Billion (Baseline April 2015)

Schedule Baseline Revenue Service Date: June 2023

Possible Opening Timeline: ELSL: RTS to South Bellevue Spring 2024 (Pending approval)

ELE: South Bellevue to International District Station 2025 (Pending approval)



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Advanced non-conforming track plinth build-back and placement from IDS to East Channel Bridge, including dowel bar retrofit; ongoing investigation of embedded items within the post tensioning exclusion zone at floating bridge approaches; continued punch list and commissioning activities at Mercer Island and Judkins Park Stations.
- **Mercer Island Transit Integration (E135):** Ongoing punch list, landscape maintenance activities, and follow-on contract work; continued close-out of commercial items.
- **South Bellevue (E320):** Ongoing landscape maintenance; Independent follow-on contractor continues to progress tile replacement at Bellevue Station.
- **Downtown Bellevue to Spring District (E335):** Project acceptance and substantial completion issued effective August 23, 2023. Continued site wide change notice work, tile replacement work, and elevator/escalator maintenance.
- **Bel-Red (E340):** The project has reached Acceptance of all work (Milestone 4) and settlement agreement executed and paid. The project is officially in closeout and working on issuing Final Acceptance.
- **SR520 to Redmond Technology Station (E360):** Substantial completion achieved on September 30, 2023. Certificate of Occupancy for Redmond Technology (RT) Garage granted September 7, 2023, for RT Station on September 28, 2023, and for Overlake Village Station on October 23, 2023. RT Garage opened to public parking on October 30, 2023. ST management continues to work on closing out commercial items.
- **Systems (E750):** Finalizing safety certification and producing final closeout material related to the Starter Line portion of the project. Finalizing test reports related to the remaining System Integration Testing (SIT) 500 series testing and conducting final review by Sound Transit related entities for closeout. The remaining end-to-end portion of the project as related to the whole of the E130 area is awaiting the repairs to be finalized and handover to the E750 Contractor to commence for the remaining Systems related installation, leading into pre-revenue service.

Closely Monitored Issues

- Quality Issues: E130 track plinths demolition/reconstruction, potential cracking with the cast in place plinths at multiple locations, and late discovery of contractor quality issues such as the tile rework at various stations is currently the biggest schedule and cost impact.
- Claims: Significant Contractor claims on E130 and E750 remain; Settlement agreements have been reached on E320, E335, E340, and E360.
- Sound Transit continues to work towards the opening of the Bellevue to Redmond section as the East Link Starter Line (ELSL) in Spring 2024. The ST board decided to proceed with opening the Starter Line for revenue service.
- Overall Challenges: Late design changes; Safety and Security adjustments; Theft of equipment or materials; Operational needs, 3rd party requirements and commissioning needs could result in both impacts to schedule and cost.
- Staff and consultant attrition and/or loss to other projects increases the risk of oversight “blind spots”.

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 came in at about \$47.2M, bringing the total expenditure to date to around \$3.40B. Project commitment is now at approximately \$3.49B with all major construction contracts in place or near completion.

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	\$179.7	\$147.8	\$146.3	\$179.7	\$0.0
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$260.9	\$258.1	\$254.4	\$260.9	\$0.0
Construction Services	\$257.5	\$293.7	\$266.0	\$257.2	\$293.7	\$0.0
3rd Party Agreements	\$52.2	\$46.7	\$41.4	\$38.5	\$46.7	\$0.0
Construction	\$2,544.3	\$2,557.9	\$2,442.0	\$2,373.4	\$2,557.9	\$0.0
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$283.5	\$281.1	\$280.1	\$283.5	\$0.0
Total	\$3,677.2	\$3,677.2	\$3,491.2	\$3,404.7	\$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	\$997.1	\$950.9	\$956.9	\$997.1	\$0.0
20 Stations	\$397.7	\$469.4	\$479.5	\$467.9	\$469.4	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$568.1	\$543.4	\$527.9	\$568.1	\$0.0
50 Systems	\$353.8	\$423.7	\$409.3	\$368.4	\$423.7	\$0.0
Construction Subtotal (10 - 50)	\$2,304.6	\$2,458.2	\$2,383.2	\$2,321.2	\$2,458.2	\$0.0
60 ROW, Land	\$288.5	\$283.5	\$281.1	\$280.1	\$283.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$2.8	\$1.1	\$1.0	\$2.8	\$0.0
80 Professional Services	\$898.4	\$918.0	\$825.7	\$802.4	\$918.0	\$0.0
90 Unallocated Contingency	\$182.9	\$14.7	\$0.0	\$0.0	\$14.7	\$0.0
Total (10 - 90)	\$3,677.2	\$3,677.2	\$3,491.2	\$3,404.7	\$3,677.2	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top risks areas that may impact project cost and schedules:

- **Construction Claims:** There are significant construction contractor claims on E130, and E750. Settlement agreements have been reached on E320, E335, E340, E360, and progressing a partial settlement with E750 for at least the South Bellevue to Redmond Technology segment.
- **Late Discovery of Contractor Quality Issues:** Non-conforming Direct Fixation (DF) concrete plinth reconstruction on E130 is the most significant schedule and cost impact on the project schedule. DF plinth build back continues to slip as we continue to work with the contractor to determine how fast we can cast the blocks that are part of the critical path to mitigate schedule impacts. Late emergent issues are highly problematic during this late stage of the project due to the lack of time to recover and adhere to the planned schedule.
- **Operational Readiness:** Availability of LRV and completion of Series I LRV Automatic Train Protection (ATP) retrofit is an ongoing risk. These issues are being monitored and mitigation steps are continually being examined. Delays in hiring key positions in King County Metro (KCM) is a significant concern. There will be enough resources to staff the East Link Starter Line. ST and KCM continue to monitor hiring closely.
- **Design and Construction Changes:** ST requested design changes related to operations, safety, and security; additional scope items required for new safety and/or operating requirements from both internal and third parties; Completing all remaining construction items, including tile rework at multiple stations resulting in impacts to both schedule and cost.



Live wire testing of LRV in the Bellevue segment of East Link

Contingency Management

East Link project budget was baselined in April 2015 with a total contingency of \$795.9M. All major construction contracts have been procured and the total contingency balance stands at \$141.2M (previously \$178.1M). The current contingency balance is consistent with the project’s planned contingency drawdown.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA balance is \$0.2M. 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, allocated contingency show a net decrease of \$9.3M largely attributed change orders.

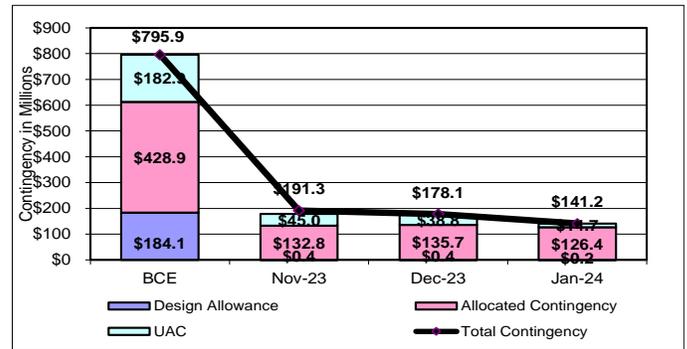
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, the UAC decreased by \$24.1M largely attributed reallocation to support Construction Services and Construction phase due to longer project duration.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$184.1	5.0%	\$0.2	0.1%
Allocated Contingency	\$428.9	11.7%	\$126.4	46.4%
Unallocated Contingency	\$182.9	5.0%	\$14.7	5.4%
Total	\$795.9	21.6%	\$141.2	51.8%

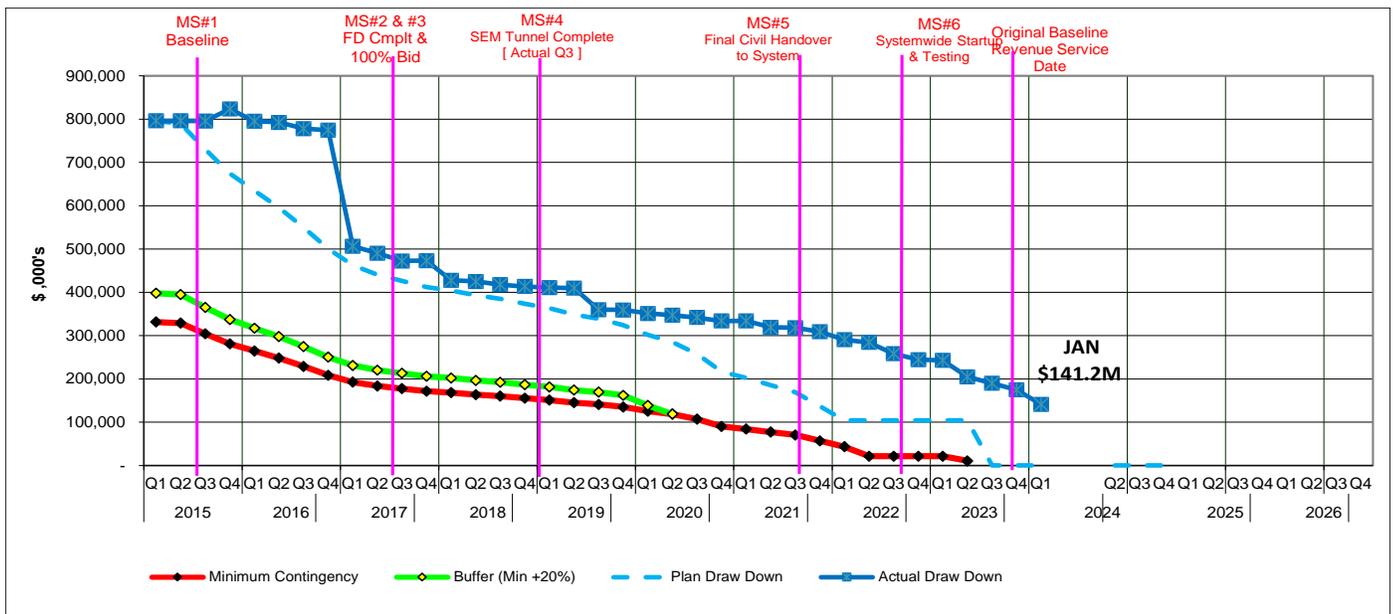
Table figures are shown in millions.

Contingency by Type



Contingency Drawdown

East Link Project’s total contingency drawdown continues to trend within plan with an overall contingency balance approximately at \$141.2M (previously \$178.1M). With all major construction contracts procured, it remains above the baseline drawdown projection and above both the minimum contingency and the buffered (minimum plus 20%) contingency levels. The contingencies at the end of this period recorded a net decrease of \$36.9M.



Contingency Drawdown as of January 31, 2024

Project Schedule

The Integrated Project Schedule presented below. Weighted percent complete of construction contracts calculated at 98.2%.

E130 continued DF track plinth reconstruction, closeout, commissioning, and punch list work at stations and along guideway.

E320 and E360 have achieved Substantial completion and are working toward Acceptance.

E330, E335, and E340 have achieved Acceptance or Final Acceptance.

E750 continued construction of pedestrian crossing enhancements in the Bel-Red corridor.

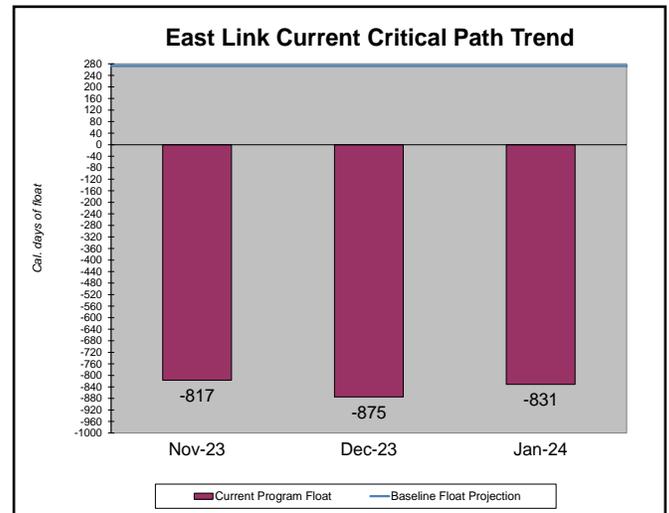
In August 2023, the Sound Transit Board voted to proceed with opening the portion of the alignment between South Bellevue Station and Redmond Technology Station early (East Link Starter Line). The ELSL transitioned to the pre-revenue phase on November 1, and is planned to open for Revenue Service Spring 2024. There are some remaining construction items being completed under follow-on contracts that will extend through March.

Activity Name	Start	Finish	2024				2025			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Sound Transit	10-Mar-17 A	08-Oct-25	[Gantt bar spanning from Mar-17 to Oct-25]							
Sound Transit 2	10-Mar-17 A	08-Oct-25	[Gantt bar spanning from Mar-17 to Oct-25]							
East Corridor	10-Mar-17 A	08-Oct-25	[Gantt bar spanning from Mar-17 to Oct-25]							
LRT Extension - East	10-Mar-17 A	08-Oct-25	[Gantt bar spanning from Mar-17 to Oct-25]							
East Link	10-Mar-17 A	08-Oct-25	[Gantt bar spanning from Mar-17 to Oct-25]							
East Link Construction	10-Mar-17 A	08-Oct-25	[Gantt bar spanning from Mar-17 to Oct-25]							
EL 130 - Seattle to I-90 Overpass (GC/CM)	10-Mar-17 A	10-Nov-24	[Gantt bar spanning from Mar-17 to Nov-24]							
EL 750 - Systems	12-Jun-17 A	12-Apr-25	[Gantt bar spanning from Jun-17 to Apr-25]							
ELRACT - East Link Rail Activation/System Integration/Project Closeout	15-Mar-24	08-Oct-25	[Gantt bar spanning from Mar-24 to Oct-25]							
East Link Rail Activation	15-Mar-24	08-Oct-25	[Gantt bar spanning from Mar-24 to Oct-25]							
System Integration Testing	15-Mar-24	11-Feb-25	[Gantt bar spanning from Mar-24 to Feb-25]							
Pre-Revenue Service	11-Apr-25	08-Oct-25	[Gantt bar spanning from Apr-25 to Oct-25]							
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Proc	11-Apr-25	10-Jul-25	[Gantt bar spanning from Apr-25 to Jul-25]							
ELE - Simulate Pre-Revenue Operating Schedule	10-Jul-25	08-Oct-25	[Gantt bar spanning from Jul-25 to Oct-25]							
Project Float Contingency	08-Oct-25	08-Oct-25	[Gantt bar spanning from Oct-25 to Oct-25]							
Revenue Service	08-Oct-25	08-Oct-25	[Gantt bar spanning from Oct-25 to Oct-25]							
ELE - Revenue Service (Baseline June 30, 2023)		08-Oct-25*	[Gantt bar spanning from Jun-23 to Oct-25]							
East Link Starter Line - Rail Activation	01-Nov-23 A	28-Mar-24	[Gantt bar spanning from Nov-23 to Mar-24]							
East Link Starter Line Rail Activation	01-Nov-23 A	28-Mar-24	[Gantt bar spanning from Nov-23 to Mar-24]							
Pre-Revenue Service	01-Nov-23 A	26-Mar-24	[Gantt bar spanning from Nov-23 to Mar-24]							
ELSL - LCC/Trainer Familiarization	01-Nov-23 A	03-Nov-23 A	[Gantt bar spanning from Nov-23 to Nov-23]							
ELSL - Operator Qualification - Certify Operators/Rail Supervisors on New Ter	01-Nov-23 A	15-Dec-23 A	[Gantt bar spanning from Nov-23 to Dec-23]							
ELSL - Simulate Pre-Revenue Operating Schedule	24-Jan-24 A	26-Mar-24	[Gantt bar spanning from Jan-24 to Mar-24]							
Pre-Revenue Detail	01-Nov-23 A	28-Mar-24	[Gantt bar spanning from Nov-23 to Mar-24]							
Revenue Service	28-Mar-24	28-Mar-24	[Gantt bar spanning from Mar-24 to Mar-24]							
ELSL - Opening Day Readiness		28-Mar-24	[Gantt bar spanning from Mar-24 to Mar-24]							

Project Float

East Link was baselined with 273 days of program float and is currently forecast to finish 831 days behind the baselined Revenue Service Date of June 30, 2023. Some schedule savings was seen this month as the E130 contractor is working toward a more efficient solution to repair some of the dual block plinths on the floating bridge.

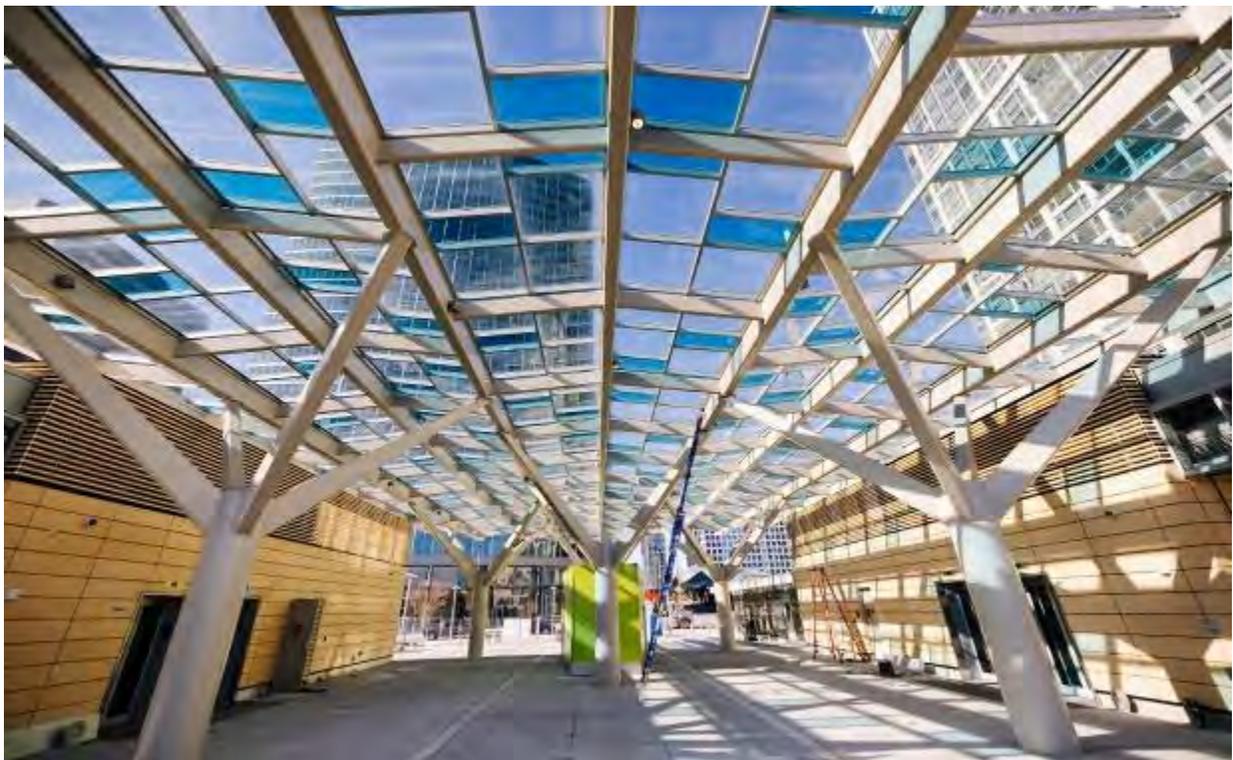
As presented to the Sound Transit Board in December 2022, timing and sequencing for multiple project openings has been revised following the program-wide risk assessment, new possible opening timeline for East Link set for 2025. As part of this assessment, it was determined that the pre-revenue period should be increased from 3 to 6 months.



Critical Path Analysis

The East Link critical path this month continues to run through track plinth reconstruction on E130, and subsequently E750 access to complete OCS and signal installation and systems integration testing. The E130 schedule has recovered slightly this month thanks to an effort by ST and the contractor to implement a more time-efficient plan to repair a number of dual block plinths on the floating bridge.

Activity Name	Start	Finish	2024				2025				
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
EL 130 - Seattle to I-90 Overpass (GC/CM)	08-Jan-24 A	14-Sep-24									
E130 Construction	08-Jan-24 A	14-Sep-24									
Milestones	14-Sep-24	14-Sep-24									
Construction	08-Jan-24 A	13-Sep-24									
Structures Retrofit	26-Jul-24	02-Aug-24									
Trackwork	08-Jan-24 A	13-Sep-24									
EL 750 - Systems	06-Jul-21 A	11-Apr-25									
E750 Construction	06-Jul-21 A	11-Apr-25									
E750 Project	06-Jul-21 A	11-Apr-25									
E750 Engineering	29-Oct-24	11-Feb-25									
E750 Construction	06-Jul-21 A	11-Apr-25									
E750 Milestones	06-Jul-21 A	11-Apr-25									
E750 OCS	16-Sep-24	17-Oct-24									
E750 Traction Power / Substations	17-Oct-24	22-Oct-24									
E750 Testing and Commissioning	22-Oct-24	11-Feb-25									
ELRACT - East Link Rail Activation/System Integration/Project Closeout	11-Apr-25	08-Oct-25									
East Link Rail Activation	11-Apr-25	08-Oct-25									
Pre-Revenue Service	11-Apr-25	08-Oct-25									
ELE - Qualification - Certify Operators/Rail Supervisors on New Territory, Procedures, Incident	11-Apr-25	10-Jul-25									
ELE - Simulate Pre-Revenue Operating Schedule	10-Jul-25	08-Oct-25									
Revenue Service	08-Oct-25	08-Oct-25									
ELE - Revenue Service (Baseline June 30, 2023)		08-Oct-25*									
East Link Starter Line - Rail Activation											



E335 Bellevue Downtown Station

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 easements and temporary easements for construction. These acquisitions resulted in owner and tenant residential and commercial relocations. Property acquisition and relocations are 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
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p>					

Community Engagement

January's focus included, but not limited to:

- Issued Project Update about 2 Line simulated service beginning in January.
- Worked on updating East Link and OMFE web Pages in advance of 2 Line opening.
- Prepared construction alert fire system testing in the Bellevue Downtown Tunnel – working with Operations to transition notifications from Capital Projects.
- Responded to community concerns about generators running overnight, which is permitted under our 24-hour noise variance. However, thanks to ST's excellent East Corridor permitting team, additional noise mitigation was put in place.
- Continued to work on obtaining Rights of Entry for post construction surveys and noise and vibration monitoring.
- Responded to a City of Bellevue Code Compliance request to remove graffiti from guideway columns. Worked with CM team to have it removed and communicated with City when complete.

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.

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 an immediate budget overage. That said, the longer than anticipated construction duration due to quality issues and potential delay in transitioning over to Operations will require more labor resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	52.4	(11.8)
Consultants	93.1	99.2	(6.1)
TOTAL	133.7	151.6	(17.9)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
M2024-01	Authorized the CEO to increase the contract contingency with HDR Engineering Inc. for construction management consultant services with for East Link Extension in the amount of \$7,000,000 for a new total authorized amount not to exceed \$125,440,000.	1/25/2024

Construction Safety

Data/Measure	January 2024	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	94
Days Away From Work Cases	0	0	16
Total Days Away From Work	0	0	1,348
First Aid Cases	1	1	438
Reported Near Mishaps	1	1	313
Average Number of Employees on Worksite	119	-	-
Total # of Hours (GC & Subs)	17,214	17,214	8,567,471
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	2.19
LTI Rate	0.00	0.00	0.37
Recordable National Average	2.40		
LTI National Average	1.00		
Recordable WA State Average	4.50		
LTI WA State Average	1.60		

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.

E135 Mercer Island Transit Integration: Road improvements including a roundabout at N. Mercer Way and 77th Ave SE. to enhance bus/rail transfer and connect pedestrian and bicyclist to the Mercer Island light rail station. [Design-Bid-Build]

Status: Substantial completion achieved. Punch list work remains.

E320 South Bellevue: One (1) 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: Substantial Completion on August 29th, 2022.

E330 Downtown Bellevue Tunnel: Sequential Earth Method (SEM) tunneling along 110th Ave. NE in Downtown Bellevue. [Design-bid-build]

Status: Substantial Completion on July 13th, 2020. Acceptance Issued on Nov. 17th, 2020.

E335 Downtown Bellevue to Spring District: Four (4) 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: Substantial Completion and Project Acceptance issued August 23, 2023.

E340 Bel-Red: One (1) Light Rail Station, aerial, and at-grade guideway from 124th Ave. NE to NE 20th. [Design-bid-build]

Status: Achieved Acceptance and working on Final Acceptance.

E360 SR520 to Redmond Technology Station: Two (2) Light Rail Stations; one (1) garage, one (1) pedestrian bridge; aerial and retained-cut guideway along SR-520 in the Overlake area of Bellevue and Redmond. [Design-Build]

Status: Achieved Substantial Completion on September 30, 2023 and working on Acceptance.

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.



E130 Seattle to South Bellevue: Installing new nylon inserts, westbound on the floating bridge

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

Current Progress

- **West Segment:** Continue rail alignment and layout for International District Station grade crossing; progress final survey of track alignment; advance dowel bar retrofit eastbound; ongoing plinth build back & NCR remediation.
- **Center Segment:** Ongoing CP data collection; continue PT repair at approach structures; advance track centerline survey; plinth build back & NCR remediation.
- **East Segment:** Ongoing plinth build back & NCR remediation, including track slab repair and rail destressing; continue stray current collector maintenance; painting & plant at Mercer Island Station.

Schedule Summary

Contractor’s January update forecasts an October 11, 2024, Substantial Completion date, 227 calendar days later than the contractual milestone date of February 28, 2024. The critical path runs through plinth procurement of 50-60 precast dual blocks for the floating bridge. Some schedule savings were seen this month due to refinement of the procurement plan. ST continues to work with the contractor to find efficiencies in the production process to bring the schedule back to August 2024.

Activity Name	Start	Finish	2024			
			Q1	Q2	Q3	Q4
E130 Construction	10-Mar-17 A	10-Nov-24	[Gantt bar spanning Q1-Q4]			
Milestones	10-Mar-17 A	10-Nov-24	[Gantt bar spanning Q1-Q4]			
Access Milestones	10-Mar-17 A	12-May-17	[Gantt bar in Q1]			
16. Notice to Proceed - Package 1	10-Mar-17 A		[Gantt bar in Q1]			
16. Notice To Proceed - Remaining Scope	12-May-17 A		[Gantt bar in Q1]			
Major Project Complete Milestones	21-Aug-19 A	10-Nov-24	[Gantt bar spanning Q1-Q4]			
16. MS#02 - Substantial Completion of IDS Conversion - Reinstate NB Operations (10-Feb-20)		09-Feb-20	[Gantt bar in Q1]			
16. MS#03 - Substantial Completion of IDS Conversion - Reinstate SB Operations (16-Mar-20)		23-Mar-20	[Gantt bar in Q1]			
16. MS#01 - Substantial Completion West Mercer Island Lid to East End of Project (15-Apr-22)		19-Jul-24*	[Gantt bar in Q3]			
16. MS#04 - Substantial Completion All Work (28-Feb-24)		11-Oct-24*	[Gantt bar in Q4]			
Milestone 1 Interim Dates	21-Aug-19 A	10-Nov-24	[Gantt bar spanning Q1-Q4]			
Construction	20-Mar-17 A	11-Oct-24	[Gantt bar spanning Q1-Q4]			
Preliminary Activities	03-Apr-17 A	08-Feb-21	[Gantt bar in Q1]			
Sitework	23-Aug-17 A	13-Jul-20 A	[Gantt bar in Q1]			
Demolition	20-Jul-17 A	02-Mar-24	[Gantt bar in Q1]			
Tunnel Modifications	18-Sep-17 A	19-Feb-24	[Gantt bar in Q1]			
Stations	31-May-17 A	01-Apr-24	[Gantt bar in Q1]			
OCS Bases/Frames	02-Apr-18 A	29-Feb-24	[Gantt bar in Q1]			
Civil/Utilities	05-Jul-17 A	07-Aug-24	[Gantt bar in Q1]			
Electrical	20-Mar-17 A	22-Jan-24	[Gantt bar in Q1]			
Structures Retrofit	20-Mar-17 A	11-Oct-24	[Gantt bar spanning Q1-Q4]			
Trackwork	02-Jan-18 A	11-Oct-24	[Gantt bar spanning Q1-Q4]			
Systems	26-Jun-17 A	16-Jun-23	[Gantt bar in Q1]			
IDS Modification	16-Jan-19 A	17-May-24	[Gantt bar in Q1]			
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21	[Gantt bar in Q1]			

Schedule Performance Index

E130 contract substantial completion date was planned for December 2020 and is currently forecast to occur in Q4 2024. Remaining critical work to achieve substantial completion includes reconstruction of non-conforming direct fixation track work, replacement of nylon inserts, and other NCR work. By definition, at substantial completion the schedule performance index is 1.0, because all planned work is completed.



Next Period's Activities

- **West Segment:** Direct fixation plinth reconstruction at D2 elevated structure; punch list, maintenance, commissioning at Judkins Park Station; post tensioning damage repair at D2 roadway, Rainier Ave Bridge.
- **Center Segment:** Track reconstruction; cathodic protection monitoring.
- **East Segment:** Non-conforming plinth reconstruction; punch list, maintenance, commissioning at Mercer Island Station; track slab repair; post tensioning damage repair.

Closely Monitored Issues

- Direct fixation track plinth reconstruction.
- Testing and commissioning at Mount Baker and Mercer Island Tunnel emergency ventilation systems.
- East Channel Bridge, D2 roadway rebar and post tensioning damage assessment and repair.

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	\$58,601,390
Current Contract Value*	\$719,742,063
Total Actual Cost (Incurred to Date)	\$709,385,681
Percent Complete	97.5%
Authorized Contingency	\$70,660,541
Contingency Drawdown	\$58,601,390
Contingency Index	1.2

* Contract Value excludes Betterments



Crews inspecting final track alignment in Mt. Baker Tunnel

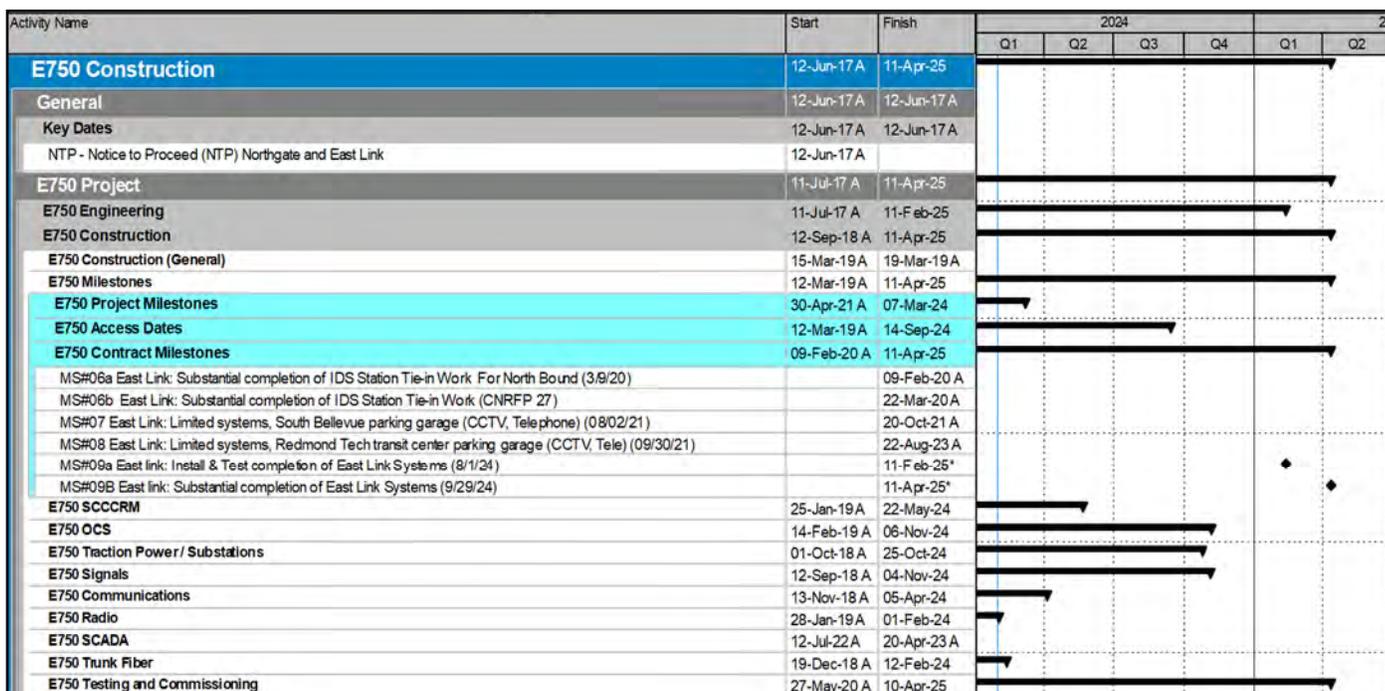
Contract E750 – Systems Heavy Civil GC/CM

Current Progress

- Continuing systems integration testing (SIT) and punch list items between South Bellevue and Redmond Technology Stations.

Schedule Summary

The contractor’s January update projects an April 11, 2025, Substantial Completion Date, 195 calendar days later than the contractual milestone date of September 29, 2024. The critical path for this contract is driven by track handover from the E130 civil contractor, which is significantly delayed. Installation and testing for the East Link Starter Line is mostly complete with some punch list activity and work on pedestrian crossing enhancements continuing through the pre-revenue period until early March.

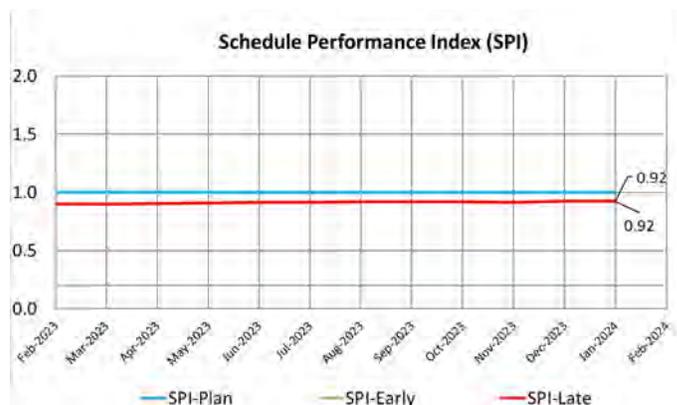


Schedule Performance Index

E750 contract substantial completion date anticipated to occur in Q2 2025.

The SPI-Early and SPI-Late is 0.92. The SPI index indicates the contractor is behind early/late planned work compared to the baseline plans.

The lagging is due to delayed access to civil segments, primarily within the I-90 segment. The ELE team continues to monitor and evaluate various mitigation options should the late plans continue to slip further.



Next Period's Activities.

- Continuing systems integration testing (SIT) between South Bellevue and Redmond Technology Stations.

Closely Monitored Issues

- Systems integration testing between South Bellevue and Redmond Technology Stations.
- SIT testing and test reports along with safety and security certifiable item paperwork.
- Completion of the PSERN radio requirements.
- Testing of the BMS and PIMS software upgrades.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$49,781,850
Current Contract Value	\$305,549,978
Total Actual Cost (Incurred to Date)	\$267,644,400
Percent Complete	95.5%
Authorized Contingency	\$65,788,406
Contingency Drawdown	\$49,781,850
Contingency Index	1.35



Systems Integration Testing at the 130th Station

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

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.

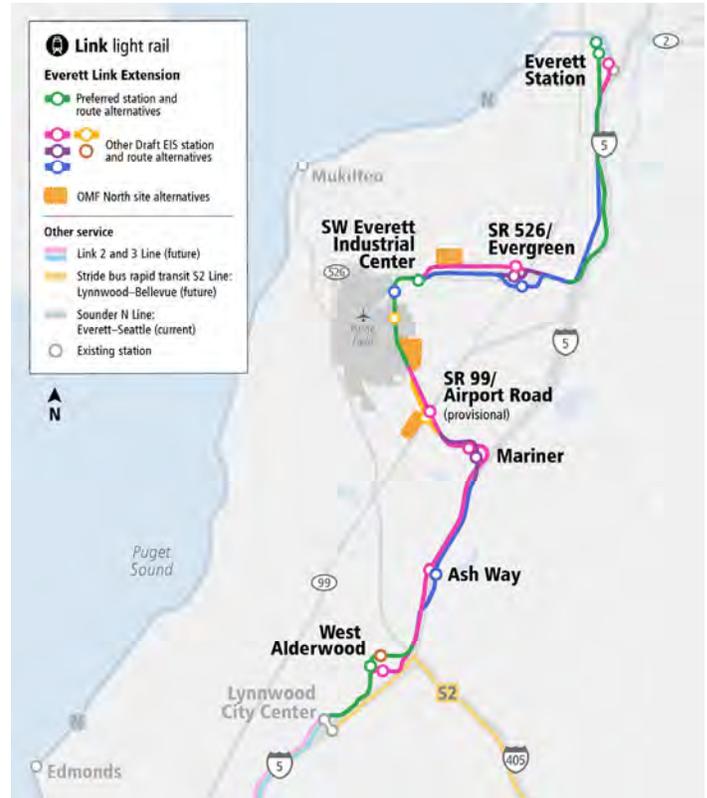
Systems Signals, track electrification, SCADA communication, Operations and Maintenance Facility North (OMF North)

Phase Planning

Budget \$197 Million through completion of Preliminary Engineering.

Schedule Forecasted In-Service Date:
 SW Everett Industrial Station: 2037
 Everett Station: 2037
 Parking at Mariner & Everett 2046

** This project is in development and project report will be updated quarterly effective June 2023.*



Map of Everett Link Extension

Key Project Activities

- Conducted a land use workshop for the Model Code Partnership and station area planning workshops with City of Everett, City of Lynnwood, Snohomish County, Community Transit, and Everett Transit.
- Continued monthly meetings with FTA.
- Coordinated with partner agencies including City of Lynnwood, City of Everett, Snohomish County, Community Transit, Puget Sound Regional Council and WSDOT regarding conceptual engineering and the draft environmental impact statement.

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.

During the annual budget cycle \$9M was added to the project to fund right-of-way acquisition. The current Authorized Project Allocation is for completion of preliminary engineering. 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	\$10.5	\$10.0	\$34.2	\$0.0
Preliminary Engineering	\$128.5	\$87.6	\$30.3	\$128.5	\$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	\$0.3	\$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	\$20.1	\$5.5	\$0.5	\$20.1	\$0.0
Total	\$196.9	\$104.6	\$41.7	\$196.9	\$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	\$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	\$19.0	\$5.5	\$0.5	\$19.0	\$0.0
80 Professional Services	\$161.3	\$98.5	\$40.6	\$161.3	\$0.0
90 Unallocated Contingency	\$15.7	\$0.0	\$0.0	\$15.7	\$0.0
Total (10 - 90)	\$196.9	\$104.6	\$41.7	\$196.9	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

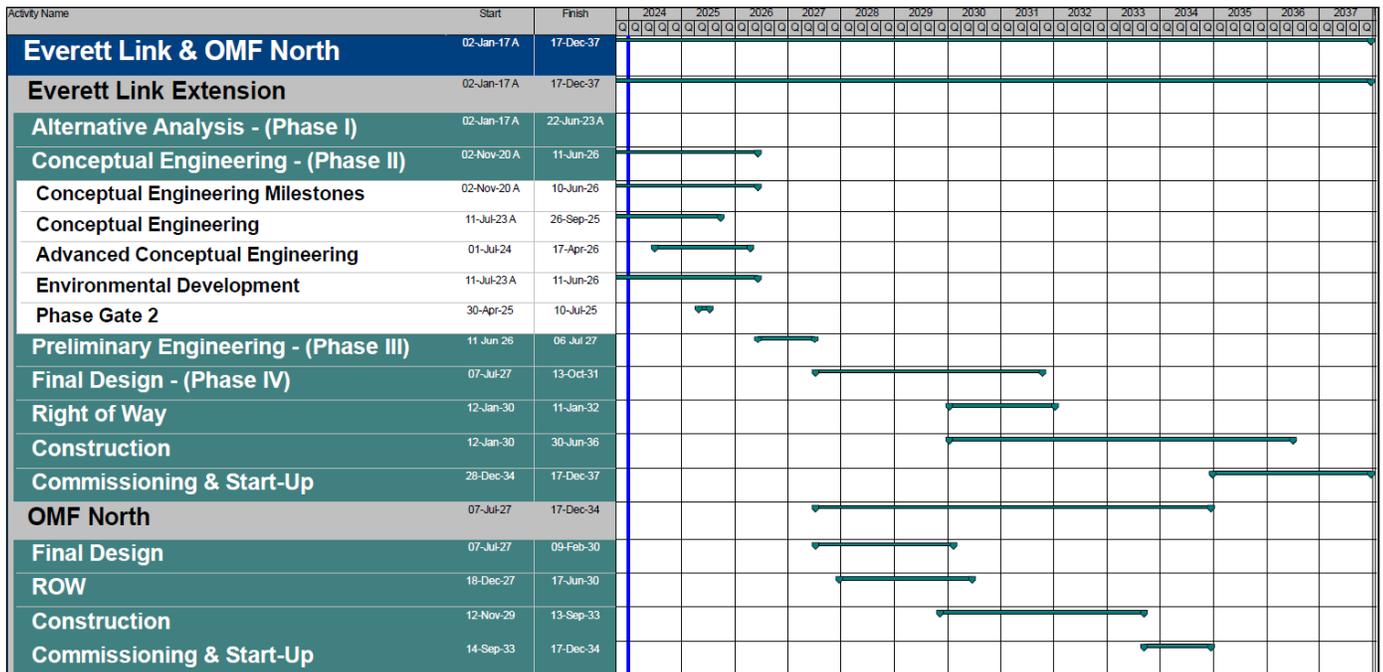
Risk Management

The following are the top cost and schedule project risks:

- Emerging schedule delay due to confirming environmental review process with third parties.
- Potential risks associated with engineering challenges over lengthy and varied geography and limited design yet to be investigated. Further design as project advances.
- Potential risks associated with real estate acquisition process and yet unknown ROW needs in early design.
- Potential risks associated with challenge of consensus with partners on site selection for OMF North.
- Comparative cost estimates for OMF North and Preferred Alternative for EVLE are trending higher than the current Finance Plan Estimate. QRA and Value Engineering efforts were conducted in Q1 and Q2; QRA analysis shows comparative cost estimates trending higher than the current Finance Plan Estimate.
- Operational modeling conducted for Line 2 turnback resulted in additional programming needs.

Project Schedule

The Phase 2 work continues largely as planned. The consultant's schedule for Phase 2 is regularly updated and reflects an on-time completion for the DEIS. The schedule maintains the forecasted in-service dates of 2034 for completion of OMF and 2037 for completion of the project, excluding parking.



Community Engagement

- Hosted five community workshops to better understand the project priorities of historically underserved communities.
- Continued coordination with Boeing, Local Initiative Support Corporation, and Ziplly Fiber.
- Hosted a table at the Everett Farmers Market and Connect Casino Road Wintertide.
- Provided project briefings to Mill Creek Foursquare Church, Washington State University—Snohomish County Extension, Alderwood Community Church, Everett Station District Alliance, and Casino Square businesses.
- 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 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 YTD Actual FTE monthly average through the end of the current period is below Planned FTE levels. Staffing variance reflects as project was transitioning to Phase 2 work, which began in Q3/Q4 2023.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	22.1	16.2	5.9
Consultants	44.0	43.9	0.1
TOTAL	66.1	60.1	6.0

** An FTE is the equivalent to 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

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.

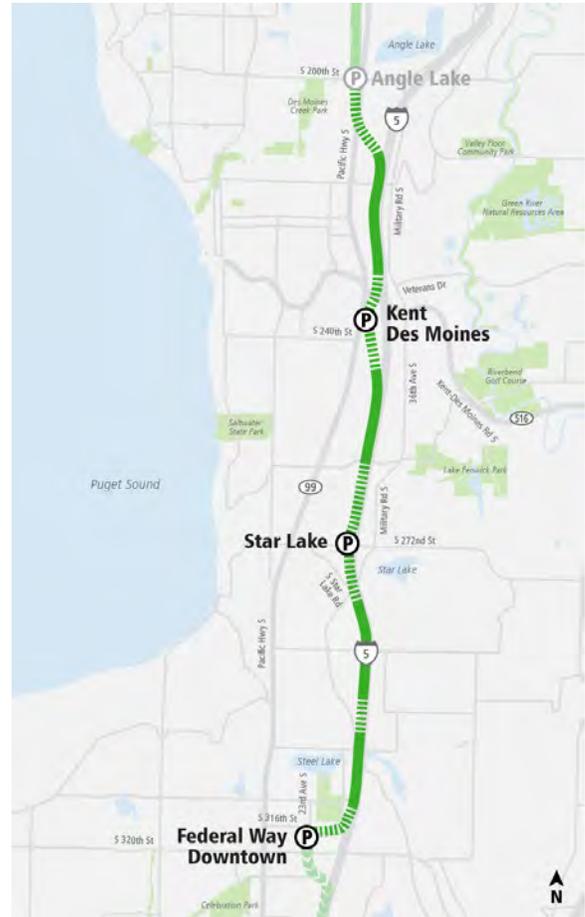
Stations Station and garages at Kent Des Moines (KDM), Star Lake (SL), and Federal Way Downtown (FWD)

Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget \$2.45 Billion (ST Baseline September 2018)

Schedule Baseline Revenue Service Date: December 2024
To be revised beyond this date with ST Board approval due to impacts at Structure C. Possible opening 2026 timeline.



Map of Federal Way Link Extension

Key Project Activities

- Work at Structure C continues to progress with segments being placed for the long span bridge.
- King 5 News scheduled next month for an interview on site with CM to highlight and explain the engineering and construction related to long span bridge at Structure C area.
- Project team continues minor utility relocations gas, power, and tele-communications needed at station areas.
- Ongoing ROW acquisition and relocations continue related to Traffic Mitigation (F210) and some F200 parcels.
- A few WSDOT agreements are in various stages pending reviews.
- FWLE team reached agreement with WSDOT for the amendment of the construction funding and coordination Task Order B-14 agreement. The finalization of this amendment is pending legal review.
- Project team began the permit closeout process with the DB Contractor and the Cities of SeaTac, Kent, and Des Moines.

Link Light Rail Federal Way Link Extension



Project Cost Summary

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

This period approximately \$73M was incurred; \$62M in the Construction phase for F200 contract, \$6M for Construction Services, \$0.9M for Admin, and \$3M in Third Party Phases. Remaining expenditures range from Preliminary Engineering, Final Design, and Right-of-way phases. This period the project is forecasting an Estimated Final Cost of \$2.38B with a budget underrun of \$68.0M.

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	\$104.5	\$57.0	\$56.5	\$104.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.6	\$45.4	\$46.1	\$0.0
Final Design	\$3.1	\$7.2	\$4.5	\$4.2	\$7.2	\$0.0
Construction Services	\$107.0	\$156.2	\$134.8	\$104.6	\$156.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$26.1	\$24.4	\$44.0	\$0.0
Construction	\$1,831.9	\$1,768.7	\$1,562.7	\$1,336.1	\$1,768.7	\$0.0
ROW	\$338.8	\$324.7	\$237.6	\$232.6	\$256.7	\$68.0
Total	\$2,451.5	\$2,451.5	\$2,068.4	\$1,803.8	\$2,383.5	\$68.0

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	\$739.1	\$500.1	\$419.9	\$512.3	\$226.9
20 Stations	\$318.9	\$241.7	\$303.0	\$245.6	\$334.5	-\$92.8
30 Support Facilities	\$5.3	\$10.0	\$11.7	\$10.1	\$4.9	\$5.1
40 Sitework & Special Conditions	\$558.4	\$476.5	\$490.5	\$427.1	\$690.2	-\$213.7
50 Systems	\$153.8	\$111.1	\$126.7	\$110.2	\$152.2	-\$41.2
Construction Subtotal (10 - 50)	\$1,559.4	\$1,578.4	\$1,432.0	\$1,213.0	\$1,694.0	-\$115.7
60 Row, Land	\$341.6	\$324.7	\$237.6	\$232.6	\$256.7	\$68.0
70 Vehicles	\$1.8	\$5.0	\$0.0	\$0.0	\$5.0	\$0.0
80 Professional Services	\$370.7	\$466.6	\$398.8	\$358.2	\$351.0	\$115.7
90 Unallocated Contingency	\$178.1	\$76.8	\$0.0	\$0.0	\$76.8	\$0.0
Total (10 - 90)	\$2,451.5	\$2,451.5	\$2,068.4	\$1,803.8	\$2,383.5	\$68.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. Additional contingency of \$460.0M (FTA P65 requirement in FFGA) is not reflected in the below contingency status. The current contingency balance is \$366.6M.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. During this period a few F200 CO's were executed drawing down on AC. However this was offset by some increases to AC due to the 2024 budget cycle shifts in Construction and Third Party phases.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC reduced due to the 2024 budget cycle filling future budget gaps anticipated in Construction, Final Design and Third Party phases .

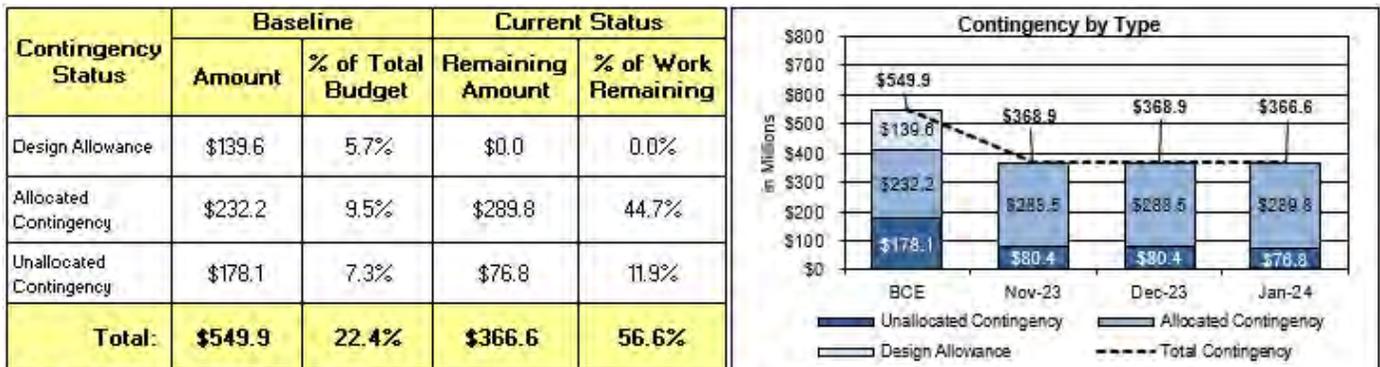
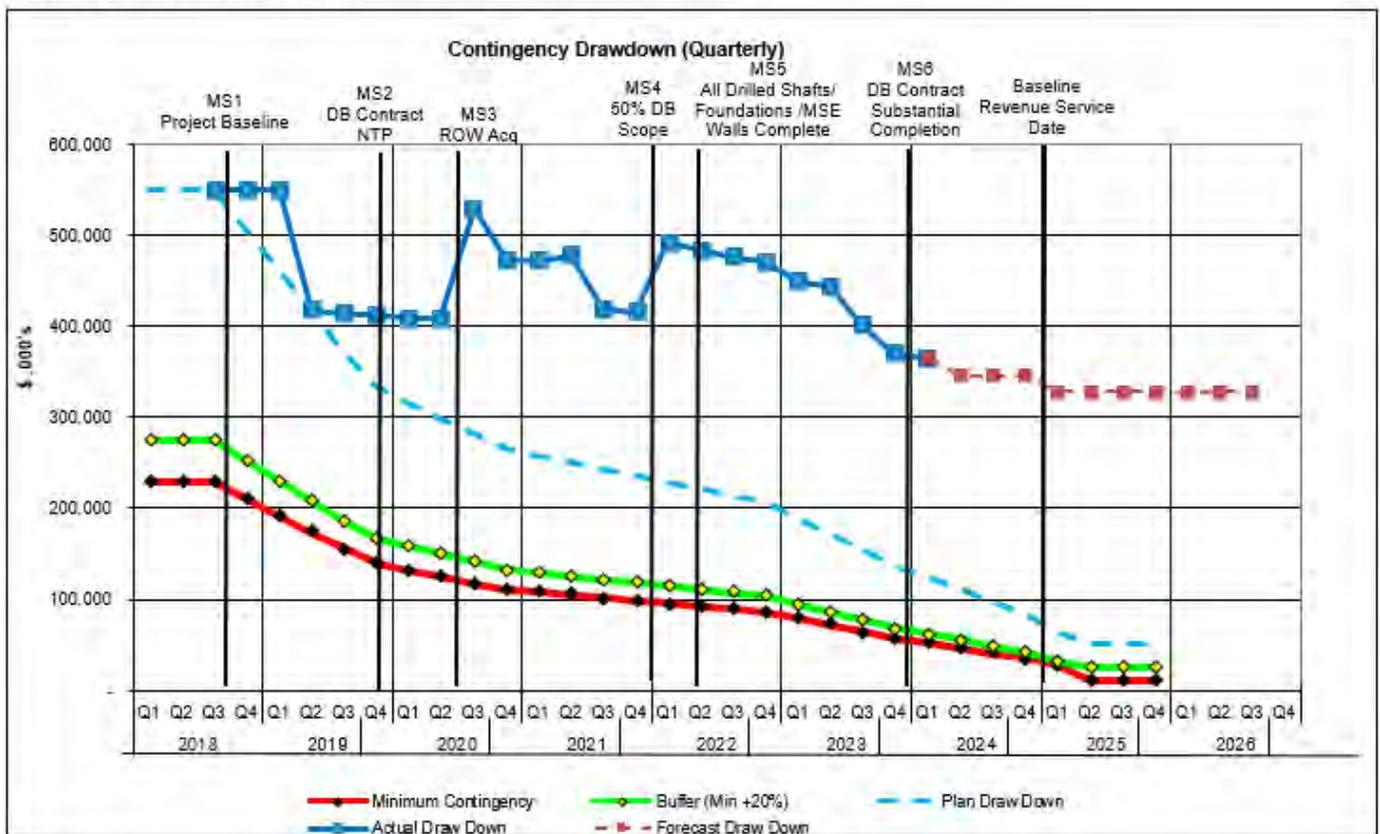


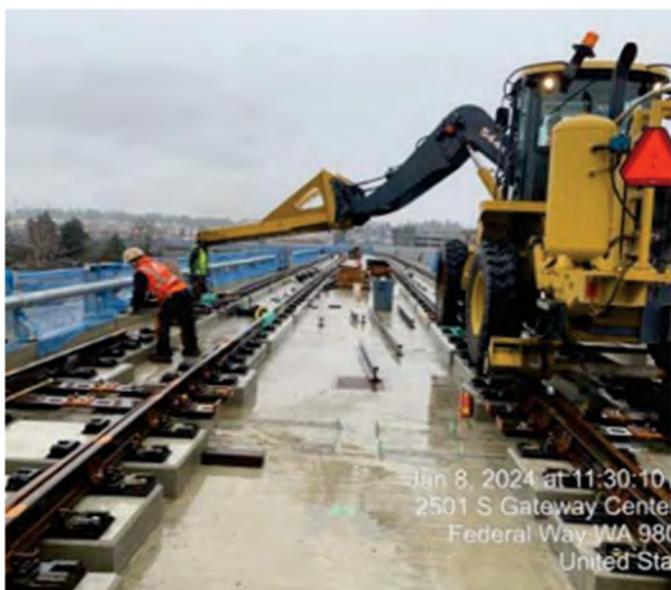
Table figures are shown in millions.



Risk Management

Changes to the projects top risks are reflected below:

- The scheduled duration between F200 Substantial Completion and Current Progress Revenue Service Date (RSD) update is insufficient to accommodate impacts and changes to activation and pre-revenue service, resulting in delays to RSD and increased project costs.
- Wabtec staff are not available to support SCADA and PIMS deployment on the FWLE project, thus delaying Kiewit's completion and RSD.
- Delays to permits/stop work by City of Federal Way for code discrepancies and development agreement interpretation.
- Overlap between the F200 Design Builder's presence at Structure C interferes with the SR-509 project construction and creates delay and inefficiency costs to the project.
- Insufficient Link Operations Staff for Pre-Revenue/Revenue Service operations.
- Re-testing occurs during SIT may cause a schedule delay, as its not addressed in the CPM Schedule.
- The integration of additional requirements for facilities and/or systems (by ST) could not only result in increased costs, but could also impact construction completion.
- ROW possession and use (P&U) and acquisition suffer delays or legal challenges that prevent the parcel from being acquired before it is needed for construction, resulting in delays to the construction schedule.
- Design and construction change requests are not implemented in a timely manner, resulting in cost and schedule impacts, and potentially further resulting in the final construction failing to meet Operational requirements, decreasing reliability, and/or increasing TCO (total cost of ownership).
- Additional third party scope is identified during construction (above current expectations and scope) resulting in cost and schedule impacts to the project.



Federal Way Downtown Station Rail Installation

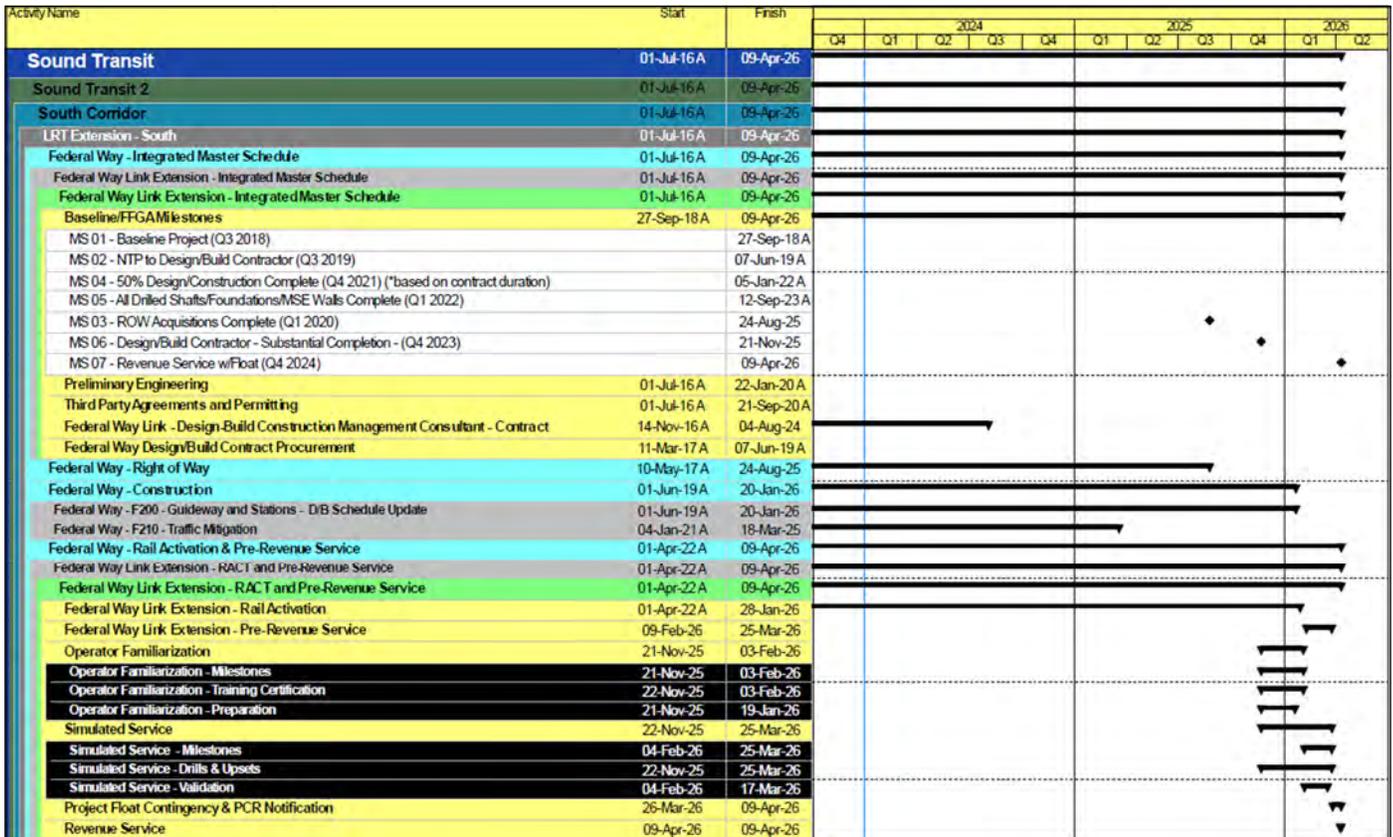


Structure C Casing Welding in Kent

Project Schedule

The calculated weighted percent complete of the major construction contracts is 84.5%. The weighted percent complete accounts for the time and cost impact of the F200 Structure C Long Span. The FWLE integrated schedule includes the revised F200 contract milestones, resulting from Structure C Long Span and Global Settlement negotiations. For instance, FFGA Milestone #6 reflects the substantial completion of all work for the F200 Design-Build contract.

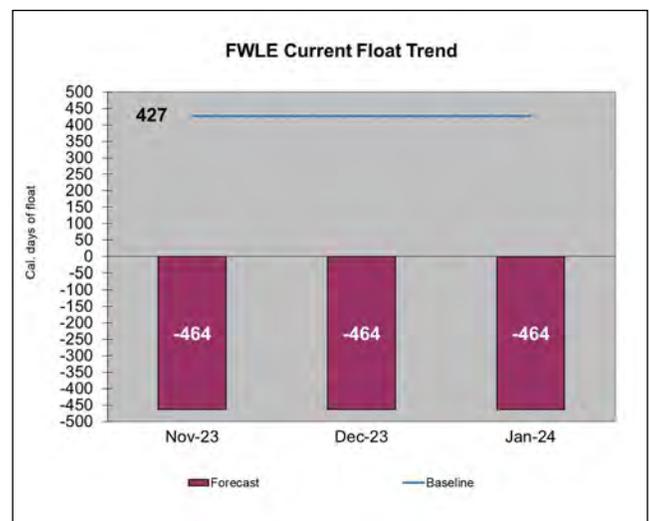
FFGA Milestone #5 was achieved in September 2023 with the completion of drill shaft C07. This marks the completion of all major substructure work, which significantly decreases the geotechnical risk for the project. Next, FFGA Milestone #3 is trending Q3 2025 due to delays in F200 ROW acquisitions. F210 traffic mitigation ROW acquisitions and construction substantial completion are trending completion by Q4 2024 and Q1 2025, respectively. The possible opening timeline is in 2026.



Project Float

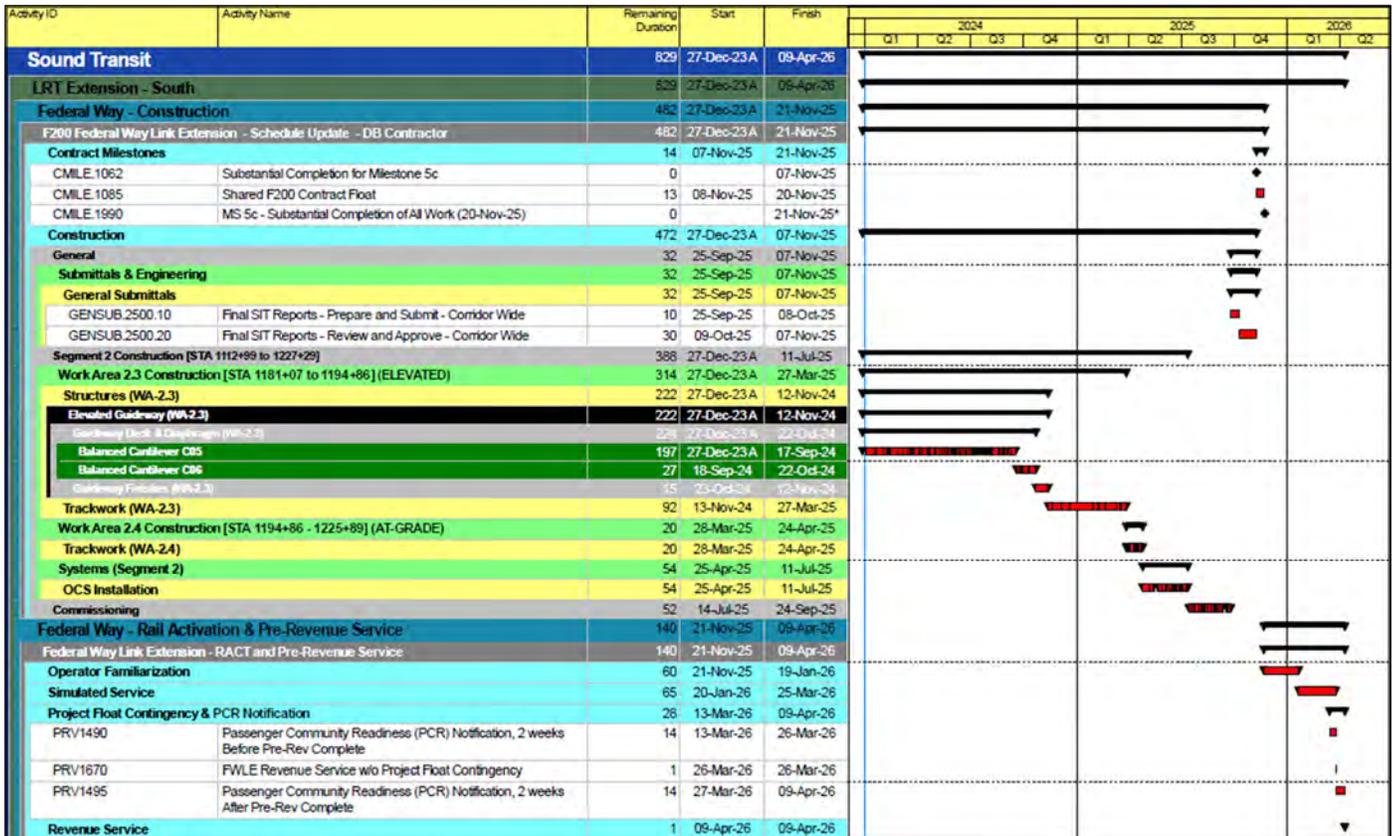
The project was baselined with 427 days of project float and a Revenue Service Date of 12/31/2024. Currently, the project is reporting negative 464 days of project float. The driver of the negative project float was caused by the impact of poor soil conditions at Structure C. Sound Transit and the Design-Builder executed a bilateral CO in July 2023, based on a Global Settlement agreed upon in March 2023.

Note: Negative float will continue until a revised RSD is approved by the ST Board.



Critical Path Analysis

The critical path to revenue service commences with the erection of the traveler at span C05. Next the critical path continues with Structure C cast-in-place (CIP) segments, and emergency railing. Next, on the critical path is Segment 2 trackwork, OCS system installation, commissioning, system integration testing, and finally pre-revenue service operations. Plus, a one-month PCR (Passenger Community Readiness) notification period that extends two weeks past the completion of pre-revenue service operations.



Key Traffic Mitigation Activities

- Original solicitation has been cancelled, bids will be re-advertised as soon as possible.

Closely Monitored Activities

- F210 ROW acquisition:
 - FL 204 – In negotiations.
 - FL 903 – Appraisal restarted due to plan change. Scheduled mitigation measures being applied.
 - FL 910 – Offer presented on 8/18; currently in negotiations. Dual track for condemnation started.
- Federal Way CAR response to comments nearly complete.

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 easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions will result in owner and tenant residential and commercial relocations.

The Right-of-Way program status for this period is summarized in the following table.

Federal Way Link Extension Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
272	371	447	421	445	440

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

Total Acquisitions: Defined as parcels recognizing only land, not owners.

Board Approved: Based on parcels and properties (including multi-unit acquisitions).

Offers/Closings: Based on inclusive offers made to separate owners and interest holders.

Relocations: Based on number of affected individuals, in the case of FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved 4/1/2022.

Community Engagement

- Construction alert sent to Federal Way Downtown stakeholders that the holiday moratorium is over and construction is resuming.
- Construction alert sent to Kent/Des Moines stakeholders regarding overnight lane closures on SR 516 at 30th Ave S.
- Notified residents, businesses, and properties near S 272nd regarding a traffic switch.
- Flyover drone video of FWLE construction progress uploaded to YouTube and sent to project stakeholders.
- Continued Temporary Construction closeout/activation coordination with property owners.
- Continued engagement regarding final restoration, water intrusion and fencing plans with adjacent property owners.



Construction on roadways in downtown Federal Way will resume in January

Every year, the Federal Way Link Extension project observes a holiday roadway construction moratorium in Federal Way, from Thanksgiving to New Year's. The City of Federal Way implements the moratorium to keep the streets open and easily navigable during the busy holiday season. Once the New Year arrives, construction for the Federal Way Link Extension project will resume on the usual roadways, including S 320th St., S 317th St., 23rd Ave. S, and 21st Ave. S. Please use caution while driving in the area as Sound Transit activity ramps back up in downtown Federal Way.

Construction Alert sent to Downtown Federal Way Stakeholders

Staffing Summary

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

The project team has updated the Planned FTE Monthly Average estimate for the year. Overall the project is 11.2 FTE under the staffing plan for this period. DBPM Services is currently over plan as they address Design-Build contractor activities for change management, major construction oversight pertaining to stations, garages, various civil site work throughout the alignment and systems activities. ST staffing is trending approximately 20.2 FTE under plan, however there are a few vacancies in the project that are in process of being filled.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	52.9	32.7	20.2
Consultants	59.7	68.7	(9.0)
TOTAL	112.6	101.4	11.2

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Construction Safety

Data/ Measure	January 2024	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	19
Days Away From Work Cases	0	0	9
Total Days Away From Work	0	0	241
First Aid Cases	6	6	109
Reported Near Mishaps	1	1	19
Average Number of Employees on Worksite	480	-	-
Total # of Hours (GC & Subs)	73,615	73,615	30,063,916
OSHA Incident Rates	Monthly Average	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	1.24
Lost Time Injury (LTI) Rate	0.00	0.00	0.59
Recordable National Average	2.40		
LTI National Average	1.00		
Recordable WA State Average	4.50		
LTI WA State Average	1.60		

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

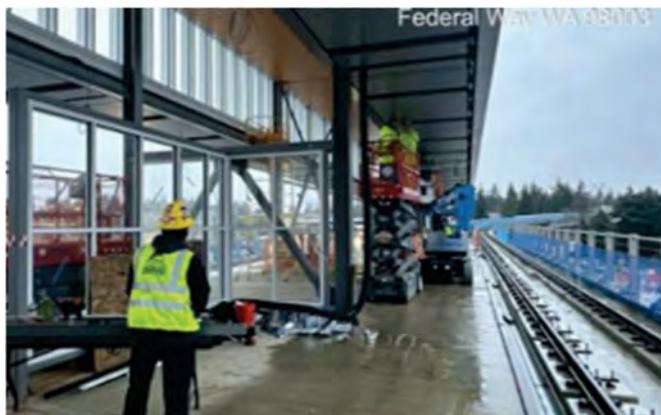
Current Progress

Status at the close of December 2023, the baseline schedule confirmed completion: Contract total = 84.5%. Significant construction progress occurred on all segments in relation to Guideway (track construction, systems, superstructure, substructure and Commissioning). Construction progressed for KDM Station and Garage, Star Lake Station & Garage and FWD garage, station, and End of Line Facility (EOL).

Design: All design packages are Issue For Construction (IFC).

Construction:

- Track-Corridor Wide: Direct fixed track – plinths = 90%, Sub Ballast = 96%, Ballast = 92%, Ties = 88%, Rails = 88%.
- Ballasted Track: WA 1.2, 2.2, 2.4, 3.1, 3.5 and 3.7.
- DF Track: WA 1.1 Structure A, 1.3- 2.1 structure B, WA 2.5 Structure Z, WA 3.2 Structure D, WA 3.4 Structure E, WA 3.6 Structure F and WA 3.8 Structure G.
- TPSS S02: Install OCS feeder taps and down guys. Live wire tests.
- Systems WA 1.3: Set OCS poles, install signaling devices and wire pulls.
- KDM Station (82.0% complete): Platform and plaza levels, exterior/interior elements. Testing and Commissioning.
- KDM Garage (94.0% complete): Finish work, Punchlist activities.
- TPSS S03: Work on the enclosure, wall art.
- Structure C: Construction progressing capitals, CIP spans, pier table and traveler erect and segments C05 & C06.
- Systems WA 2.1: Install OCS cantilevers and down guys.
- Star Lake Station (65.9% complete): Extensive work on East/West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Garage (90.6% complete): Extensive work on interior/exterior elements. Testing and Commissioning.
- Star Lake Ancillary Building: Work on interior/exterior elements.
- TPSS S05: Work on interior and exterior elements.
- TPSS S07: Ductbank work.
- Bus Loop : Site grading and roadway work underway.
- Bus Shelters : Foundation pours and steel frame erections underway.
- FWD Station (75.0% complete): Extensive work on North/South surface/platform levels. Testing and Commissioning.
- FWD Garage modification (63.3% complete): Extensive work on interior/exterior elements. Testing and Commissioning.
- End of Line Facility: Work on both interior/exterior elements. Testing and Commissioning.



Federal Way Downtown Station Lighting



WA 3.5 Ballast Dumping SB Track

Schedule Summary

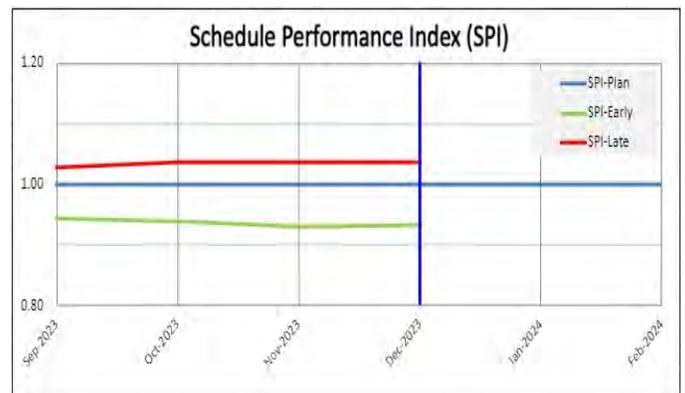
The schedule below represents the December 2023 CPM update, as the January 2024 F200 Design-Builder's schedule was not submitted on time. The Structure C Long Span impact and adjusted contract milestones have been incorporated into the F200 schedule. All of the IFC design packages have been completed. As-built documentation and other design support work will continue until the end of the project. The Design-Builder continued with the erection of the Structure C Long Span travelers for spans C05 and C06. Completion of the travelers is expected to be finished by the end of January 2024. After which the construction of Structure C cast-in-place cantilever segments can start. The F200 schedule includes recent delays in the City of Federal Way that affects intermediate contract milestone #5b, which doesn't affect the project's critical path. Next, the Design-Builder continues to progress construction of elevated guideways, direct fixation and ballasted track, station and garages, CIP and MSE walls, utilities, roadways, OCS systems, traction power, and other systems.

Activity Name	Start	Finish	2024												2025												2026											
			Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4																			
F200 Federal Way Link Extension - Schedule Update - DB Contractor	01-Jun-19 A	20-Jan-26	[Gantt bar spanning from 01-Jun-19 A to 20-Jan-26]																																			
Contract Milestones	07-Jun-19 A	20-Jan-26	[Gantt bar spanning from 07-Jun-19 A to 20-Jan-26]																																			
Limited Notice to Proceed	07-Jun-19 A		[Gantt bar spanning from 07-Jun-19 A to 07-Jun-19 A]																																			
Contractual Notice to Proceed	28-Feb-20 A		[Gantt bar spanning from 28-Feb-20 A to 28-Feb-20 A]																																			
Notice to Proceed	04-May-20 A		[Gantt bar spanning from 04-May-20 A to 04-May-20 A]																																			
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-20 A		[Gantt bar spanning from 07-Dec-20 A to 07-Dec-20 A]																																			
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. L 2260+00) (VA-2) (01-Mar-22)		01-Mar-22 A	[Gantt bar spanning from 01-Mar-22 A to 01-Mar-22 A]																																			
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-22 A	[Gantt bar spanning from 04-Nov-22 A to 04-Nov-22 A]																																			
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-23 A	[Gantt bar spanning from 31-Oct-23 A to 31-Oct-23 A]																																			
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		22-Dec-23 A	[Gantt bar spanning from 22-Dec-23 A to 22-Dec-23 A]																																			
MS 5a - Substantial Completion Work North of Structure C (05-Aug-24)		05-Aug-24*	[Gantt bar spanning from 05-Aug-24* to 05-Aug-24*]																																			
MS 4b - Work in WSDOT ROW from S 259th Place to S 272nd Street (VA-3) (01-Nov-24)		04-Oct-24*	[Gantt bar spanning from 04-Oct-24* to 04-Oct-24*]																																			
MS 5b - Substantial Completion Work South of Structure C (31-Dec-24)		01-Jul-25*	[Gantt bar spanning from 01-Jul-25* to 01-Jul-25*]																																			
MS 5c - Substantial Completion of All Work (20-Nov-25)		21-Nov-25*	[Gantt bar spanning from 21-Nov-25* to 21-Nov-25*]																																			
MS 5d - Acceptance of All Work (20-Jan-26)		20-Jan-26*	[Gantt bar spanning from 20-Jan-26* to 20-Jan-26*]																																			
Design	07-Jun-19 A	20-Dec-24	[Gantt bar spanning from 07-Jun-19 A to 20-Dec-24]																																			
Design Milestones	07-Jun-19 A	20-Dec-24	[Gantt bar spanning from 07-Jun-19 A to 20-Dec-24]																																			
Corridor Wide	07-Jun-19 A	25-Aug-22 A	[Gantt bar spanning from 07-Jun-19 A to 25-Aug-22 A]																																			
Design Packages - Kent Des Moines Segment 1	07-Jun-19 A	15-Jul-21 A	[Gantt bar spanning from 07-Jun-19 A to 15-Jul-21 A]																																			
Design Packages - Star Lake Segment 2	07-Jun-19 A	21-Apr-24	[Gantt bar spanning from 07-Jun-19 A to 21-Apr-24]																																			
Design Packages - Federal Way Transit Segment 3	07-Jun-19 A	09-Sep-22 A	[Gantt bar spanning from 07-Jun-19 A to 09-Sep-22 A]																																			
Construction	01-Jun-19 A	20-Jan-26	[Gantt bar spanning from 01-Jun-19 A to 20-Jan-26]																																			
General	01-Jun-19 A	20-Jan-26	[Gantt bar spanning from 01-Jun-19 A to 20-Jan-26]																																			
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-19 A	16-Dec-25	[Gantt bar spanning from 28-Jun-19 A to 16-Dec-25]																																			
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-19 A	10-Jan-26	[Gantt bar spanning from 28-Jun-19 A to 10-Jan-26]																																			
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-19 A	16-Dec-25	[Gantt bar spanning from 28-Jun-19 A to 16-Dec-25]																																			
Commissioning	10-May-21 A	23-Oct-25	[Gantt bar spanning from 10-May-21 A to 23-Oct-25]																																			
Provisional Sums	01-Dec-19 A	05-Sep-25	[Gantt bar spanning from 01-Dec-19 A to 05-Sep-25]																																			
Change Orders	01-Jul-19 A	28-Nov-25	[Gantt bar spanning from 01-Jul-19 A to 28-Nov-25]																																			

Schedule Performance Index

The schedule SPI represents December 2023, as the January 2024 schedule SPI has not been validated.

The Early SPI is 0.93 and Late SPI is 1.04. Current report calculated based on the December EV report. The December SPI shows the inclusion of Structure C long span work which was part of the Global Settlement change order.



Next Period's Activities

Design:

- No major design packages remain. All future design efforts will be managed through the NDC/FDC process.

Construction:

- Guideway superstructure construction is wrapping up, drainage, curb and finish work remains.
- Ballasted Trackwork: WA 1.2, 2.2, 2.4, 3.1, 3.5 and 3.7.
- DF trackwork: WA 1.1 Structure A, 1.3-2.1 structure B, WA 2.5 Structure Z, WA 3.2 Structure D, WA 3.4 Structure E, WA 3.6 Structure F and WA 3.8 Structure G.
- TPSS S03: Conduit installs and punchlist activities.
- TPSS S02: Punchlist activities and OCS work.
- Systems WA 1.3: Install signaling devices, and wire pulls.
- KDM Garage: Punchlist activities.
- KDM Station: Extensive work on station north/south plaza and platform levels. Testing and Commissioning efforts.
- Structure C: Construction progressing on Unit 1: (span C01, C02, C03), CIP spans (C04 & C06), traveler erect and segments C05 & C06.
- Star Lake Garage: Work on interior/exterior elements. Testing and Commissioning efforts.
- TPSS S05: Punchlist activities.
- Star Lake Station: Plaza and platform levels. Testing and Commissioning efforts.

Construction (continued):

- Star Lake Ancillary Building: Work on interior/exterior elements.
- TPSS S06: Punchlist activities and work on enclosure.
- Signal House S06-SIG-01: PSE service.
- FWD Garage: Extensive work on interior/exterior elements. Testing and Commissioning efforts.
- FWD Station: Extensive work on North/South surface and platform levels. Testing and Commissioning efforts.
- TPSS S07: Punchlist activities and work on enclosure.
- End of Line Facility: Work on both interior/exterior elements. Testing and Commissioning.

Closely Monitored Issues (F200)

- Define "Acceptance" for each milestone. Mothball planning for completed facilities in progress.
- Environmental compliance.
- Non-Conformance Report progress.

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value	\$287,904,927
Current Contract Value	\$1,573,104,927
Total Actual Cost (Incurred to Date)	\$1,309,799,710
Percent Complete	84.5%
Authorized Contingency + Add'l Ctg	\$358,297,519
Contingency Drawdown	\$287,904,927
*Contingency Index	
*Excludes ATC/NTD	1.17



Ballasted track and traction power pole installation started

Link Light Rail Graham Street Station



Project Summary

Scope This project adds a new at-grade light rail station to the existing 1 Line on Martin Luther King Jr Way S between S Graham St and S Morgan St in Seattle.

The project bridges the 1.5-mile gap between the existing Columbia City and Othello stations, and increases light rail access in the growing Hillman City, Brighton, New Holly, and Beacon Hill neighborhoods.

The project provides improvements to rider access, including improvements to pedestrian, bicycle, and bus facilities.



Map of Project Alignment

Phase Planning

Budget \$4.2 Million through completion of Preliminary Engineering

Schedule Forecasted In-Service Date: 2031

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Held kick-off meeting with Kimley-Horn and Associates, Inc. for Project Development Services contract (Alternatives Analysis, Conceptual Engineering/Environmental Review, and an option for Preliminary Engineering services) on January 9, 2024.
- Began Alternatives Analysis.

Project Cost Summary

The Graham Street Station is a voter-approved project under the ST3 Plan. The Board of Directors announced their realignment decision in August 2021 which includes a target opening date of 2031.

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

Out of the total Authorized Project Allocation, the project is authorized and planned to incur approximately \$1.8M in 2024 for coordinating alternative analysis, environmental review, conceptual engineering, project administration and stakeholder 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	\$0.8	\$0.2	\$0.2	\$0.8	\$0.0
Preliminary Engineering	\$3.1	\$2.0	\$0.0	\$3.1	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.1	\$0.0	\$0.0	\$0.1	\$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	\$0.2	\$0.0	\$0.0	\$0.2	\$0.0
Total	\$4.2	\$2.2	\$0.2	\$4.2	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

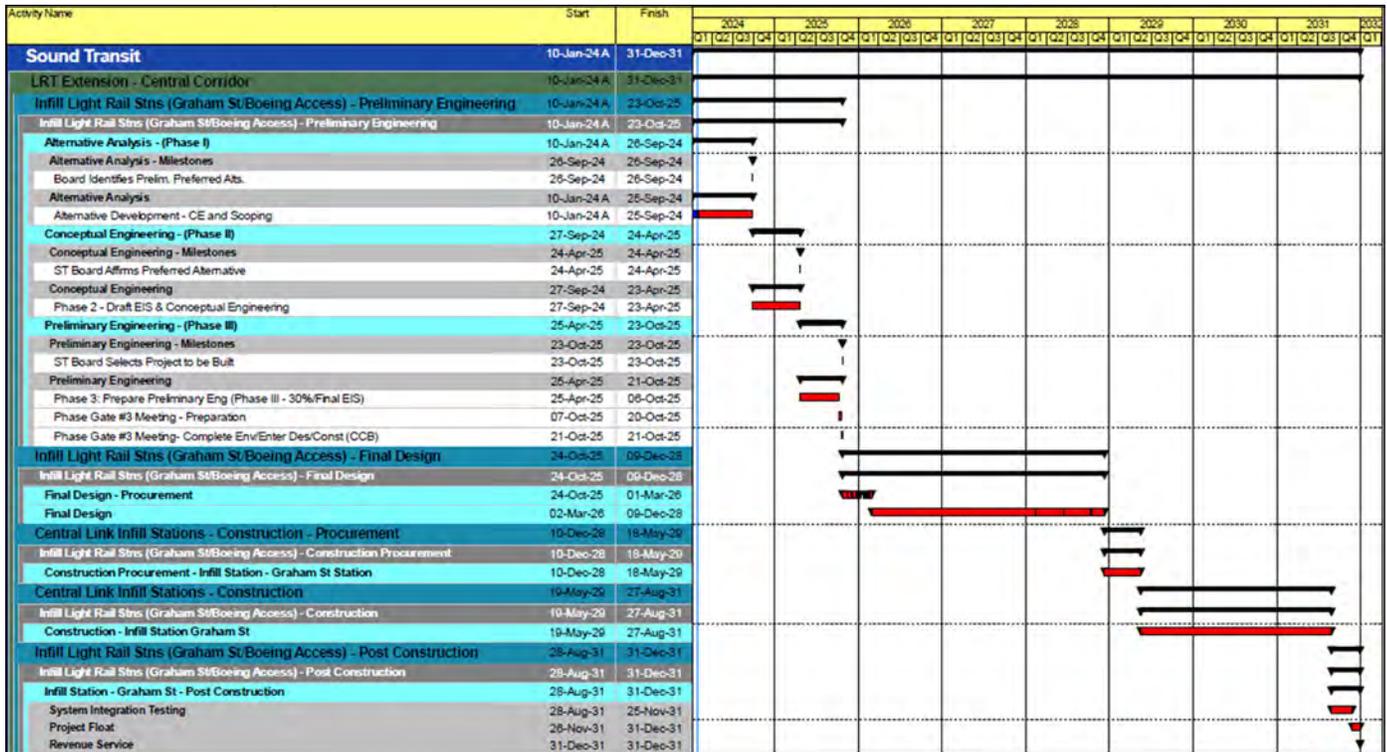
- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule while reaching concurrence.
- Too many desired improvements may exceed the financial plan budget.
- Cost associated with the complexity of adding a station along the in-service 1 line.
- ST3 schedule is aggressive and may not reflect complexities associated with constructing a new station along the in-service 1 line.

Link Light Rail Graham Street Station



Project Schedule

The project schedule for the Graham Street Infill Station represents Sound Transit’s initial high-level plan to complete this project. Sound Transit recently hired a Design Consultant to perform Alternative Development (Phase I) and Conceptual Engineering (Phase II). The Design Consultant is currently developing their contract schedule that will be incorporated into this project’s Integrated Master Schedule. Subsequent project phases will be developed further as the Project Team progresses through tasks such as alternative analysis, constructability reviews, risk & value engineering workshops, etc. The current Forecasted In-Service Date is December 31, 2031. However, due to delays in the Design Consultant procurement process the Forecasted In-Service Date is likely to be adjusted when the project is officially baselined.



Community Engagement

- None this period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs 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 below Planned FTE levels due to the later than anticipated start date for the Alternative Analysis phase of Graham Street Station project. Over time, the variance should trend closer to planned as the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.3	1.5	2.8
Consultants	3.7	2.3	1.4
TOTAL	8.0	3.8	4.2

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

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).

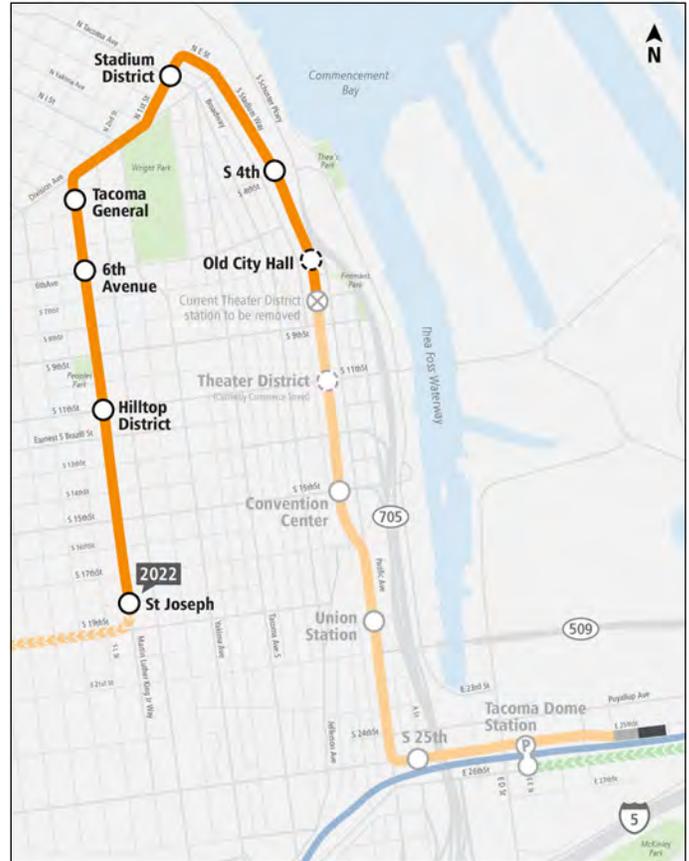
Stations Old City Hall, S. 4th, Stadium District, Tacoma General, 6th Avenue, Hilltop District, and St. Joseph.

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 \$282.7 Million (Increased February 2022)

Schedule Revenue Service began September 16, 2023



Map of Hilltop Tacoma Link Extension

Key Project Activities

Final Design: Design consultant continue to support closeout activities such as as-built documentation and verification.

Construction: The contractor completed civil and systems work. Remaining Systems Integration Testing (SIT 506 Station VMS) is part of the contractor punchlist effort.

- **All Headings:** Work is complete.
- **Testing and Commissioning:** Documentation submitted and is under review to support close-out of SIT506 Station VMS.

Closely Monitored Issues

- The T100 contractor may submit a cumulative impact claim that exceeds available budget.

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.

Cost Summary by Phase

Project Phase	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$28.9	\$27.6	\$27.4	\$30.3	-\$1.3
Preliminary Engineering	\$5.6	\$5.6	\$5.6	\$5.6	\$0.0
Final Design	\$16.2	\$16.1	\$16.1	\$16.1	\$0.1
Construction Services	\$16.7	\$16.5	\$16.5	\$16.7	\$0.0
Third Party Agreements	\$1.4	\$1.3	\$1.0	\$1.4	\$0.0
Construction	\$172.0	\$169.0	\$167.1	\$185.2	-\$13.2
Vehicles	\$40.1	\$39.9	\$38.1	\$40.1	\$0.0
ROW	\$1.9	\$1.9	\$1.9	\$1.9	\$0.0
Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$282.7	\$277.8	\$273.6	\$297.2	-\$14.5

Cost Summary by SCC

SCC Element	Baseline Budget	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Adopted Budget vs. EFC
10 Guideway & Track	\$32.9	\$32.3	\$32.0	\$35.5	-\$13.2
20 Stations	\$3.7	\$3.6	\$3.6	\$4.0	\$0.3
30 Support Facilities	\$43.7	\$42.9	\$42.4	\$47.1	\$3.4
40 Sitework & Special Conditions	\$54.9	\$54.0	\$53.4	\$59.2	\$4.3
50 Systems	\$36.7	\$36.0	\$35.6	\$39.5	\$2.8
Construction Subtotal (10 - 50)	\$171.9	\$169.0	\$167.1	\$185.2	-\$13.3
60 ROW, Land	\$1.8	\$1.9	\$1.9	\$1.9	\$0.2
60 Vehicles	\$39.8	\$39.9	\$38.1	\$40.1	\$0.3
80 Professional Services	\$67.4	\$67.0	\$66.5	\$70.0	\$2.7
90 Unallocated Contingency	\$2.0	\$0.0	\$0.0	\$0.0	-\$2.0
Total (10 - 90)	\$282.7	\$277.8	\$273.6	\$297.2	-\$14.5

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The project was baselined in September 2017 with a total contingency of \$33.8M. Since baselining, there were drawdowns on AC and UAC for Tacoma LRV, T100 construction, Design Services During Construction and Construction Management services contracts. The baseline contingency levels were insufficient and required an additional \$35.4M which was approved by the ST Board in June 2020. A further \$30M was approved by the ST Board in February 2022.

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. Allocated contingency decreased by approximately \$0.2M this period due to change orders executed on the T100 contract.

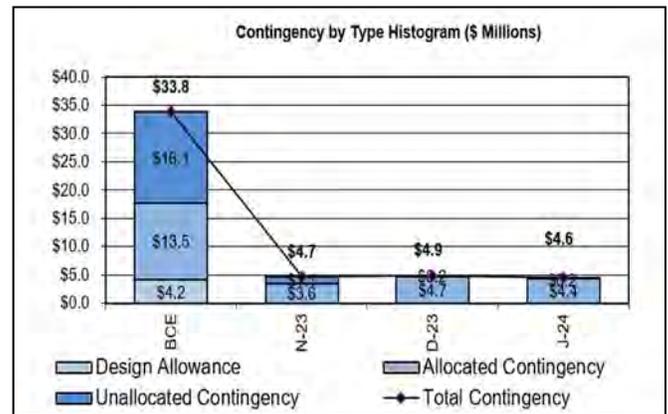
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties.

Contingency Status (Monthly)

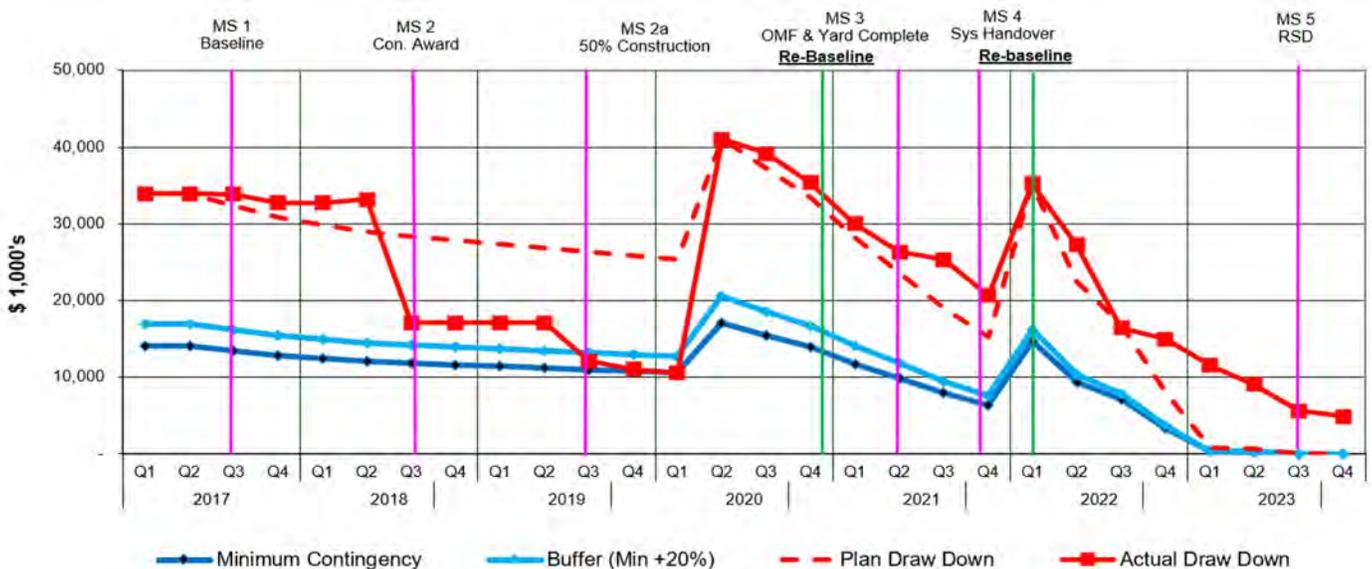
Type	Baseline		Re-Baseline	
	Amount	% of Total	Amount	% of Total
Design Allowance	\$4.2	2.2%	\$0.0	0.0%
Allocated Contingency	\$13.5	6.8%	\$4.4	43.7%
Unallocated Contingency	\$16.1	8.2%	\$0.2	2.0%
Total	\$33.8	17.2%	\$4.6	45.7%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Contingency Drawdown as of December 2023

Link Light Rail Hilltop Tacoma Link Extension



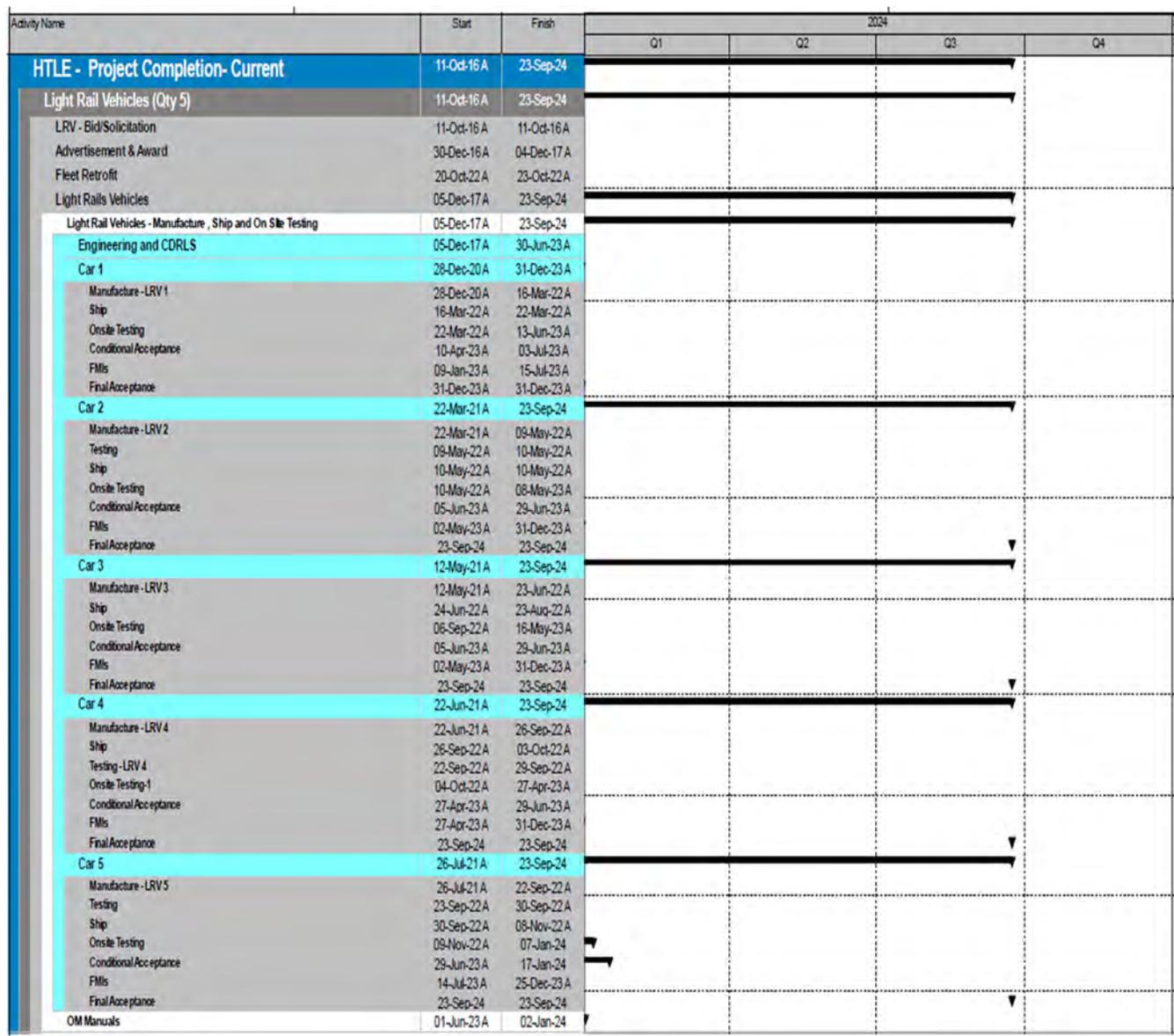
Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

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

Progress as of January 31, 2023

- LRV #1: Final Acceptance Completed.
- LRV #2: Continue work on completion of open items required for Final Acceptance.
- LRV #3: Continue work on completion of open items required for Final Acceptance.
- LRV #4: Continue work on completion of open items required for Final Acceptance.
- LRV #5: Continue work on completion of open items required for Final Acceptance.



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.

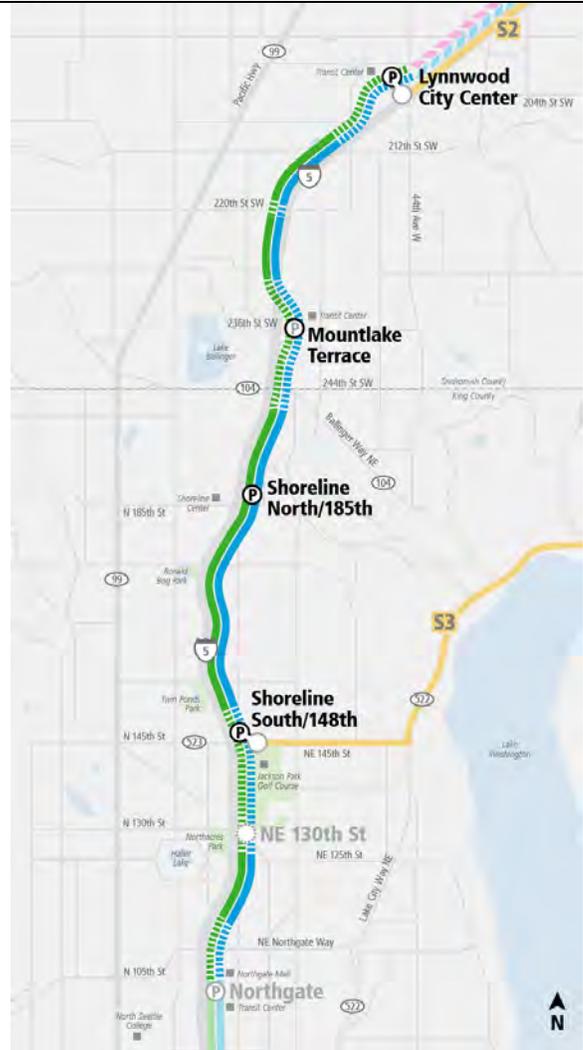
Stations Lynnwood City Center
Mountlake Terrace
Shoreline North/185th
Shoreline South/148th

Systems Signals, traction power, communications, and SCADA.

Phase Construction

Budget \$2.77 Billion (Baseline May 2018)

Schedule Baselined Revenue Service Date: July 2024



Map of Lynnwood Link Extension Alignment

Key Project Activities

- Continued construction of the Shoreline South / 148th Station with elevator testing, adjustments and commissioning and platform tile repair, as well as hardscaping and metal panel installation at the adjacent parking garage (L200).
- Continued construction of the Shoreline North / 185th Station, including stairway soffit panels and lighting installation as well and punchlist items and pedestrian overcrossing concrete formwork at the adjacent parking garage (L200).
- Continued construction of the Mountlake Terrace Station with punchlist and remaining commissioning, as well as hardscaping and paving at the adjacent park and ride lot (L300).
- Continued commissioning of the Lynnwood Station, as well as hardscaping for the adjacent plaza (L300).
- Continued System Integration Testing (SIT) and installation of traction power equipment and signal wiring. Completed clearance cart testing. (L800).

Closely Monitored Issues

- Availability and readiness of resources and staffing for testing and startup activities.
- Progress of System Integration Testing.
- Progress of testing and commissioning at the Shoreline stations.

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 rounded to the first decimal and shown in millions.

For this period, \$13.3M 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 and staffing.

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	\$94.7	\$72.5	\$71.9	\$91.5	\$3.2
Preliminary Engineering	\$39.1	\$39.1	\$39.1	\$39.1	\$39.1	\$0.0
Final Design	\$164.2	\$165.3	\$159.0	\$157.2	\$164.7	\$0.5
Construction Services	\$128.4	\$140.3	\$130.4	\$119.4	\$137.3	\$3.0
3rd Party Agreements	\$14.6	\$17.3	\$16.2	\$14.9	\$17.2	\$0.1
Construction	\$1,921.4	\$2,110.9	\$2,002.5	\$1,888.5	\$2,092.9	\$18.1
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$235.7	\$204.1	\$187.6	\$183.9	\$197.1	\$7.0
Project Contingency	\$170.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$2,771.6	\$2,771.6	\$2,607.3	\$2,474.9	\$2,739.8	\$31.8

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	\$791.9	\$683.9	\$669.3	\$798.8	(\$6.9)
20 Stations	\$333.8	\$400.5	\$426.4	\$402.7	\$447.4	(\$46.9)
30 Support Facilities	\$2.0	\$3.0	\$0.5	\$0.4	\$3.0	(\$0.0)
40 Sitework & Special Conditions	\$421.1	\$641.8	\$667.7	\$607.5	\$580.5	\$61.3
50 Systems	\$244.4	\$209.8	\$203.8	\$191.7	\$211.8	(\$2.0)
Construction Subtotal (10 - 50)	\$1,793.0	\$2,047.0	\$1,982.3	\$1,871.6	\$2,041.4	\$5.6
60 ROW, Land	\$235.7	\$204.1	\$187.6	\$183.9	\$197.1	\$7.0
70 Vehicles (Non-Revenue)	\$1.4	\$1.4	\$1.3	\$0.3	\$1.4	\$0.0
80 Professional Services	\$449.3	\$486.2	\$436.0	\$419.1	\$483.2	\$3.0
90 Unallocated Contingency	\$292.2	\$32.9	\$0.0	\$0.0	\$16.6	\$16.3
Total (10 - 90)	\$2,771.6	\$2,771.6	\$2,607.3	\$2,474.9	\$2,739.8	\$31.8

Tables across this report may have totals that do not equal line item sums due to rounding.

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 \$8.4M and Unallocated Contingency increased by \$7.5M due to construction change orders and yearly budget reallocations.

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	\$203.0	7.3%	\$62.7	23.7%
Unallocated Contingency	\$286.8	10.3%	\$32.9	12.4%
Total:	\$737.7	26.6%	\$95.6	36.1%

Contingency by Type

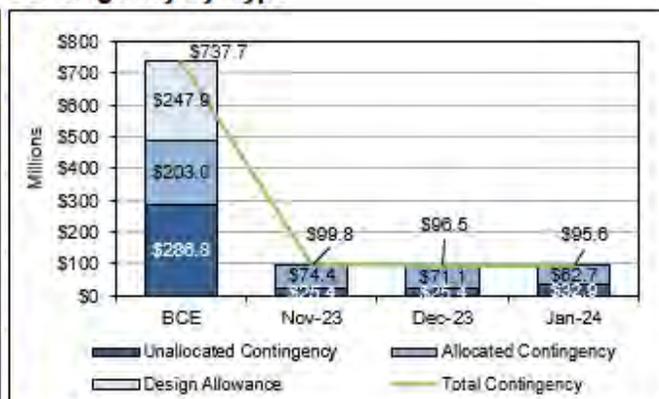
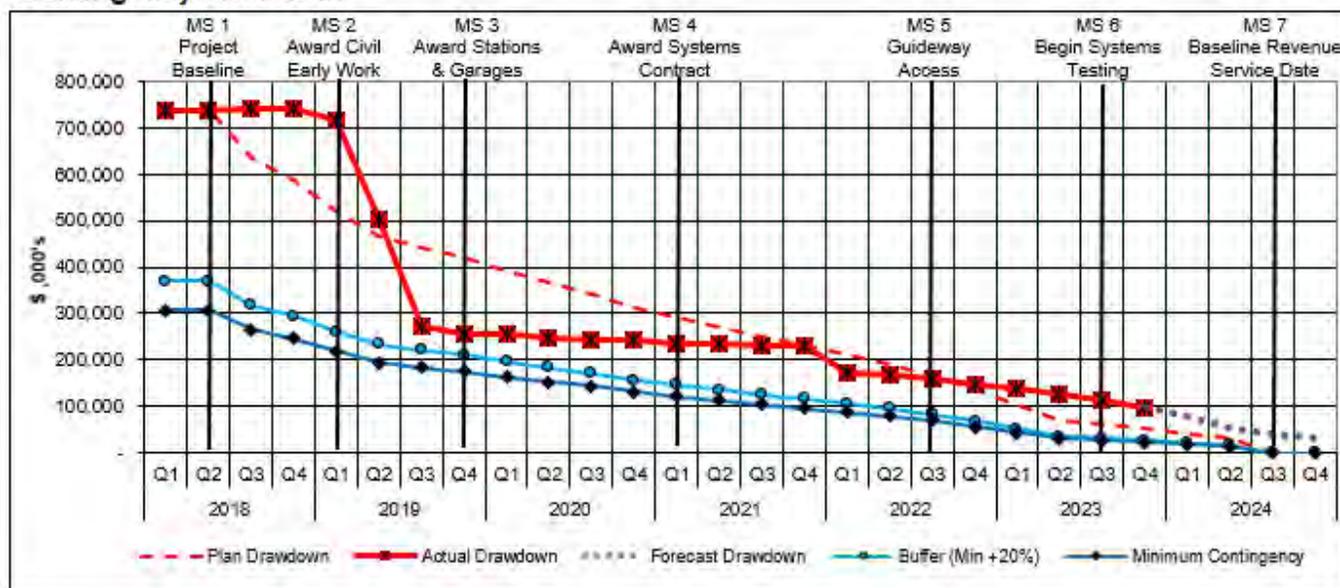


Table figures are shown in millions.

Contingency Drawdown



Link Light Rail Lynnwood Link Extension



Risk Management

The following are the top project-wide risks:

- Partner agency and internal support resource availability for testing and commissioning.
- Weather constraints on re-striping Interstate 5.
- Emergency radio design and delivery.
- Delayed completion of system integration testing.
- Jurisdictional stakeholders requesting additional changes.

Project Schedule

The weighted percent complete of the major construction contracts is calculated at 96.5%.

The Master Schedule below has been updated through December 2023. L200 and L300 schedules for January have not been submitted at this time. Focus remains on completion of the work ahead of Systems Integration Testing, as well as completion of civil scope required to meet Substantial Completion and scope needed to achieve Acceptance. Current progress revenue service date is in line with the Q3 2024 baseline revenue service date.

Activity Name	Start	Finish	2023				2024			
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
LLE Project Schedule	20-May-10 A	31-Aug-24								
Project Administration	20-May-10 A	31-Aug-24								
Final Design/Preconstruction	01-Sep-15 A	07-Dec-23 A								
Project Wide Utilities	01-Aug-18 A	25-Mar-19 A								
L200 - Third Party Agreements	01-Aug-18 A	31-May-22 A								
L300 - Third Party Agreements	02-May-16 A	18-Jul-22 A								
Permitting & AHJ Agreements	07-Jan-15 A	29-Mar-24								
Owner Furnished Equipment	01-Oct-21 A	21-Feb-23 A								
L350 200th St. Widening	09-Apr-18 A	07-Dec-23 A								
North Maint. of Way (MOW)	02-Jan-19 A	11-Jul-24								
WSDOT - I-5 Rehabilitation	02-Jan-20 A	16-May-24								
L200 ROW Acquisitions	04-Jan-16 A	16-Feb-23 A								
L300 ROW Acquisitions	14-Jan-16 A	11-Dec-23 A								
L200 Civil Construction	25-Dec-18 A	08-Oct-24								
L300 Civil Construction	13-Aug-18 A	29-Mar-24								
L800 Systems Construction	04-Dec-20 A	03-May-24								
LLE Rail Activation	13-Jan-20 A	27-Sep-24								
Rail Activation Tasks	13-Jan-20 A	27-Sep-24								
Systems Integration & Testing (SIT)	06-Jul-23 A	19-Apr-24								
Pre-Revenue Service	08-Apr-24	06-Aug-24								
Project Float	06-Aug-24	17-Aug-24								
Revenue Service - FFGA	17-Aug-24	17-Aug-24								

Right-of-Way

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

The Right-of-Way program status for this period is summarized in the following table. For the Lynnwood Link Extension the total number of parcels available for construction is 383.

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
390	400	751	748	383	383
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals. All Personal Property Only moves are completed. One relocation remains.</i></p>					

Community Engagement

Distributed construction alerts via project page, gov list server, emailed and door-to-door for activities around the project site and conducted other outreach activities including, but not limited to the following:

- Sound Transit social media team sending out ads for local businesses along the alignment.
- Preparing for a February media event at the 148th station garage with Senator Murray.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants; it is 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.

Consultant FTE is higher than the overall average planned but is due to taper down as we approach revenue service this year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	39.3	39.3	0.0
Consultants	42.0	90.0	(48.0)
TOTAL	81.3	129.3	(48.0)
<p><i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
	No Action this Period	

Construction Safety

Data/Measure	January 2024	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	50
Days Away From Work Cases	0	0	5
Total Days Away From Work	13	13	380
First Aid Cases	1	1	95
Reported Near Mishaps	0	0	86
Average Number of Employees on Worksite	315	-	-
Total # of Hours (GC & Subs)	62,984	62,984	5,923,194
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	1.69
LTI Rate	0.00	0.00	0.17
Recordable National Average	2.40		
LTI National Average	1.00		
Recordable WA State Average	4.50		
LTI WA State Average	1.60		

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

Link Light Rail Lynnwood Link Extension



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 roadway restoration and fencing.
- Continued landscaping and restoration along the alignment.
- 148th Station - Continued elevator adjustments and fire alarm panel installation along with garage handrail installation and punchlist work.
- 185th Station - Continued station lighting and pedestrian overcrossing concrete placement along with garage punchlist work.

Schedule Summary

The Schedule below has been updated through December. The January 2024 schedule has yet to be submitted. The substantial completion for this contract is driven by crack repair of 185th garage. This work is not expected to impact the activities leading up to Revenue Service, but is not planned to start until spring 2024 with completion and acceptance in the fall. Other near critical paths include the completion of the dry standpipe (off guideway) and station commissioning.

Activity Name	Start	Finish	2019				2020				2021				2022				2023				2024							
			Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
L200 Civil Construction	25-Dec-18 A	08-Oct-24	[Gantt chart bars showing activity duration across quarters]																											
L200 Civil Construction	25-Dec-18 A	08-Oct-24	[Gantt chart bars]																											
Project Wide	25-Dec-18 A	08-Oct-24	[Gantt chart bars]																											
WZ-1 Elevated (1437+00 to 1458+63)	15-May-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-2 At Grade - Fill (1458+63 to 1492+45)	21-Mar-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-3 Elevated (1492+45 to 1559+17)	23-Mar-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-4 145th Station & Garage	08-Apr-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-5 At Grade - Fill (1559+17 to 1571+30)	26-Mar-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-6 155th Bridge (1571+30 to 1572+40)	17-Jun-19 A	09-Jan-24	[Gantt chart bars]																											
WZ-7 At Grade - Retained (1572+40 to 1624+00)	27-Mar-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-8 175th Bridge (1624+00 to 1631+25)	25-Apr-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-9 At Grade - Cut (1631+25 to 1661+78)	15-Apr-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-10 185th Station & Garage	15-Apr-19 A	30-Aug-24	[Gantt chart bars]																											
WZ-11 At Grade (1661+78 to 1694+01)	09-Apr-19 A	08-Oct-24	[Gantt chart bars]																											

Present Financial Status	Amount
L200 Contractor - SKH Excludes 130th and betterments	
Original Contract Value	\$88,147,258
Change Order Value	\$774,503,392
Current Contract Value	\$862,650,650
Total Actual Cost (Incurred to Date)	\$814,529,823
Percent Complete	96.3%
Authorized Contingency	\$43,762,892
Contingency Drawdown	\$22,652,386
Contingency Index	1.9



185th station pedestrian overcrossing concrete formwork

Link Light Rail Lynnwood Link Extension



Contract L800 Lynnwood Link Systems GC/CM

Current Progress

The L800 Contractor, Mass Electric Construction Company (MEC), continued work as follows:

- Continued installing feeder cables, communication devices, communication racks, signal cables and fiber optic cables.
- Continued testing of Overhead Catenary System (OCS) and messenger wire.
- Continued System Integration Testing (SIT).

Schedule Summary

The Schedule below has been updated through December 2023. The schedule is currently under review. The L800 schedule update now forecasts a substantial completion of March 27, 2024, 71 days behind the January 16th contract date. The critical path is driven by the radio system engineering. Near critical paths include TPSS commissioning, OCS energization, and SIT testing. ST is continuing to actively monitor the progress of this work and the follow on rail activation activities.



Present Financial Status	Amount
L800 Contractor - Mass Electrical Construction Co.	
Original Contract Value	\$148,000,000
Change Order Value	\$6,075,419
Current Contract Value	\$154,075,419
Total Actual Cost (Incurred to Date)	\$145,522,154
Percent Complete	94.9%
Authorized Contingency	\$10,360,000
Contingency Drawdown	\$6,075,419
Contingency Index	1.6



Dead Car Tow

Project Summary

Scope Construct an elevated infill station at NE 130th St and 5th Ave NE in Seattle.

Phase Construction

Budget \$240.2 Million

Schedule Revenue Service: June 2026



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued soldier pile wall installation.
- Continued site handover from L210 contractor (SKH) to the L230 station finishes contractor (Absher).
- Began field verification on platform in preparation for platform topping slab concrete placement (L230).
- Continued work plan submittals and site surveying (L230).
- Street improvement permit (SIP) is out for signature with City of Seattle.

Closely Monitored Issues

- Closeout of L200 street improvement permit (SIP) and transfer of restoration scope of 5th Ave NE to the L230 SIP.
- Completion of L210 work and site transfer to L230 contractor
- Completion of platform topping slab and safety wall prior to or concurrent with Lynnwood Link pre-revenue service.
- Energized Overhead Catenary System (OCS) during Lynnwood Link system integration testing.

Project Cost Summary

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

Current period incurred \$2.9M. The major expenditures were for civil construction, civil DSDC, construction management and ST 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	\$8.1	\$8.6	\$3.6	\$3.6	\$8.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$17.6	\$16.7	\$12.5	\$17.6	\$0.0
Construction Services	\$17.3	\$17.3	\$12.5	\$3.1	\$17.3	\$0.0
3rd Party Agreements	\$1.7	\$1.7	\$1.0	\$0.6	\$1.7	\$0.0
Construction	\$192.6	\$192.1	\$138.5	\$34.0	\$192.1	\$0.0
ROW	\$0.1	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$240.2	\$240.2	\$175.0	\$56.6	\$240.2	\$0.0

Cost Summary by SCC

Project Phase	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	\$148.7	\$148.7	\$121.2	\$31.8	\$148.6	\$0.0
30 Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
40 Sitework & Special Conditions	\$7.4	\$7.4	\$0.1	\$0.0	\$7.5	\$0.0
50 Systems	\$16.2	\$16.2	\$14.3	\$1.9	\$16.2	\$0.0
Construction Subtotal (10 - 50)	\$172.8	\$172.8	\$135.6	\$33.7	\$172.8	\$0.0
60 Row, Land	\$0.1	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0
70 Vehicles (Non-Revenue)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$49.7	\$50.2	\$39.4	\$22.9	\$50.2	\$0.0
90 Unallocated Contingency	\$17.6	\$17.1	\$0.0	\$0.0	\$17.1	\$0.0
Total (10 - 90)	\$240.2	\$240.2	\$175.0	\$56.6	\$240.2	\$0.0

Tables across this report may have totals that do not equal line item sums due to rounding.

Contingency Management

The project budget was baselined in 2022 with a total contingency of \$48.6M.

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

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

Current Period: During the current period Allocated Contingency decreased by \$306k and Unallocated Contingency decreased by \$500k due to construction change orders and yearly budget reallocations.

Contingency Status

Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$32.6	17.7%
Unallocated Contingency	\$17.7	7.4%	\$17.1	9.3%
Total:	\$48.6	20.2%	\$49.6	27.1%

Contingency by Type

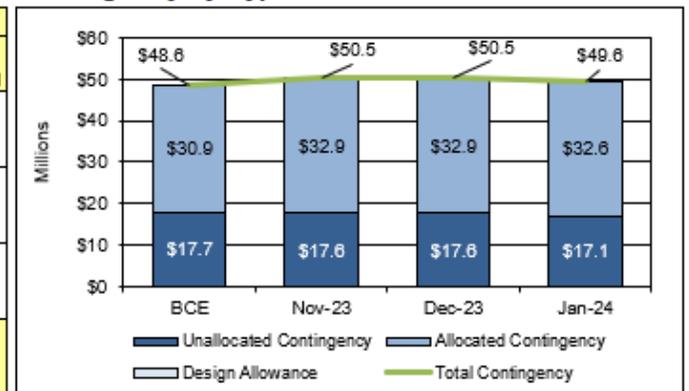
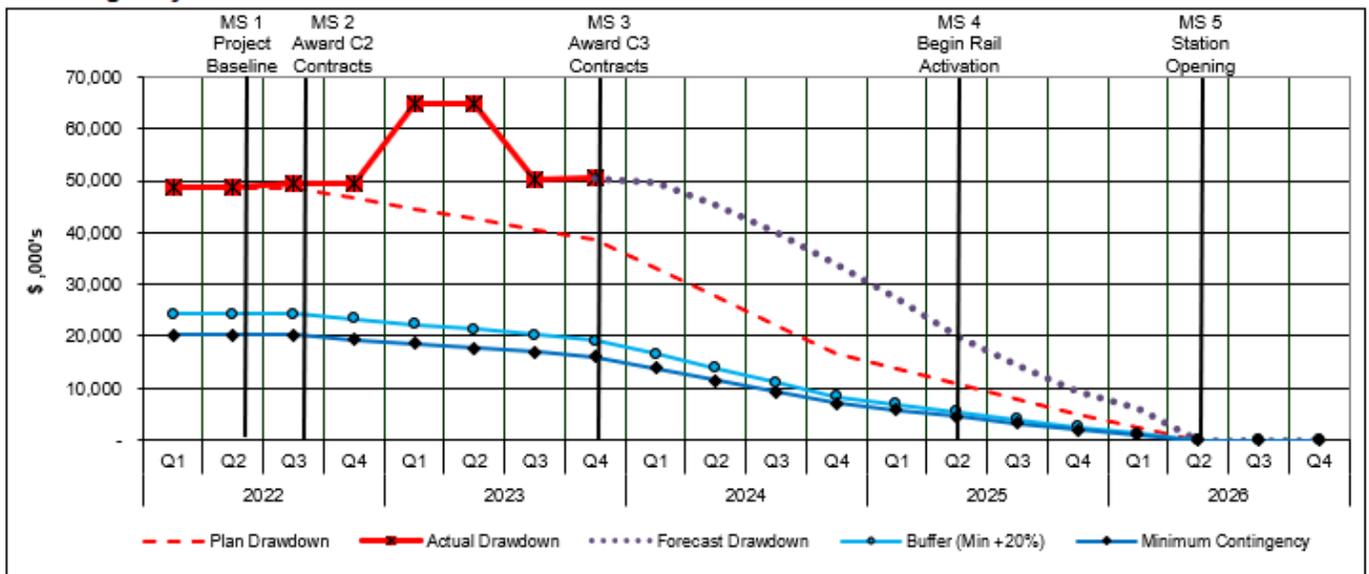


Table figures are shown in millions.

Contingency Drawdown



Risk Management

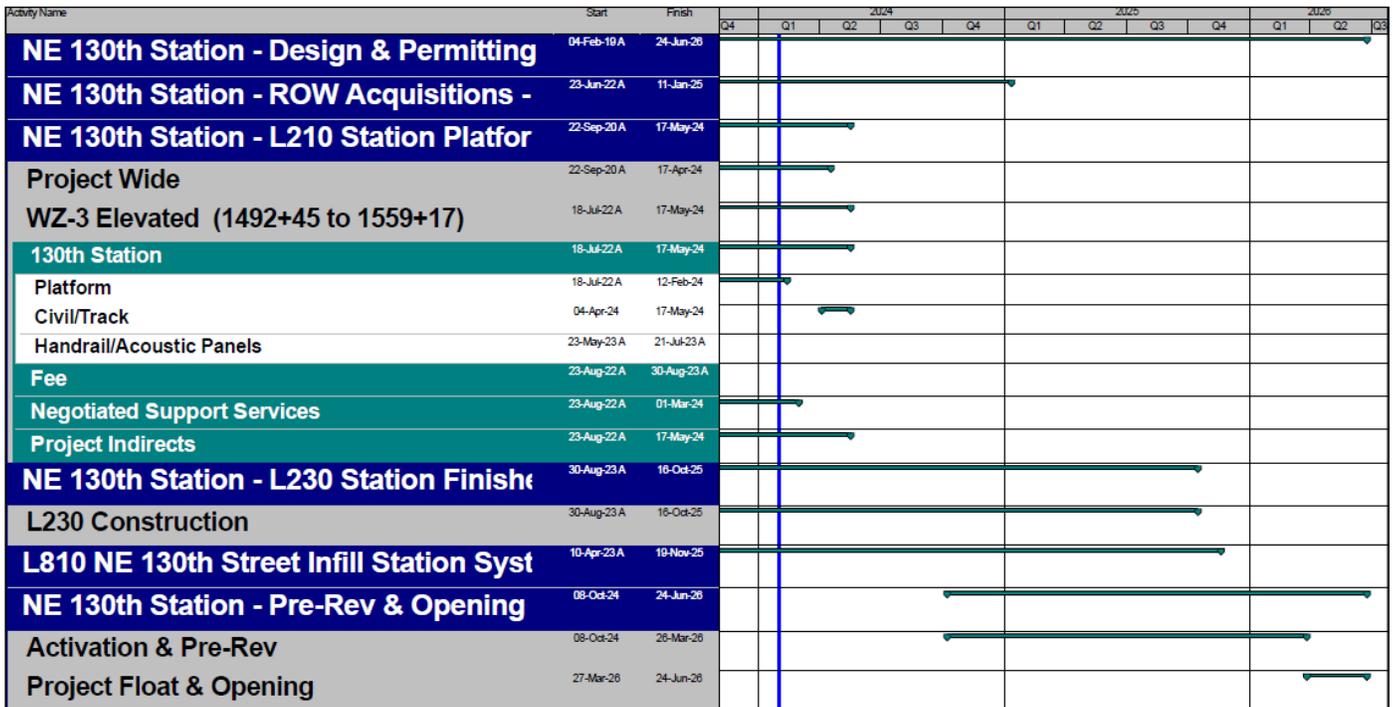
The following are the top project risks identified:

- Partner agencies and internal resource availability for construction support, testing, and commissioning.
- Residual supply chain issues causing delays with the station finishes package.
- Contractor deferred submittals causing delay in jurisdiction approvals.

Project Schedule

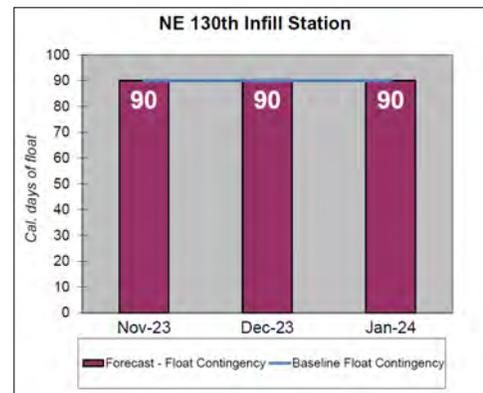
The weighted percent complete for the major construction contracts is calculated at 25.5%.

The January schedule update shows that the L210 remaining work centers around completion of the platform edge and walkways. The L230 contractor has taken over the site and continues work on the soldier pile wall. The revised baseline schedule remains under review. Once that schedule has been accepted, an update will be submitted and incorporated into the Integrated Project Schedule. The current progress update schedule's revenue service date remains June 2026.



Project Float

Project float this period remains 90 days. The L230 contractor has submitted a revised baseline schedule that remains under review. Once ST has an accepted baseline, integration of an updated schedule will provide a more accurate assessment of project float.



Community Engagement

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

- Transferring information from the online open house to the permanent website.
- Answering public inquiries about the station.

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 YTD Actual FTE monthly average through the end of the current period is below the planned FTE monthly average, with projections being a higher ramp up later in the year.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.7	3.9	7.8
Consultants	19.5	11.8	7.7
TOTAL	31.2	15.7	15.5

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Construction Safety

Data/Measure	January 2024	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	0
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	1	0
Reported Near Mishaps	0	0	0
Average Number of Employees on Worksite	21	-	-
Total # of Hours (GC & Subs)	3,627	3,627	10,491
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	0.00
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.40		
LTI National Average	1.00		
Recordable WA State Average	4.50		
LTI WA State Average	1.60		

** 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 L230 Station Finishes

Current Progress

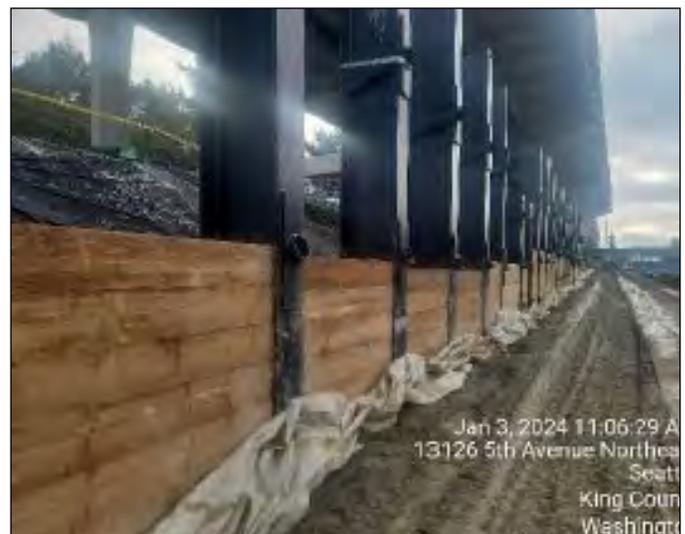
- Continued soldier pile wall construction.
- Began field verification of deck structure in preparation of platform topping slab.
- Coordinated schedule of completing topping slab and installation of safety wall with start of pre-revenue service.
- Baseline schedule reviewed by Sound Transit with comments submitted to contractor for revision.

Schedule Summary

The L230 contractor, Absher Construction, has resubmitted their baseline schedule. The revised schedule is currently under review, with changes being made to address the work in greater detail. An update to current status will be conducted once the baseline schedule has been accepted.

Activity Name	Start	Finish	2024												2025														
			Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
L-230 NE 130th Street Infill Station Fini	31-Jul-23	16-Dec-25																											
GENERAL	31-Jul-23	16-Dec-25																											
Milestones (Start / Complete)	31-Jul-23	16-Dec-25																											
Milestones (Interim Contract)	22-Nov-23	15-May-25																											
Project Start-up	31-Jul-23	25-Nov-24																											
PROCUREMENT	31-Jul-23	24-Feb-25																											
Divisional Scope (To be Spread)	31-Jul-23	22-Jan-24																											
Engineering/Procurement	31-Jul-23	30-Nov-23																											
Long Lead Procurement	14-Aug-23	24-Feb-25																											
CONSTRUCTION	30-Aug-23	15-Oct-25																											
Mobilization	30-Aug-23	22-Feb-24																											
STATION CONSTRUCTION	13-Sep-23	14-Aug-25																											
CIVIL SITE UTILITIES	04-Mar-24	09-Aug-24																											
SITE IMPROVEMENTS	02-Jan-25	15-Oct-25																											
CLOSEOUT	04-Mar-25	15-May-25																											
PROVISIONAL SUMS	16-Nov-23	17-Oct-25																											

Present Financial Status	Amount
Absher – Civil Construction	
Original Contract Value	\$98,270,000
Change Order Value	\$500,000
Current Contract Value	\$98,770,000
Total Actual Cost (Incurred to Date)	\$9,479,535
Percent Complete	10.8%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$500,000
Contingency Index	3.2



Retaining wall installation

Contract L810 Station Systems

Current Progress

- Early submittals, procurement, and work planning is ongoing.
- Field work is not expected to commence until early 2025.

Schedule Summary

The L810 systems schedule is provided by the contractor as a subset of the L800 schedule. Work to day primarily concerns preparation, submittal, and review of Communication and Signals systems and equipment. Installation work in the field is not expected to begin until 1st Quarter 2025.

Activity Name	Start	Finish	2024												2025											
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	
L810 NE 130th Street Infill Station Syst	10-Apr-23 A	18-Nov-25	[Gantt bar spanning from April 2023 to November 2025]																							
Sound Transit L800 90% Engineering / Cor	10-Apr-23 A	18-Nov-25	[Gantt bar spanning from April 2023 to November 2025]																							
All Systems	10-Apr-23 A	18-Nov-25	[Gantt bar spanning from April 2023 to November 2025]																							
Signals	10-Apr-23 A	04-Apr-25	[Gantt bar spanning from April 2023 to April 2025]																							
Prepare & Submit	10-Apr-23 A	01-May-23 A	[Gantt bar spanning from April 2023 to May 2023]																							
Review & Approve	02-May-23 A	07-Jun-23 A	[Gantt bar spanning from May 2023 to June 2023]																							
Procurement	08-Jun-23 A	07-Jun-24	[Gantt bar spanning from June 2023 to June 2024]																							
Installation	17-Mar-25	04-Apr-25	[Gantt bar spanning from March 2025 to April 2025]																							
Wayside Fiber, Copper and Devices	07-Apr-25	25-Aug-25	[Gantt bar spanning from April 2025 to August 2025]																							
Installation	07-Apr-25	25-Aug-25	[Gantt bar spanning from April 2025 to August 2025]																							
Comm Stations	10-Apr-23 A	18-Nov-25	[Gantt bar spanning from April 2023 to November 2025]																							
Prepare & Submit	10-Apr-23 A	10-May-24	[Gantt bar spanning from April 2023 to May 2024]																							
Review & Approve	18-Sep-23 A	09-Jun-24	[Gantt bar spanning from September 2023 to June 2024]																							
Procurement	05-Apr-24	30-Apr-25	[Gantt bar spanning from April 2024 to April 2025]																							
Installation	03-Feb-25	28-Jul-25	[Gantt bar spanning from February 2025 to July 2025]																							
Testing	25-Jul-25	20-Oct-25	[Gantt bar spanning from July 2025 to October 2025]																							
Closeout Documentation	26-Jul-25	19-Nov-25	[Gantt bar spanning from July 2025 to November 2025]																							
Radio	29-Apr-25	28-May-25	[Gantt bar spanning from April 2025 to May 2025]																							
Installation	29-Apr-25	28-May-25	[Gantt bar spanning from April 2025 to May 2025]																							
SCADA	22-Jul-24	19-Sep-25	[Gantt bar spanning from July 2024 to September 2025]																							
Prepare & Submit	22-Jul-24	30-Dec-24	[Gantt bar spanning from July 2024 to December 2024]																							
Procurement	31-Dec-24	19-Sep-25	[Gantt bar spanning from December 2024 to September 2025]																							
Dollars Only Activities	10-Apr-23 A	18-Nov-25	[Gantt bar spanning from April 2023 to November 2025]																							
No L800 System	08-Jun-23 A	01-Apr-24	[Gantt bar spanning from June 2023 to April 2024]																							

Present Financial Status	Amount
Mass Electric - Systems Construction	
Original Contract Value	\$14,305,865
Change Order Value	\$0
Current Contract Value	\$14,305,865
Total Actual Cost (Incurred to Date)	\$699,360
Percent Complete	6.3%
Authorized Contingency	\$1,283,135
Contingency Drawdown	\$0
Contingency Index	-



Canopy steel installation

Link Light Rail North Corridor Maintenance of Way



Project Summary

Scope	<p>Construct a maintenance of way facility that will serve and support the Northgate Link, Lynnwood Link, and Ballard Link Extensions.</p> <p>The site contains a leased warehouse property that will undergo improvements to support a temporary facility that will serve the near-term Lynnwood Link Extension operations.</p> <p>The leased site includes an option for Sound Transit to purchase the property to serve as the permanent facility.</p>
Phase	Design (Temporary Facility)
Budget	<p>\$32.0 Million</p> <p>Design for Temporary Facility. Right-of-Way Activities for Permanent Facility.</p>
Schedule	<p>Forecasted In-Service Dates:</p> <p>Q3 2024 Temporary Facility</p> <p>Q4 2027 Permanent Facility</p>



Site Location: North MOW

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Early tenant improvement construction JOC contracts awarded and NTP issued. Construction activities during Q1 2024.
- IFB bids received and lowest, responsible bidder identified. Anticipate NTP in late February. Construction activities beginning in March.
- Permit package submitted to SDCI and currently resolving comments.

Project Cost Summary

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

This period approximately \$195K was incurred. The project expenditures include completion of design of the temporary facility and early tenant improvement work.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$2.1	\$0.9	\$0.9	\$2.1	\$0.0
Preliminary Engineering	\$3.0	\$1.1	\$1.0	\$3.0	\$0.0
Final Design	\$2.9	\$0.1	\$0.0	\$2.9	\$0.0
Construction Services	\$3.1	\$0.0	\$0.0	\$3.1	\$0.0
3rd Party Agreements	\$0.5	\$0.0	\$0.0	\$0.5	\$0.0
Construction	\$4.3	\$0.8	\$0.1	\$4.3	\$0.0
ROW	\$16.1	\$1.5	\$1.5	\$16.1	\$0.0
Total	\$32.0	\$4.4	\$3.5	\$32.0	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

**The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.*

Risk Management

The following are the top project wide risks:

- Tenant improvements needed by Q4 2023 to support Lynnwood Link pre-revenue service. Revised work plan will allow partial use of the facility in April 2024.
- Constrained staffing resources could impact project delivery.
- Permits for temporary and permanent facility are taking longer than expected.

Project Schedule

The North Maintenance of Way Facility continues to move forward with the two element approach. The design for the temporary facility was completed in August. The permanent facility is still in early development.

The temporary facility is not anticipated to fully open prior to the current Lynnwood Link Extension pre-revenue service opening. The project team is working closely with Facilities and Operations to develop mitigations that will support Lynnwood Link Extension pre-revenue service. The permanent facility currently has a forecasted In-Service Date of 2027. The project is currently in the final stages of purchasing the existing site for both the temporary and permanent facility.

Activity Name	Start	Finish	2023			2024				2025				2026				2027		
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
North MOW Facility	01-Jan-17 A	12-Aug-27																		
Combined Facilities	18-May-21 A	04-Dec-25																		
Phase Gate	18-May-21 A	04-Dec-25																		
Phase 1 - Project Definition	18-May-21 A	31-Dec-21 A																		
Temporary Facility	04-Jan-22 A	22-Aug-24																		
ROW	04-Jan-22 A	30-Jun-22 A																		
Design Phase	01-Jul-22 A	27-Sep-23																		
Permitting	01-May-23 A	27-Sep-23																		
Construction	28-Sep-23	08-Jul-24																		
Commisioning	08-Jul-24	22-Aug-24																		
Permanent Facility	01-Jan-17 A	12-Aug-27																		
Conceptual Design	08-Dec-22 A	13-Sep-23																		
Final Design	14-Sep-23	05-Nov-25																		
Permitting	14-Sep-23	04-Feb-26																		
Right of Way	01-Jan-17 A	01-Oct-24																		
Construction	13-Jun-23 A	21-Dec-26																		
Commisioning	22-Dec-26	12-Aug-27																		

Community Engagement

- No activities in this reporting period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs 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 below Planned FTE levels. Design on the temporary facility has completed as the project transitions to tenant improvements and thus FTE trended lower than planned.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	4.2	1.3	2.9
Consultants	6.0	1.0	5.0
TOTAL	10.2	2.3	7.9

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period	

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 162 low floor LRV for predominantly service requirements of Northgate, East Link and Lynnwood Link, Federal Way and Downtown Redmond Extensions.
Phase	Manufacturing, delivering, testing & commissioning
Budget	\$836.9 Million (Baseline Sep 2015, 122 LRVs; Amended Apr 2017, 152 LRVs; Amended Nov 2023, 162 LRVs)
Schedule	Baseline Conditional Acceptance (fleet enters revenue service) 152nd LRV: Q2 2025 162nd LRV: Q2 2027



Conditional Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued LRV deliveries to ST's Operations and Maintenance Facilities – one LRV was delivered this month.
- Continued Conditional Acceptance (CA) activities on delivered LRVs at ST's OMF – three LRVs were CA this month.
- Continued transport of LRVs by truck between OMF East in Bellevue and OMF Central in Seattle as a mitigation measure to maintain acceptance testing progress out of OMF Central (three Series 2 LRVs were transferred to OMF Central this month).
- Continued final assembly and car shell fabrication in Sacramento Facilities.
- Thirteen of the eighteen Series 1 LRVs with ATP system mechanically retrofitted have completed static tests at OMF East. Siemens continue to perform ATP system retrofit works and testing at OMF East.

Closely Monitored Issues

- Twelve fleet defects have been declared (four closed); the commissioning team efforts in responding to defects is contributing to delay in CA of additional LRVs. ST is working closely with Siemens to resolve and provide vehicle maintenance support.
- Limited Operations and Maintenance Facilities (OMF) Central yard storage capacity in 2024 may affect recovery schedule, preventative maintenance or spares available to support peak service. Siemens' LRVs delivery and onsite Series 1 & 2 LRVs transportation between OMF East and OMF Central is continuously managed and monitored.
- Manufacturer continued reporting supply chain interruptions impacting implementation of field modification instructions. Weekly meeting with Siemens to monitor progress.
- ST and Siemens continue working on getting a realistic completion delivery schedule/plan for all remaining spare parts, special tools and test equipment.

Link Light Rail Series 2 LRV Fleet Expansion



Project Cost Summary

The LRV Fleet Expansion Project has an approved baseline budget of \$836.9 M. 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 \$569.2M. The majority of the cost attributed to the vehicles phase at \$545.2M. The current period expenditure is a little over \$4M, cost attributable to the LRV manufacturing and to engineering, 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	\$16.5	\$18.0	\$9.1	\$8.7	\$18.0	\$0.0
Construction Services	\$27.2	\$31.7	\$16.2	\$15.3	\$31.7	\$0.0
Vehicles	\$793.2	\$787.2	\$670.8	\$545.2	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$696.0	\$569.2	\$836.9	\$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	\$774.2	\$783.3	\$674.7	\$548.4	\$783.3	\$0.0
80 Professional Services	\$46.9	\$47.2	\$21.3	\$20.9	\$47.2	\$0.0
90 Contingency	\$15.8	\$6.3	\$0.0	\$0.0	\$6.3	\$0.0
Total (SCC 10 - 90)	\$836.9	\$836.9	\$696.0	\$569.2	\$836.9	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Risk Management

The following are the top project risks:

- Competing demands for extension project simulated services and the upcoming revenue service preparation reduces the availability of operation labor and vehicle maintenance personnel in supporting Series 2 LRV commissioning.
- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving LRVs at both OMF Central and OMF East create cost inefficiency (now require two teams in two locations to support commissioning activity) and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- War in Ukraine remains a fluid situation, monitoring reported disruption to manufacturer’s supply chain and assembly plant.
- The rate of Conditional Acceptance of Series 2 LRVs is sensitive to impacts from the risks described above. Any major strain imposed by these factors could affect the rate of Conditional Acceptance and potentially impact pre-revenue service start dates of Link extension projects.

Contingency Management

The project’s budget was baselined in September 2015 and amended in April 2017 to exercise the option LRV and contained a \$78.0M Total Contingency. The project’s current Total Contingency balance is at \$55M (previously at \$56.3M) or approximately 20.7% of remaining work in the project. A draw of approximately \$1.3M due to change orders.

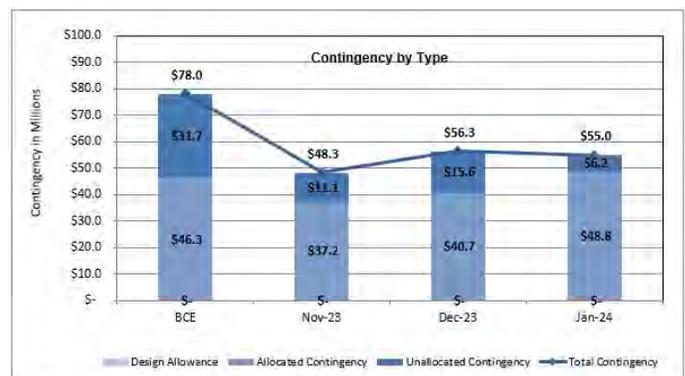
Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This project contains \$0 design allowance.

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 current allocated contingency balance is \$48.8M compared to last period’s \$40.7M. The increased is primarily due to the reallocation of budgets.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The current UAC balance is at approximately \$6.2M, compared to last period’s \$15.6M. The increased is primarily due to the reallocation of budgets.

Contingency Status (Monthly)

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$ 0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$46.3	6.3%	\$48.8	18.2%
Unallocated Contingency	\$31.7	4.3%	\$6.2	2.3%
Total	\$78.0	10.7%	\$55.0	20.5%



Link Light Rail Series 2 LRV Fleet Expansion



Project Schedule

Percent complete of the contract payment milestones is calculated at 80.9%.

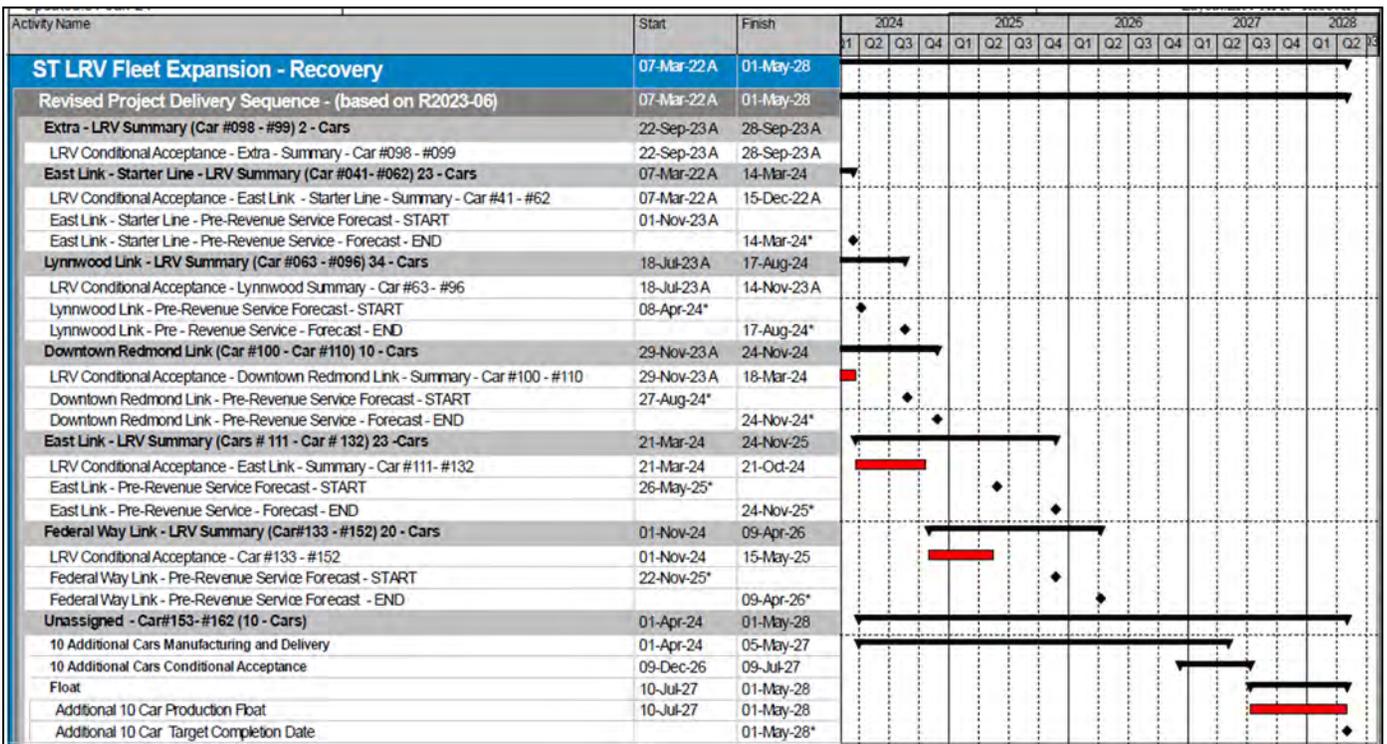
The summary schedule below supports each of the project starter lines by identifying conditional acceptance testing of Light Rail Vehicles from Siemens' January 31, 2024 monthly schedule update. The LRV manufacturer (Siemens) has delivered 124 LRVs of which 104 LRVs were Conditionally Accepted. In addition, there are 11 LRVs fully assembled at Siemens' storage yard in Sacramento and many car shells in various stages of production and assembly.

All the required LRVs has been completed conditional acceptance to support East Link and Lynnwood Link Revenue Service. The remaining deliveries, commissioning and testing of light rail vehicles are anticipated to be completed and all 152 LRVs Conditionally Accepted by late May 2025 with 10 additional cars manufactured, delivered and Conditionally Accepted by July 2027.

Lastly, ATP retrofit schedule may have substantial impact on conditional acceptance rate for 102nd Series 2 LRV and forward.

Critical Path Analysis

The critical path is completing the on-site vehicle performance qualification test, acceptance testing and burn-in of all LRVs that have been delivered to the Sound Transit sites.



LRV Delivery and Testing Progress as of January 31, 2024				
LRV status	Received / Delivered	Testing In Progress	Conditionally Accepted	Entered Revenue Service
Planned	152	8	144	144
Actual (Seattle)	98	4	94	94
Actual (Bellevue)	26	16	10*	10*

* Transferred from OMFC to OMFE to support East Link Starter Line services.



LRV 334 over test pit in Sacramento, CA



Car 320 Buy Backs at OMF Central Seattle, WA

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 is the monthly annualized average; whereas, the YTD monthly average only reflects the actuals for month ending January 2024. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants should average out as the year progresses.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.1	4.8	1.3
Consultants	9.6	7.8	1.8
TOTAL	15.7	12.6	3.1

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	None this period	

Project Summary

Scope Includes all steps necessary to specify, procure, manufacture, commission, and accept approximately 106 new light rail vehicles with delivery occurring over a nine-year period with an optional extension of the service to support the procurement of additional 216 vehicles. The LRV count in this report is based on assumed vehicle length of 95 feet. The project will support future operations of the existing system and extensions in planning.



Light rail vehicle for Procurement

Phase Planning

Budget \$33.0 Million (Authorized Project Allocation)

Schedule Forecasted In-Service Date: 2035

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Continued negotiation with selected engineering and inspection consultant team to support procurement and delivery of Series 3 LRVs. The Notice to Proceed for the consultant contract executed in Q3 2023.
- Continued engagement with the car builder industry to understand market conditions for designing and manufacturing new vehicles that increase passenger capacity, enhance passenger experience and improve maintainability.
- Exploring the feasibility of preliminary design concepts of key vehicle elements by qualified car builders are anticipated in the second half of 2023.

Closely Monitored Issues

- Potential lack of resources for project initiation and management. Sound Transit is engaging closely with the industry to enhance interest and wide participation by car builders in Series 3 LRV procurement.
- Potential very high vehicle cost due to inflation, labor shortage, and supply chain challenges. Sound Transit is exploring the use of indexed pricing model for this procurement and discussing with the car build industry and trade organizations such as APTA to minimize market trend impacts on pricing.

Link Light Rail Series 3 LRV Fleet Expansion



Project Cost Summary

The Series 3 LRV Fleet Project has an authorized project allocation budget of \$33.0M. 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 around \$1.3M to which a majority of the cost are attributed to the Administration and Construction Services phase. The current period expenditure is approximately \$450K, cost all attributable to the Administration cost.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$7.9	\$0.4	\$0.4	\$7.9	\$0.0
Construction Services	\$18.6	\$7.4	\$0.9	\$18.6	\$0.0
Vehicles	\$6.6	\$0.0	\$0.0	\$6.6	\$0.0
Total	\$33.0	\$7.8	\$1.3	\$33.0	\$0.0

Cost Summary by SCC

SCC Elements	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
60 ROW, Land, Existing Improvements	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
70 Vehicles	\$23.5	\$7.4	\$0.9	\$23.5	\$0.0
80 Professional Services	\$9.2	\$0.4	\$0.4	\$9.2	\$0.0
90 Contingency	\$0.3	\$0.0	\$0.0	\$0.3	\$0.0
Capital Total (SCC 10 - 90)	\$33.0	\$7.8	\$1.3	\$33.0	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

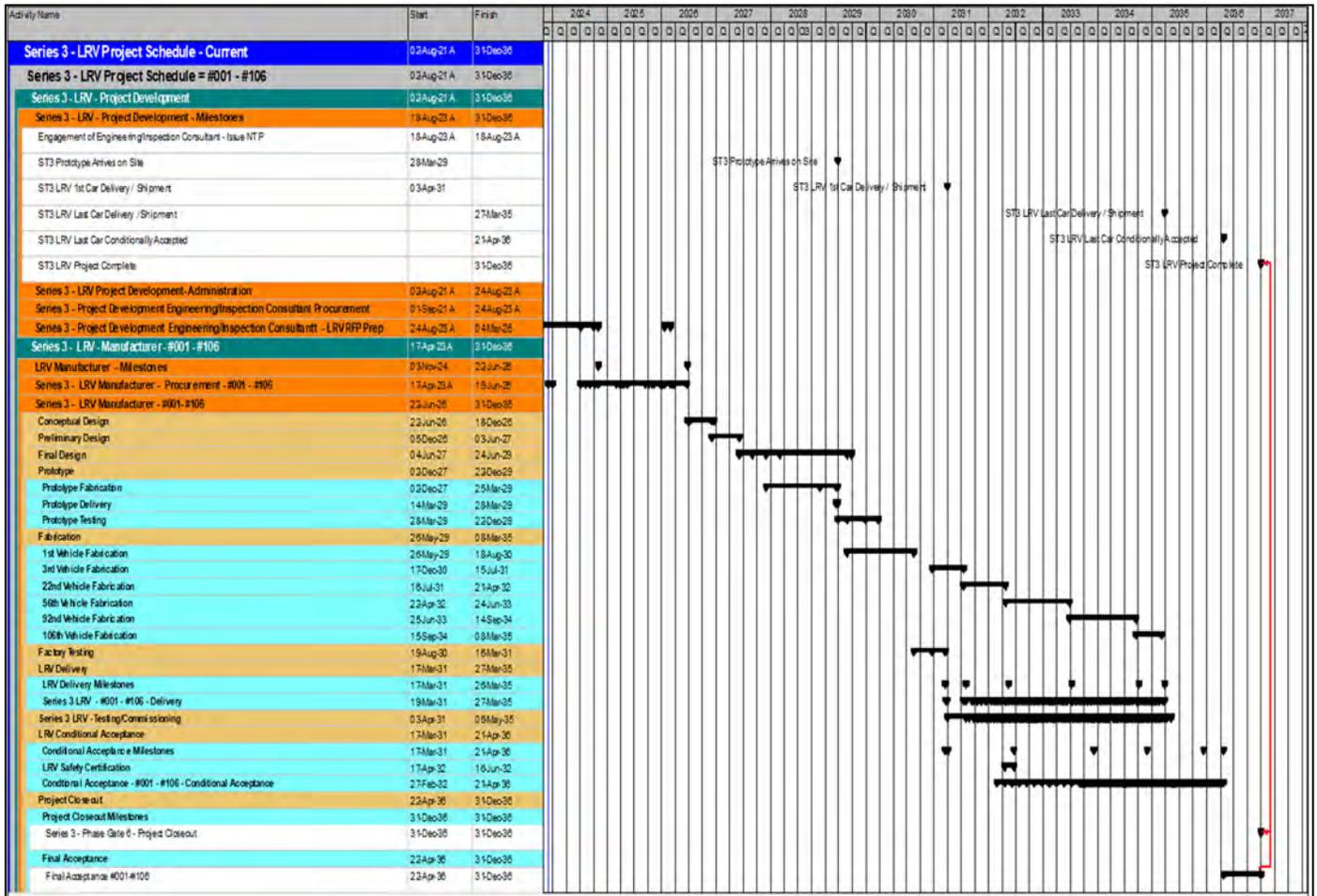
*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Link Light Rail Series 3 LRV Fleet Expansion



Project Schedule

Current project schedule which is still under development. We expect the first Series 3 vehicle to enter revenue service in Q2 2032, and the 56th and 106th vehicles to enter revenue service by end of Q4 2033 and Q2 2035, respectively. This rate of Conditional Acceptance is currently anticipated to be sufficient to open new Link Extensions such as West Seattle and Tacoma Dome. The Final Acceptance of 106 LRVs in the base order was projected to be complete in 2032 when the project was presented to the Board in 2022; however this projection is currently revised to 2036 for Final Acceptance of the base order based on feedback from the industry on reasonable durations for the testing phase of the project.



Risk Management

The following are the top project risks:

- Project risk plan in development.

Link Light Rail Series 3 LRV Fleet Expansion



Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs 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; whereas, the YTD monthly average only reflects the actuals for month ending January 2024. The variance are minor and likely attributed to ST staff cross charge and the aggregation of administrative time offs among ST staff and consultants should average out as the year progresses.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	5.1	1.6	3.5
Consultants	6.2	8.5	(2.3)
TOTAL	11.3	10.1	1.2

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	No action this period	

Link Light Rail Tacoma Dome Link Extension



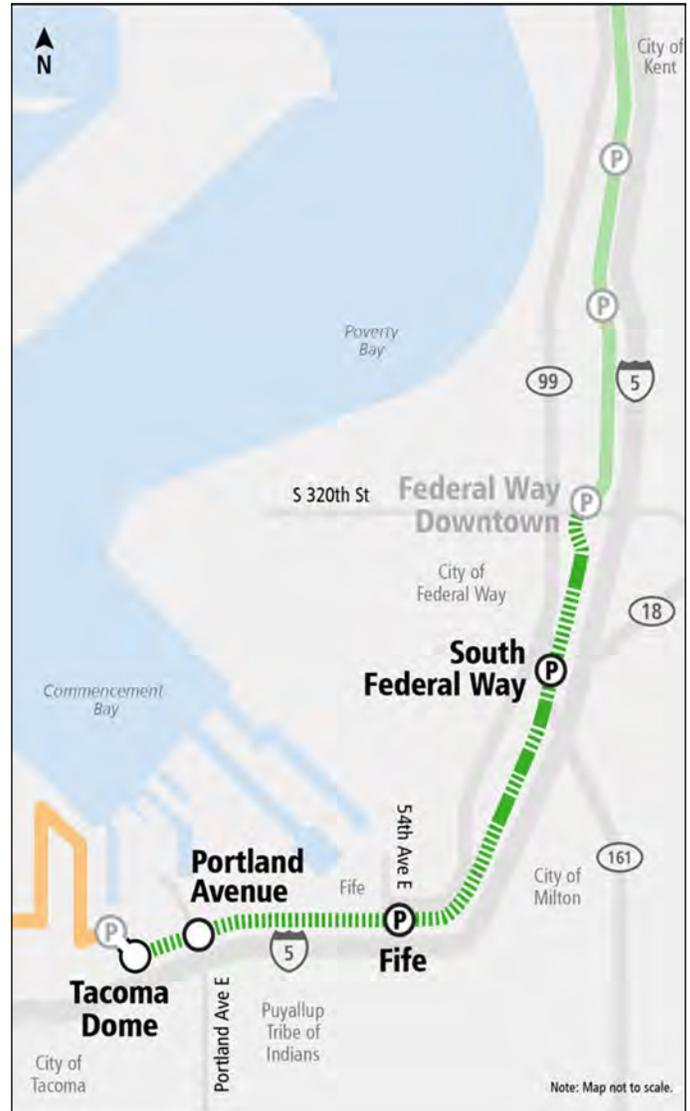
Project Summary

Scope

Limits	Federal Way Transit Center to South Federal Way, Fife, Portland Avenue, 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, Portland Avenue and Tacoma Dome
Systems	Signals, traction power, communications (SCADA), Operations and Maintenance Facility South (OMF South)
Phase	Planning: TDLE Conceptual Engineering (CE) and OMF South Preliminary Engineering (PE)
Budget	\$506.7 Million for: TDLE through Phase 2 CE and OMF South through Phase 3 PE
Schedule	Forecasted In-Service Dates: OMF South: 2032 Tacoma Dome Station : 2035

A separate project, Tacoma Dome Station Parking and Access Improvements, will fund non-motorized and/or parking improvements in the vicinity of Tacoma Dome Station. This project will be developed in parallel with TDLE.

** This project is in development and project report will be updated quarterly effective June 2023.*



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)

- Internal team began preparations for Draft EIS FTA submittal and Board identification of Preferred Alternative in 2024.
- 10% conceptual engineering drawings shared with partnering jurisdictions for comments and review.
- Environmental briefings provided to partnering jurisdictions covering DEIS components.
- Held meeting with Tribal Council in November 2023.

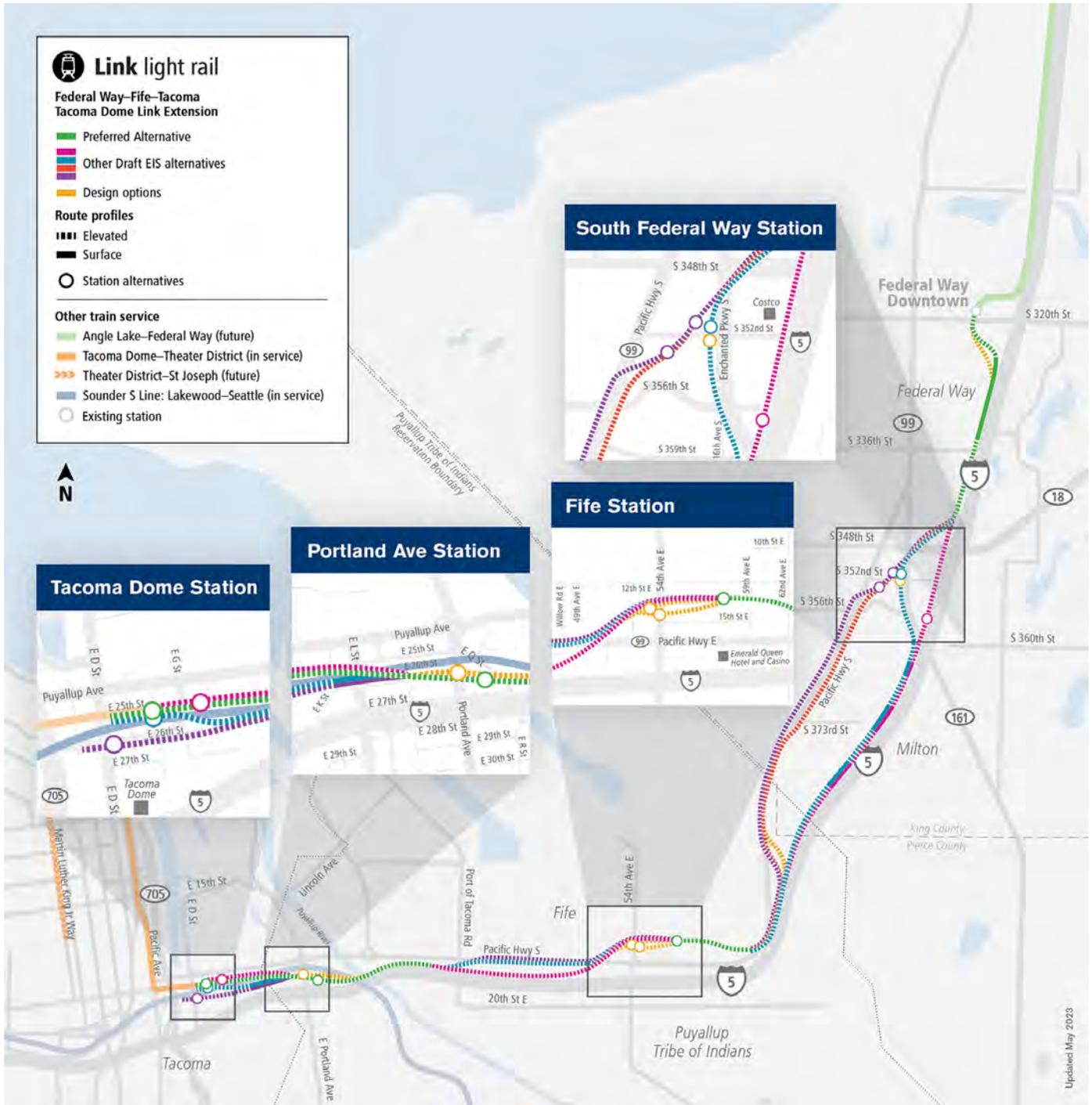
Operations and Maintenance Facility South (OMF South)

- Virtual and in-person DEIS public hearings held in Federal Way in October, DEIS public comments reviewed and summarized by internal staff.
- Letters of Concurrence shared with Federal Way City staff in preparation for future agreement.
- Initiated Early Acquisition activities.
- Updated Opinion of Probable Costs.

Link Light Rail Tacoma Dome Link Extension

Project Map

Graphic below depicts additional 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.

For this period \$9.6M was incurred. The majority of project expenditures were for preliminary engineering associated with TDLE Phase 2 and OMF South Phase 3 and construction service for the DBPM contract with OMF South project.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)*	Authorized Allocation vs. EFC
Administration	\$34.9	\$25.0	\$24.6	\$34.9	\$0.0
Preliminary Engineering	\$105.0	\$93.7	\$65.2	\$105.0	\$0.0
Final Design	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction Services	\$20.0	\$19.2	\$4.2	\$20.0	\$0.0
3rd Party Agreements	\$39.2	\$5.2	\$2.2	\$39.2	\$0.0
Construction	\$70.7	\$0.0	\$0.0	\$70.7	\$0.0
Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$237.0	\$7.6	\$1.9	\$237.0	\$0.0
Total	\$506.7	\$150.7	\$98.2	\$506.7	\$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	\$285.7	\$7.6	\$2.0	\$285.7	\$0.0
80 Professional Services	\$205.1	\$143.1	\$96.2	\$205.1	\$0.0
90 Unallocated Contingency	\$16.0	\$0.0	\$0.0	\$16.0	\$0.0
Total (10 - 90)	\$506.7	\$150.7	\$98.2	\$506.7	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project-wide risks:

Tacoma Dome Link Extension (TDLE)

- The capital cost estimate for the additional alignment alternative added for study in the Draft EIS (Pac Hwy/SR99) is trending to be greater than current estimate for I-5 alternative in the Financial Plan.
- Heightened risk of design changes or unanticipated mitigation associated with cultural and/or natural resources may increase project cost and extend schedule.
- Environmental mitigation costs could increase.
- Existing buildings below the proposed guideway/stations require upgrades/replacement to meet code requirements.
- Construction cost may increase more than the projected escalation rate as a result of general construction cost increases in the region.
- Potential impacts from higher real estate and construction costs.
- Potential design or construction challenges could emerge as work progresses, including crossing of Puyallup River may increase time needed.
- New commercial development on affected parcels drives the ROW cost higher.
- Potential permitting challenges and other necessary timely coordination / approvals with many permitting authorities.

OMF South

- Construction cost may increase more than the projected escalation rate and inflation rate as a result of general construction cost increases in the region.
- Environmental permitting challenges. An ecosystem mitigation plan acceptable to all parties, may take longer to negotiate and/or cost more than anticipated. A comprehensive mitigation plan will be required to mitigate unavoidable impacts to ecosystem resources on the S 336th Street site.
- Neither of the RFP proposers can deliver the project below the affordability point.
- Negotiations with FW council for 20th AVE street vacation may not result in approval which may delay the project and impact project costs.
- ST requirements change (i.e. increase in LRV storage requirements) that results in more property acquisition or changes to the EIS may increase project cost and delay schedule.
- Delays associated with the real estate acquisition process could delay the schedule.
- Right-of-way cost may increase more than projected escalation rates as a result of property value increases in the region.
- Material procurement in accordance with Buy America requirements restricts available sources, resulting in cost and time impacts
- Third party coordination and/or unanticipated required mitigation could increase cost.
- Unidentified utility conflicts, contaminated soil and/or groundwater may be discovered during construction, increasing cost.

Link Light Rail Tacoma Dome Link Extension



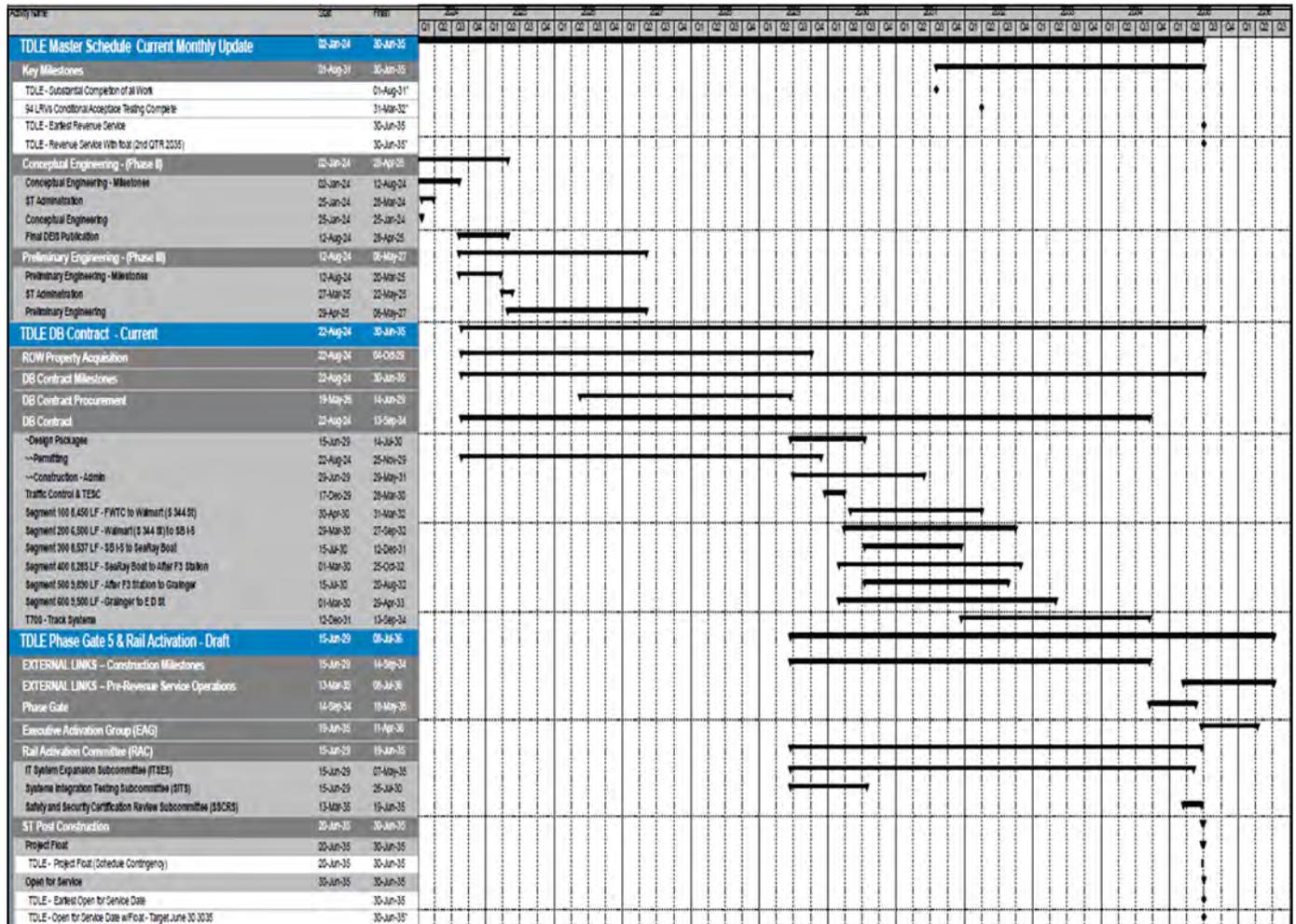
Tacoma Dome Link Extension

Current Progress

- Continued development of NEPA/SEPA Draft EIS.
- Continued coordination with the Puyallup Tribe, WSDOT, FTA, Fife, Milton, Federal Way and Tacoma.

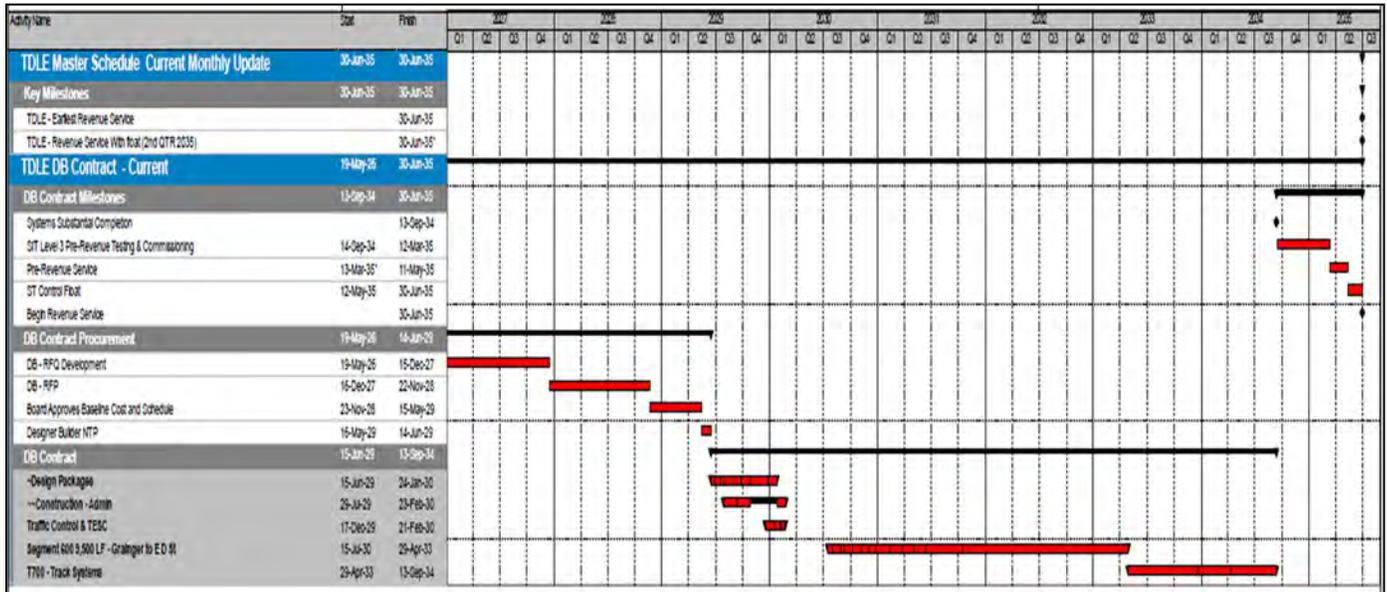
TDLE Project Schedule

Below is the summary schedule as of December 31, 2023. The schedule reflects the Board approval of a new station options in Fife and additional alignment alternative in South Federal Way for evaluation in the Draft EIS. The corresponding impacts of the EIS publication being extended has resulted in a three (3) calendar year delay to the Forecasted In-Service Date which is now Q2 2035.



TDLE Critical Path Analysis

The critical path for TDLE is running through Phase 2 publishing of the DEIS and ST Board Preferred Alternative identified / confirmed. Any slippage to Phase 2 and Phase 3 could impact the Revenue Service target date completion of Q2 2035.



Community Engagement

- Tabled at the Harvest Festival in Fife.
- Received a briefing from a religious facility in Fife.
- Provided a briefing to a property owner in Fife.
- Provided a briefing to a property owner in Milton.

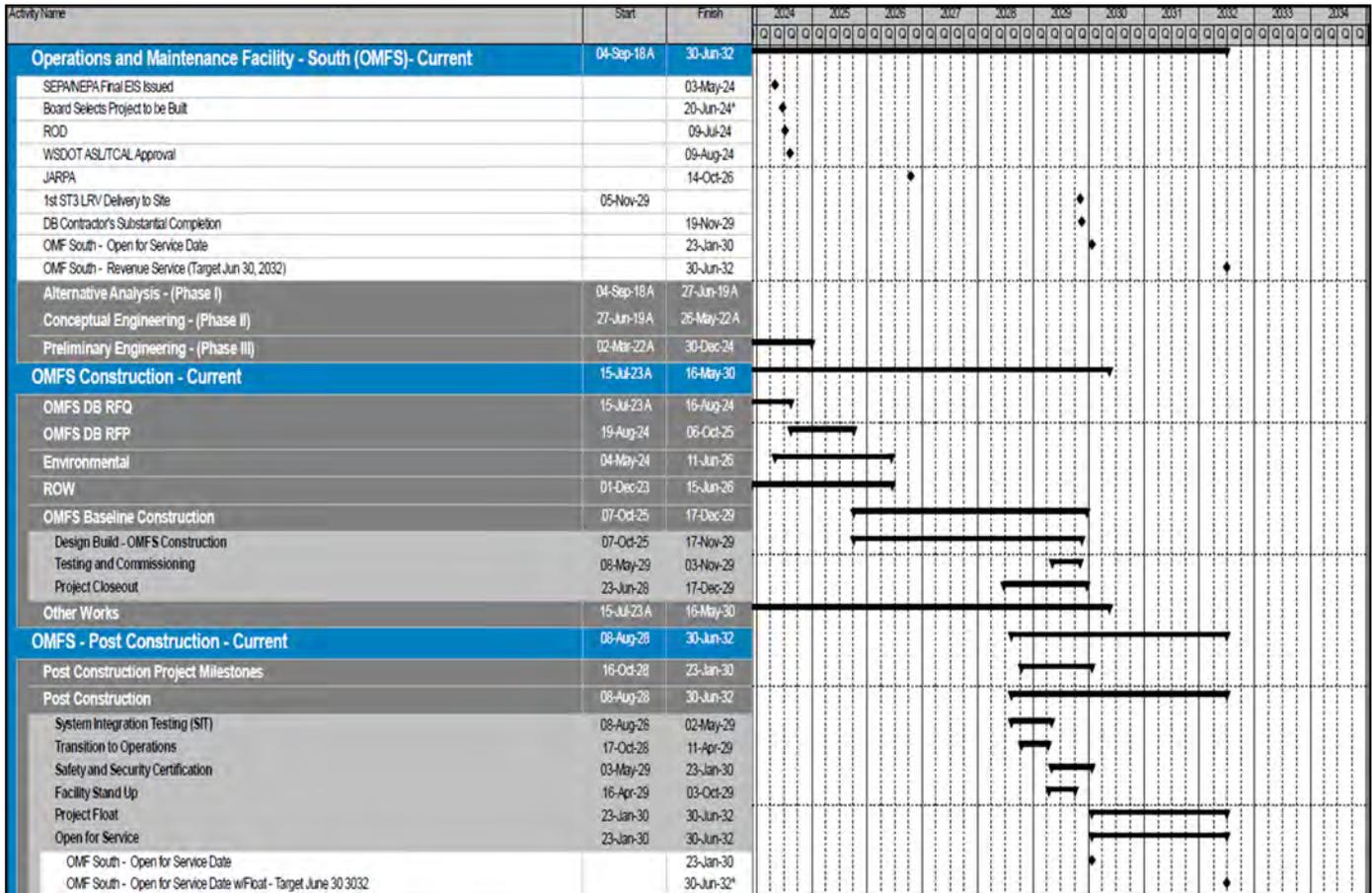
Operations and Maintenance Facility South

Current Progress

- Ongoing coordination with WSDOT, FTA, and other environmental permitting agencies.
- Regular coordination with the City of Federal Way on design, land use, city code and permitting, and Real Properties in preparation for continued public engagement.

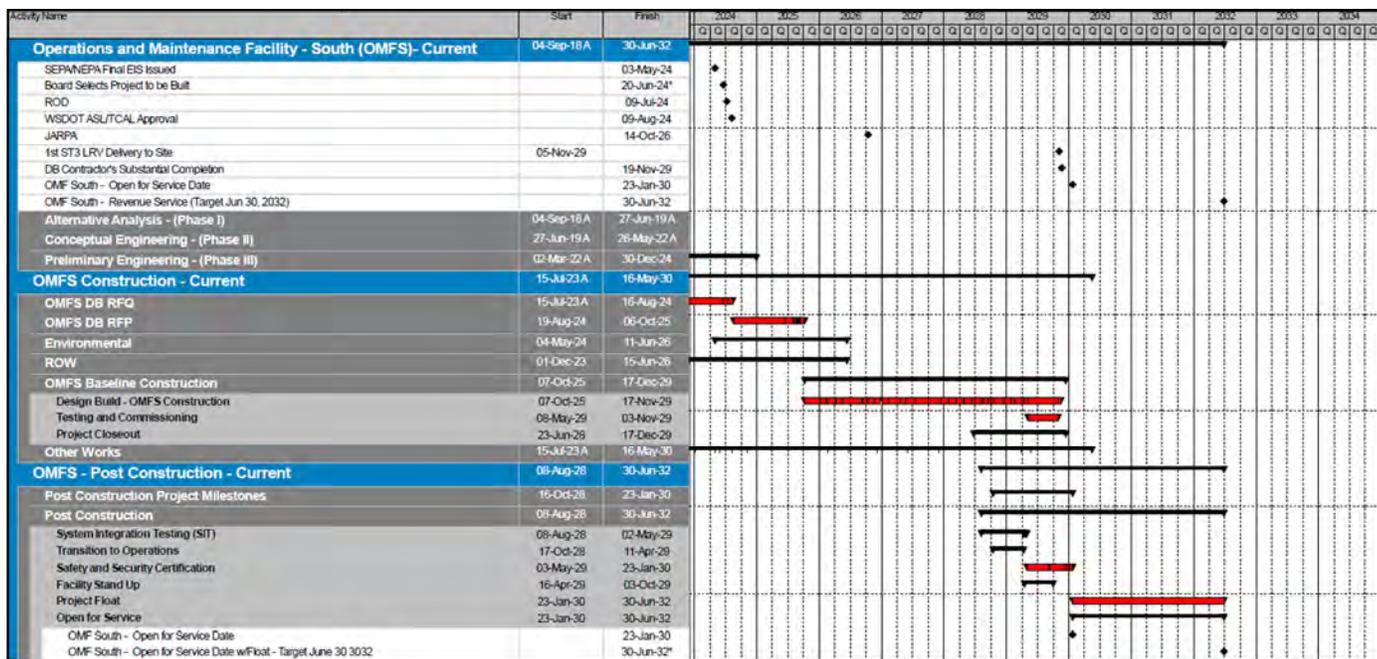
OMF South Project Schedule

Below is the summary schedule as of December 30, 2023. Current schedule shows additional time for combined NEPA/SEPA Final EIS which impacts the Facility In Service date from Q4 2029 to Q2 2032. Project is Phase 3 with the Final SEPA/FEIS milestone is forecasted for Q2 2024.



OMF South Critical Path Analysis

The critical path for OMF South is running through Preliminary Engineering Final Environmental Impact Statement effort and issuance of Request For Proposal (RFP) procurement of the design-build contractor.



Community Engagement

- Provided a briefing to a property owner in Federal Way.
- Hosted a public meeting for the NEPA Draft EIS/Supplemental SEPA Draft EIS at the Federal Way Performing Arts and Events Center.
- Hosted drop-in meetings for a residential community in Federal Way.
- Provided a briefing to a property owner in Federal Way.

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 easements and temporary construction easements) and non-compensable rights (e.g. rights of entry). These acquisitions may result in owner and tenant residential and commercial relocations. The right-of-way program status, if any for this period is summarized in the following table.

Tacoma Dome 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
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p>					

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.

To date, both ST and consultant actual staffing levels have recorded an underrun variance to the Planned Monthly FTE average. Since the decision to add the test track and refined site layout to the environmental review, the OMF South effort is ramping up and expecting the growth to be steady. Since Board approved new alignment of TDLE project HDR burn rate started increasing gradually.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	30.5	22.7	7.8
Consultants	100.0	54.7	45.3
TOTAL	130.5	77.4	53.1
<p><i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Link Light Rail West Seattle Link Extension

Project Summary

Scope The West Seattle Link Extension includes 4.7 miles of light rail from downtown Seattle to West Seattle’s Alaska Junction neighborhood with 4 new stations and a bridge across the Duwamish Waterway.

Alignment alternatives on the south and north side of the West Seattle Bridge and tunnel and elevated guideway and station alternatives in West Seattle Junction are under environmental review.

Phase Planning

Budget \$246.8 Million through completion of Preliminary Engineering

Schedule Forecasted In-Service Date: 2032



Map of Project Alignment

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- Continued Phase 3 project development activities to prepare the Final EIS and conduct Preliminary Engineering.
- Conducted in-person Station Planning forums in October and November for the West Seattle Link Extension.
- Continued engagement with partner and regulatory agencies, stakeholder groups and property owners regarding environmental process and next steps.

Link Light Rail West Seattle Link Extension



Project Cost Summary

The West Seattle Link Extension is a voter-approved project 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.

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	\$25.5	\$6.9	\$6.5	\$25.5	\$0.0
Preliminary Engineering	\$84.2	\$60.2	\$39.2	\$84.2	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$4.1	\$1.1	\$1.2	\$4.1	\$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	\$133.2	\$2.9	\$1.8	\$133.2	\$0.0
Total	\$246.8	\$71.1	\$48.8	\$246.8	\$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	\$131.8	\$2.9	\$1.8	\$131.8	\$0.0
80 Professional Services	\$108.2	\$69.2	\$47.0	\$108.2	\$0.0
90 Unallocated Contingency	\$6.8	\$0.0	\$0.0	\$6.8	\$0.0
Total (10 - 90)	\$246.8	\$71.1	\$48.8	\$246.8	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project-wide risks:

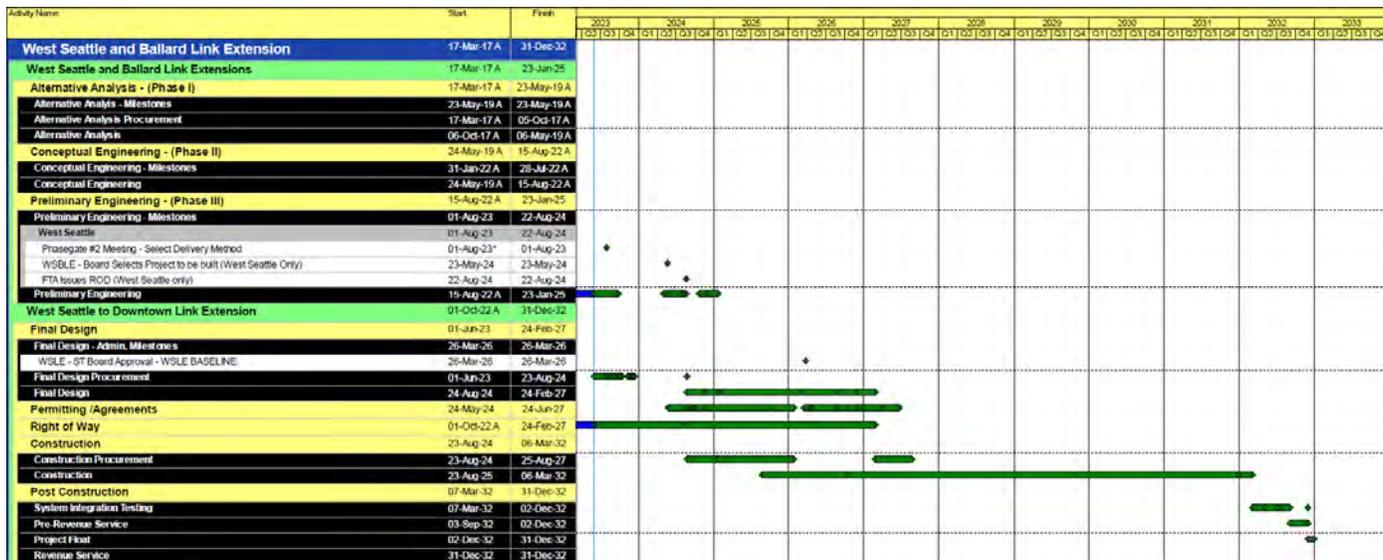
- Project costs may increase more than the projected escalation and inflation rates as a result of general construction cost and real estate cost increases in the region.
- Additional cost elements of preferred alternative in West Seattle Junction and Delridge segments dependent on third party funding.
- Potential additional environmental process delays, including completion of Section 106 consultation required for NEPA ROD, may further impact the schedule for completion of environmental documentation and design.
- Potential discovery of cultural resources before or during construction could require additional coordination, design, and mitigation.
- Potential that unforeseen design and/or construction challenges due to limited understanding of utilities, ground conditions and building conditions could emerge as work progresses, causing additional cost and delay.
- Potential cost and schedule risks associated with complexity of real estate acquisition processes.
- Potential risk in processing multiple reviews/approvals with permitting authorities in a timely manner due to complex, lengthy processes and resource limitations.
- Potential permitting challenges and other necessary coordination/approvals associated with Duwamish Waterway crossing, cultural resources, and/or natural resources could delay the project and add cost.
- Potential that project delivery, contract packaging and/or construction procurement decisions and processes could be delayed/modified and/or market conditions could limit number of potential bidders.

Link Light Rail West Seattle Link Extension



Project Schedule

The Board of Directors announced their realignment decision in August 2021, which included a target revenue service date of 2032. The Draft EIS for the combined West Seattle and Ballard Link Extensions was published in January 2022. After several months of delay associated with an extended public comment period, the Board identified a Preferred Alternative for the West Seattle Extension in July 2022 (and subsequently approved Phase 3 Preliminary Engineering NTP). The Board also directed further studies in a number of areas. The delay in identification of the Preferred Alternative and the associated Board requested further studies necessitated adjustments to the environmental process and schedule. Potential additional environmental process delays may further impact the Select Project to be Built milestone (which could potentially move to late 2024) as well as subsequent milestones including the revenue service date.



Community Engagement

- Engaged with 11 property owners/business owners and facilitated 10 community briefings.
- Conducted two in-person Station Planning forums for WSLE – one in West Seattle on Oct 25 and one in SODO on Nov 29. Additionally, hosted two in-language focus groups to gather feedback from Vietnamese and Somali communities.
- Organized three tabling events in West Seattle and White Center.
- Informed nearby property owners and tenants to communicate ongoing fieldwork activities across the project corridor.

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 January—December actuals. Staffing variance reflects increased coordination with partner agencies and community engagement.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	12.9	17.8	(4.9)
Consultants	38.7	31.0	7.7
TOTAL	51.6	48.8	2.8

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
M2023-110	Execute a contract modification with HNTB Co. to prepare a feasibility assessment under the contract for project development services for the WSLE-BLE, in the amount of \$776,247, with a 10% contingency of \$74,801 totaling \$851,048, for a new total authorized contract amount not to exceed \$319,693,752, contingent upon approval of Motion M2023-109 and Resolution R2023-40.	12/14/2023
M2023-111	Execute a contract with WSP USA, Inc., a JV Member, Mott MacDonald LLC, a JV Member, and Connect Seattle Partners JV for Program Management Support Services for the WSLE and BLE in the amount of \$37,945,116, with a 10 percent contingency of \$3,794,512, for a total authorized contract amount not to exceed \$41,739,628, contingent upon approval of Resolution R2023-40.	12/14/2023

Progress Report Regional Express & Stride Program



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

January | 2024



Regional Express & Stride Program Overview



Regional Express & Stride Program Overview



Bus Base North: This project establishes the operations and maintenance facility necessary 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, Business Access Transit (BAT) lanes, and bus-only lanes. 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.

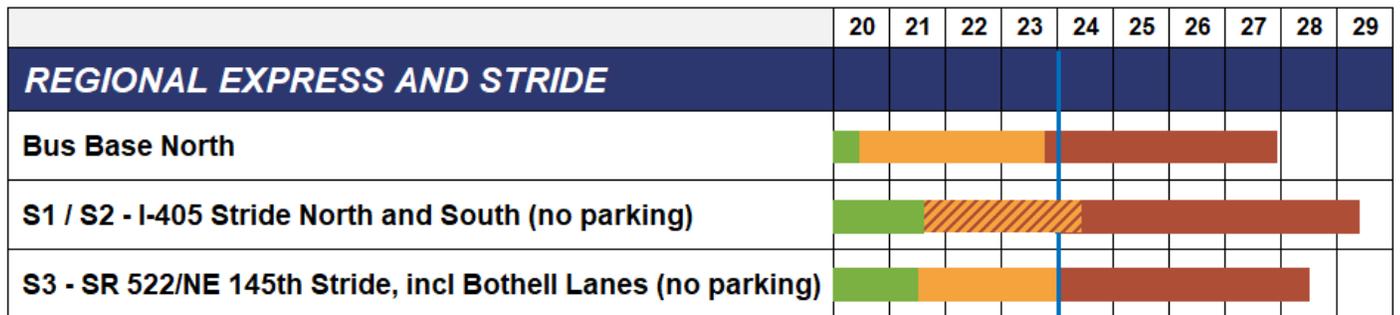
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Bus Base North	\$499.5	\$68.8	\$60.7	\$499.5	\$0.0
I-405 Bus Rapid Transit	\$1,269.0	\$826.0	\$239.8	\$1,269.0	\$0.0
SR 522/NE 145th St Bus Rapid Transit	\$581.5	\$155.9	\$100.4	\$581.5	\$0.0
Total	\$2,350.0	\$1,050.7	\$400.9	\$2,350.0	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects



KEY:

- Planning** (hatched indicates possible early work into FD phase)
- Final Design** (hatched indicates possible Design-Build; incl procurement)
- Construction** (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)
- Recovery Plan Float to RSD**

Regional Express & Stride Program Overview



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active projects for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Forecasted In-Service (Affordable *) Year	Current Progress RSD Update (Year)
Central Corridor			
RapidRide C/D Investments (remaining)	2024	2045	2045
East Corridor			
I-405 Stride - Kingsgate parking	2024	2035	2035
I-405 Stride - parking (all but Kingsgate)	2024	2034	2034
I-405 Stride North - NE 85th Station	2024	2026	2029
I-405 Stride North (no parking) – all elements except NE 85th Station	2024	2027	2029
I-405 Stride South (no parking)	2024	2026	2029
North Sammamish Park-and-Ride	2024	2045	2045
SR 522/NE 145th Stride - Lake Forest Park parking	2024	2044	2044
SR 522/NE 145th Stride - parking (all but Lake Forrest Park)	2024	2034	2034
SR 522/NE 145th Stride (no parking)	2024	2026	2028
South Corridor			
SR 162 Bus Investments	2024	2045	2045
Systemwide			
Bus Base North	2024	2025	2027
Bus on Shoulder - Snohomish & Pierce improvements	2024	2045	2045
Bus on Shoulder - South King improvements	2024	Suspended	-
ST2 Bus Base	2026	2045	2045

* The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.

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	Final Design
Budget	\$499.5 Million (Baselined July 2023)
Schedule	Baselined Revenue Service Date: December 2027



Map of Project Alignment

Key Project Activities

- 100% design underway, anticipated for April 2024. Constructability review completed on 90% design set.
- Valley Electric as Electrical Contractor-Construction Manager (ECCM) and Dimensional Innovations as Specialty Contractor-Construction Manager (SCCM) Shelter Fabricator are under contract with Hoffman (BT014 GCCM). Pre-construction services underway with Hoffman developing and coordinating schedules, workshops, and other activities.
- Canyon Park Business Center Owners Association (CPBCOA) has approved needed changes to the Codes, Covenants, and Restrictions (CC&R).
- Sound Transit working with King County Metro to add passenger experience betterments to Bellevue Transit Center that will be funded by non-Stride budget.
- Fleet purchase orders for buses have been finalized and executed. Finalizing both Contract Service Provider RFP advertisement and Bus Operating Technology System vendor procurement with award anticipated to occur in Q1 2024.

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 total net expenditure was \$0.3M; cost attributed \$0.2M in GEC construction and program management, \$0.1M for Sound Transit staff, and \$0.05M in ROW and other small expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$41.9	\$11.2	\$8.8	\$41.9	\$0.0
Preliminary Engineering	\$1.7	\$1.6	\$1.6	\$1.7	\$0.0
Final Design	\$26.1	\$19.2	\$14.3	\$26.1	\$0.0
3rd Party Agreements	\$7.1	\$0.1	\$0.1	\$7.1	\$0.0
Right-of-Way (ROW)	\$43.8	\$36.2	\$35.7	\$43.8	\$0.0
Construction	\$355.3	\$0.0	\$0.0	\$355.3	\$0.0
Construction Services	\$23.5	\$0.3	\$0.1	\$23.5	\$0.0
Total	\$499.5	\$68.8	\$60.7	\$499.5	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

Bus Base North project budget was baselined in July 2023 with a total contingency of \$142.2M. The current total project contingency balance of \$142.2M decreased slightly by \$0.1M compared to previous month due to rounding of budget rebalance.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

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. This period the UAC reflects no change.

Contingency Status (Monthly)

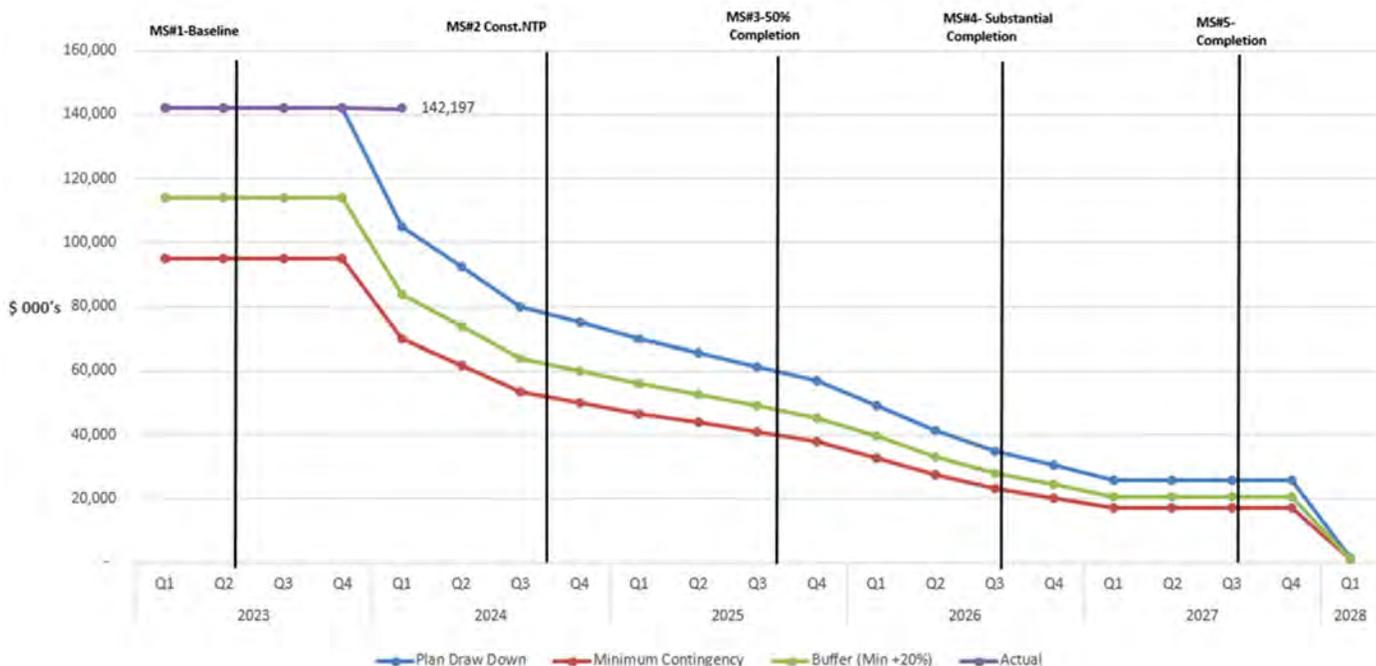
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$32.9	6.6%	\$32.9	7.5%
Allocated Contingency	\$61.2	12.3%	\$61.3	14.0%
Unallocated Contingency	\$48.2	9.6%	\$48.1	11.0%
Total:	\$142.2	28.5%	\$142.2	32.4%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Risk Management

The following are the top risks for the project:

- Cost pressure due to higher inflation, higher construction costs, site and permit conditions.
- Potential for long lead times on various equipment could cause construction delays. Team is examining options to purchase switchgear equipment early to ensure two BEB charging sites are available for vehicle testing by Q3 2025.
- Construction of 20th Ave SE Road improvements need to be coordinated with CPBCOA.
- Schedule delays would affect I-405 BRT and SR 522 BRT revenue service, depending on future phasing options.
- Delays in the platform handover by other civil construction contracts to BT014 (Stations) would cause their construction schedules to be delayed. The team needs to maintain and require close coordination with all civil construction contracts.
- Working with KCM on scope of passenger experience betterments at Bellevue TC without impact to schedule and budget.

Closely Monitored Issues

- Timely resolution of issues related to the City of Bothell's newly adopted Transfer of Development Rights code.
- Working with the City of Bothell to complete and approve the Conditional Use Permitting process.
- Construction cost escalation in the region.

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.

This month's focus included, but not limited to the following:

- No new updates.

Regional Express & Stride Bus Base North



Project Schedule

The Bus Base North (BBN) current schedule progress for January 2024 for BT001 is shown below. The BBN project completed the 90% Structural Design Drawing Package and started on the 100% Design Drawing Package.

Next upcoming Schedule Milestone is Milestone #2 - Construction NTP (no later than Q1 2025).

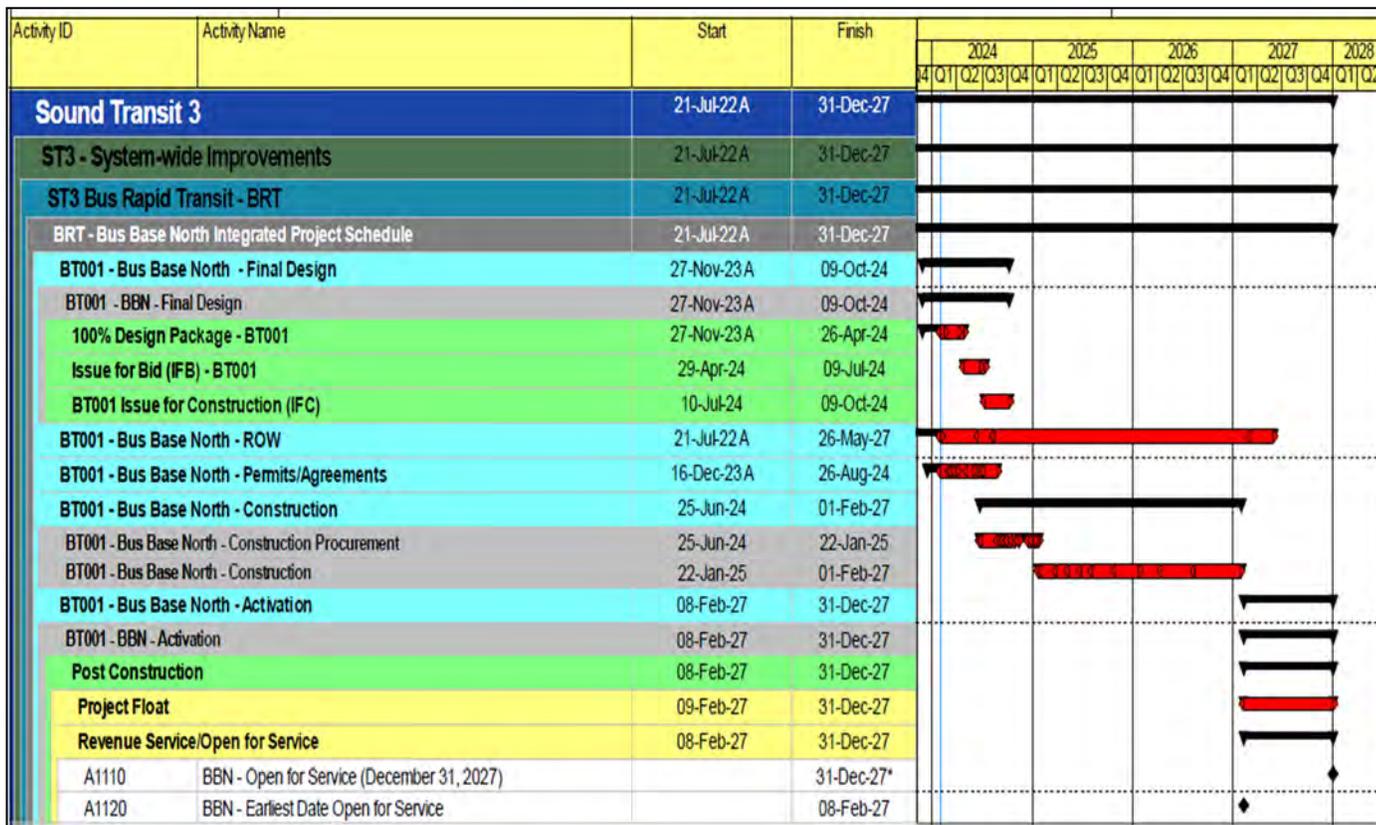
Current Progress Revenue Service Update is Q4 2027.

Activity ID	Activity Name	Start	Finish	2024		2025		2026		2027		2028	
				Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Sound Transit 3													
ST3 - System-wide Improvements													
ST3 Bus Rapid Transit - BRT													
BRT - Bus Base North Integrated Project Schedule													
BT001 - Bus Base North - Final Design													
BT001 - BBN - Final Design													
30% Design Package - BT001													
60% Design Package - BT001													
90% Design Package - BT001													
100% Design Package - BT001													
Issue for Bid (IFB) - BT001													
BT001 Issue for Construction (IFC)													
BT001 - Bus Base North - ROW													
BT001 - Bus Base North - Permits/Agreements													
BT001 - Bus Base North - Construction													
BT001 - Bus Base North - Construction Procurement													
BT001 - Bus Base North - Construction													
BT001 - Bus Base North - Activation													
BT001 - BBN - Activation													
Activation													
Post Construction													
Project Float													
Revenue Service/Open for Service													
A1110	BBN - Open for Service (December 31, 2027)		31-Dec-27*										
A1120	BBN - Earliest Date Open for Service		08-Feb-27										

Critical Path Analysis

The current critical path for BBN is through the Final Design by the GEC, then construction procurement, following by civil construction and finishes and then systems integration and testing.

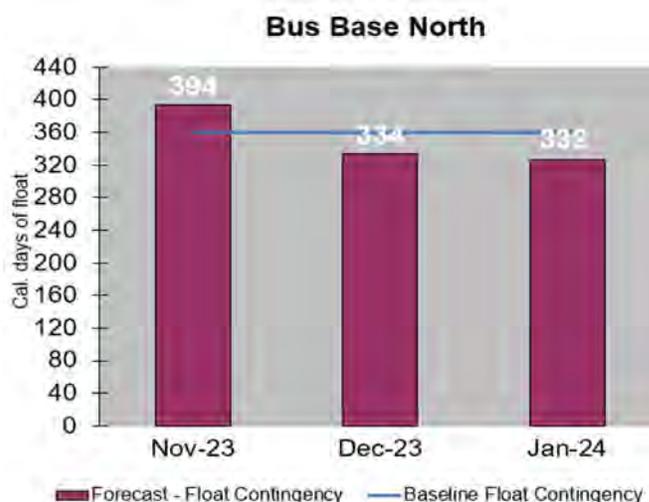
Activities that need to be monitored closely are acquiring rights to deviate from restrictive covenants (CC&Rs) that prohibit Sound Transit’s proposed use for the property, developing project requirements, and permitting/agreements.



Project Float

Bus Base North was baselined with 360 days of float from the target Revenue Service Date Jan. 31, 2027. Last month, the schedule was extended to incorporate the updated design and permitting duration, resulting in a reduction of project float to 334 days.

This period, the January 2024 schedule update shows a minor reduction in project float from 334 days to 332 days, which is 28 days below the plan. The team is monitoring the design and permitting schedules. Any improvements or changes will be incorporated in the future month updates.



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.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
6	6	5	1	0	0

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

Total Acquisitions: Defined as parcels recognizing only land, not owners

Board Approved: Based on parcels and properties (including multi-unit acquisitions)

Offers/Closings: Based on inclusive offers made to separate owners and interest holders

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit 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.

Overall, the data is showing actual staffing is slightly lower than the Planned FTE monthly average. Staffing levels for both Sound Transit and consultants are anticipated to fluctuate as the project progresses from design to procurement and toward construction in 2024.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	11.5	6.6	4.9
Consultants	34.2	36.4	(2.2)
TOTAL	45.7	43.0	2.7

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Actions this period.	

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 (SRTC), Tukwila International Blvd Station, Burien Transit Center
Phase	Final Design
Budget	\$1.269 Billion (Baselined July 2023)
Schedule	Baselined Revenue Service Date: S1: September 2028 (incl. float) S2: June 2029 (incl. float)



Map of Project Alignment

Key Project Activities

- In January 2024, the Interim CEO and staff reported to the Sound Transit Board of Directors that the planned Tukwila International Boulevard station will be indefinitely deferred due to an unanticipated and unfunded WSDOT fish barrier correction in the immediate vicinity of the project. Removing the existing fish barrier is a prerequisite for constructing the TIBS in-line station. In the interim, Stride will improve and serve the existing TIBS Link station. Implementing the temporary station is expected to lengthen S1 Line travel times and require additional buses. Current project development efforts will be completed to ensure the in-line station project is positioned to move forward.
- South Renton Transit Center Conditional Use Permit application and 90% design submittal anticipated in Q1 2024.
- Continue working with City of Bellevue staff to finalize the details of the Bus layover and charging in Downtown Bellevue on 110th Ave NE in the vicinity of the King County Library.

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 \$9.1M total; cost attributed to \$7.9M for construction of NE 44th, NE 85th and Brickyard projects, \$0.8M for final design and program management by the GEC, \$0.3M for TIBS PE, \$0.1M in Sound Transit staff costs, and \$0.2M in other small project expenditures. This was offset by -\$0.2M for ROW due to overages 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	\$55.2	\$24.3	\$20.9	\$55.2	\$0.0
Preliminary Engineering	\$43.0	\$42.4	\$40.8	\$43.0	\$0.0
Final Design	\$30.1	\$17.5	\$10.3	\$30.1	\$0.0
Third Party Agreements	\$5.8	\$1.6	\$1.1	\$5.8	\$0.0
Right-of-Way (ROW)	\$53.5	\$33.9	\$29.6	\$53.5	\$0.0
Construction	\$965.2	\$626.9	\$136.0	\$965.2	\$0.0
Construction Services	\$26.4	\$2.3	\$1.1	\$26.4	\$0.0
Vehicles	\$89.7	\$77.1	\$0	\$89.7	\$0.0
Total	\$1,269.0	\$826.0	\$239.8	\$1,269.0	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

I-405 was baselined in July 2023 with a total contingency of \$224.4M. The current total project contingency balance of \$216.0M did not change compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

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

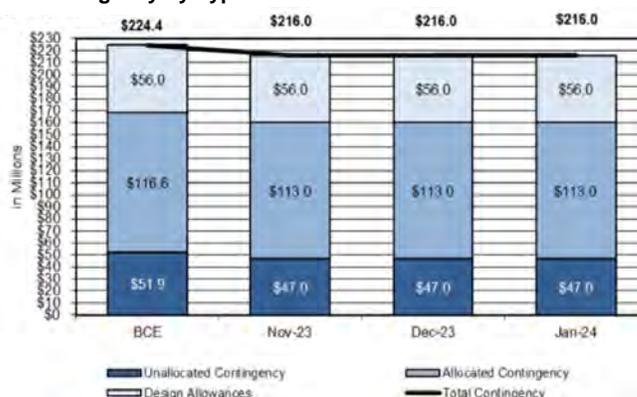
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

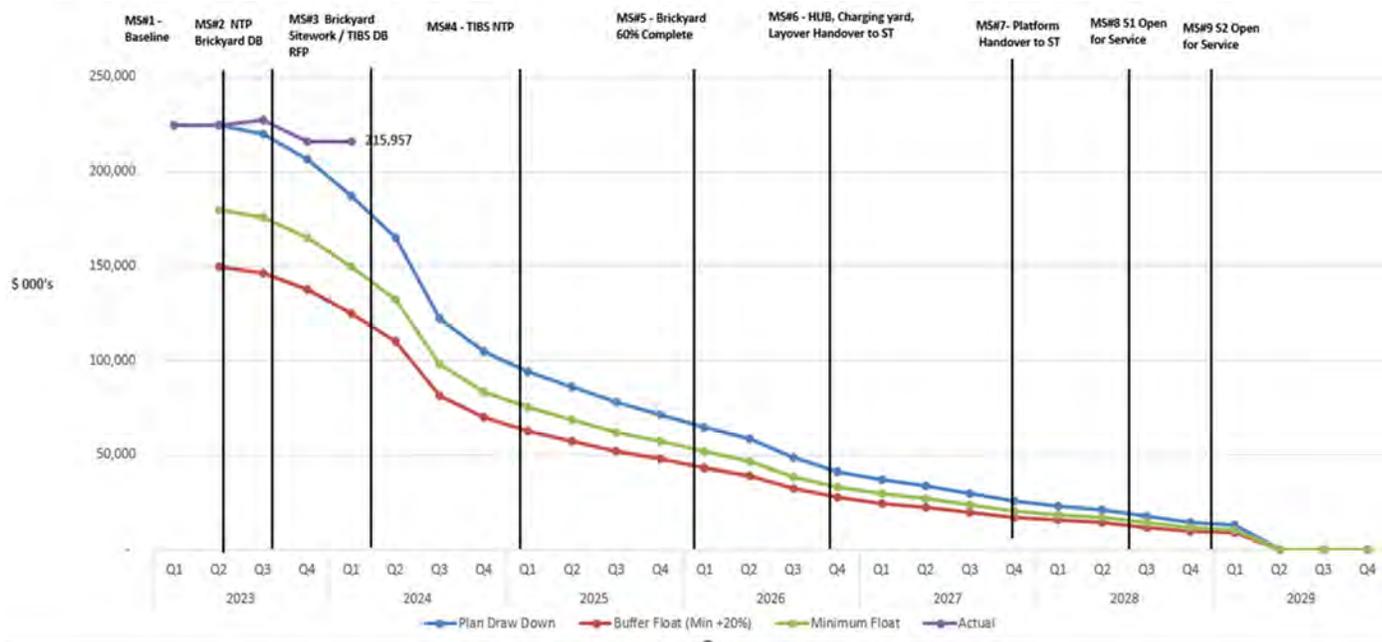
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$56.0	4.4%	\$56.0	5.4%
Allocated Contingency	\$116.6	9.2%	\$113.0	11.0%
Unallocated Contingency	\$51.9	4.1%	\$47.0	4.6%
Total:	\$224.4	17.7%	\$216.0	21.0%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Risk Management

The following are top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- City of Renton is actively seeking that the parking garage be constructed as soon as possible. The parking garage has been deferred by Sound Transit Board in 2021 as part of the Program Realignment. Staff is engaged with the City to advance the South Renton Transit Center conditional use permit.
- Need SCL to upgrade facilities to add transformer/trunk line towards Burien otherwise timely completion of BT102 may be at risk.
- Extended study and negotiations on the location of the Bellevue Bus Layover and decision by the City could impact underground utilities design work, extend ROW acquisition timeframe, bus testing, and potentially overall project schedule.
- Working with WSDOT designers to complete the preliminary design and environmental assessment of the Inline TIBS to make it shovel-ready so that the station can move forward quickly once WSDOT funding is secured.

Closely Monitored Issues

- The added cost associated with implementation of Stride service at the light rail TIBS.
- Timely review and approval of the bus layover and charging on 110th Ave NE in Downtown Bellevue.
- Construction cost inflation and market condition.
- Working with King County Metro to secure the funding for SRTC betterment and finalize the funding agreement.

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.

During this reporting period, the project team performed the following:

- Received and responded to 10 comments and questions.
- Attended two community briefings.
- Published one blog post.
- Sent one email update.
- Attended one homeowner meeting.
- Coordinated with WSDOT around 85th and Brickyard projects.

Regional Express & Stride I-405 Bus Rapid Transit



Project Schedule

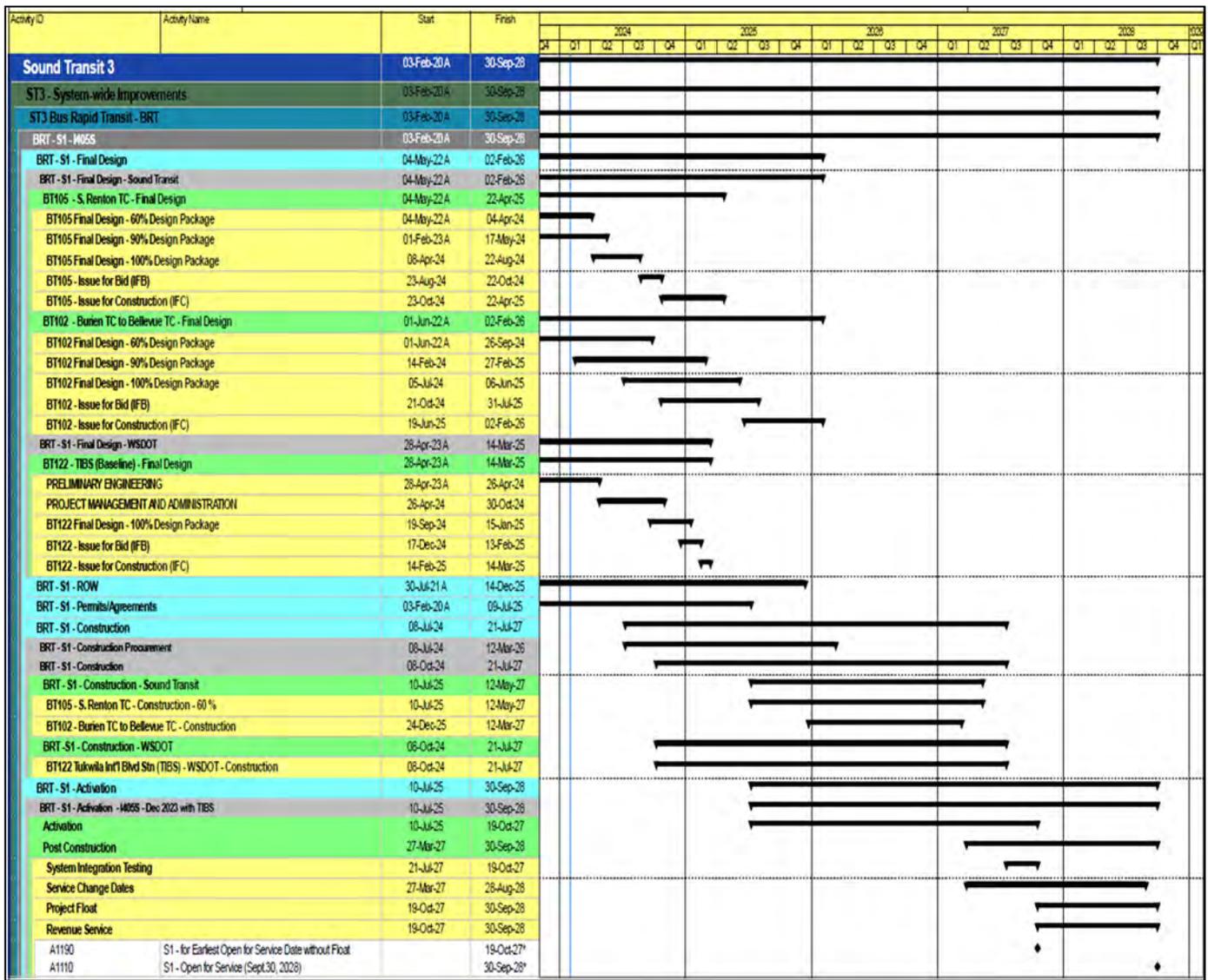
S1: I-405 South

The Integrated Project Schedule is presented below.

- BT102 Burien TC to Bellevue TC is currently in the 60% Final Design phase and is scheduled to be complete in Q3 2024.
- BT105 S. Renton Transit Center is currently in the 60% Final Design phase and is scheduled to be complete in Q2 2024.
- BT122 TIBS The team is assessing how S1 schedule would be updated due to the change of plan.

The S1 construction is currently estimated to be 18% complete. Early building demolition and site remediation at SRTC have been completed. Additionally, the NE 44th Street interchange and BRT station project is in progress, with WSDOT managing this aspect of the construction.

I-405 BRT construction overall, S1 and S2 included, is estimated to be approximately 14% complete.



Regional Express & Stride I-405 Bus Rapid Transit



Project Schedule continued

S2: I-405 N

The Integrated Project Schedule is presented below. The S1 construction is currently estimated to be 10% complete.

WSDOT is managing BT224 Transit Hub—Brickyard and Canyon Park Station and BT223 NE 85th Station.

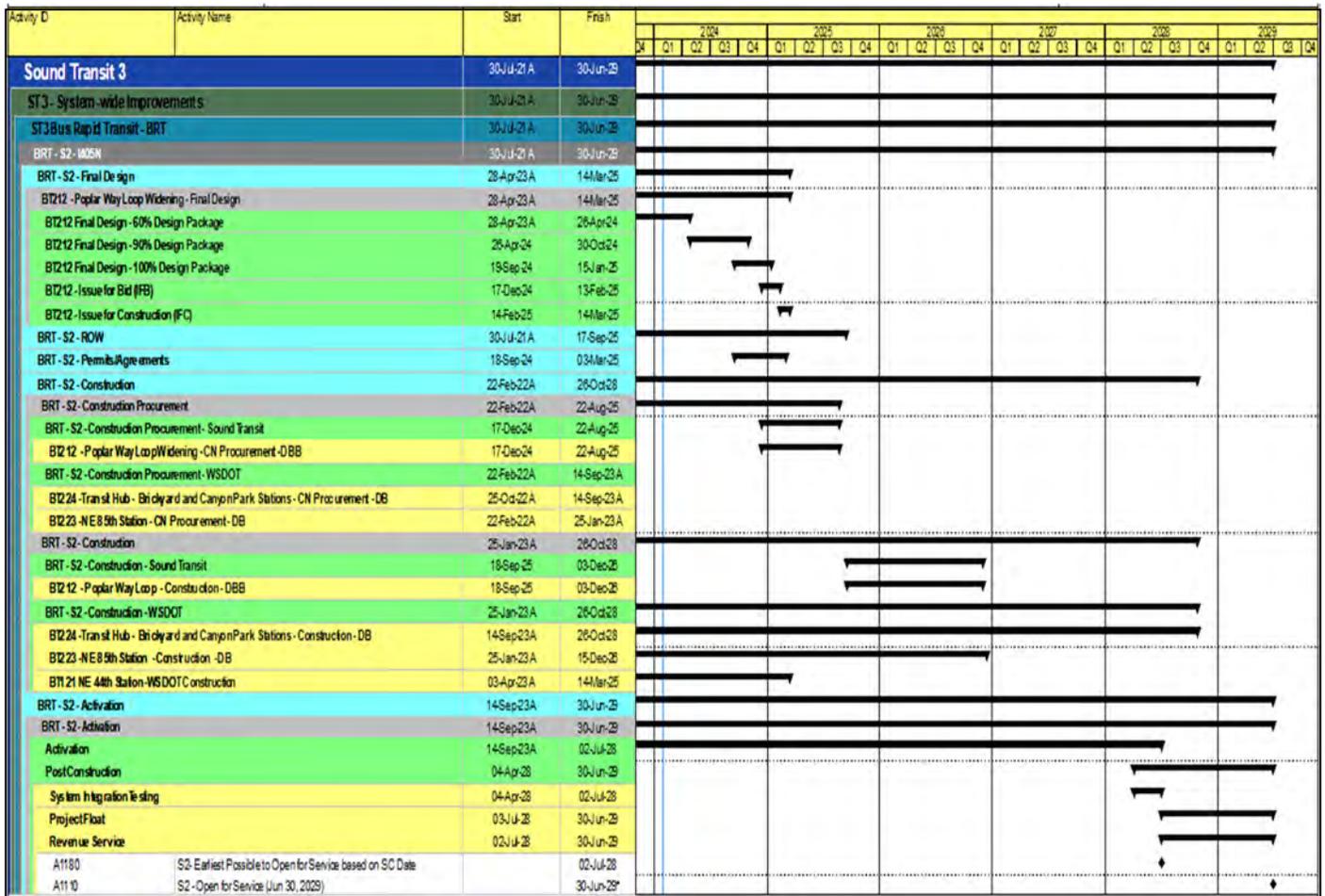
- BT224 Transit Hub—Brickyard and Canyon Park Station began design and construction in Q4 2023.
- BT223 NE 85th Station began Phase 1 work (installation of temporary connections) began in Q4 2023.

Sound Transit is managing BT212 Poplar Way Loop Widening.

- BT212 Poplar Way Loop Widening is currently in the 60% Final Design and forecasted to be completed Q1 2024.

There are 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 North Express Toll Lanes Improvement Project.

I-405 BRT construction overall, S1 and S2 included, is estimated to be approximately 14% complete.



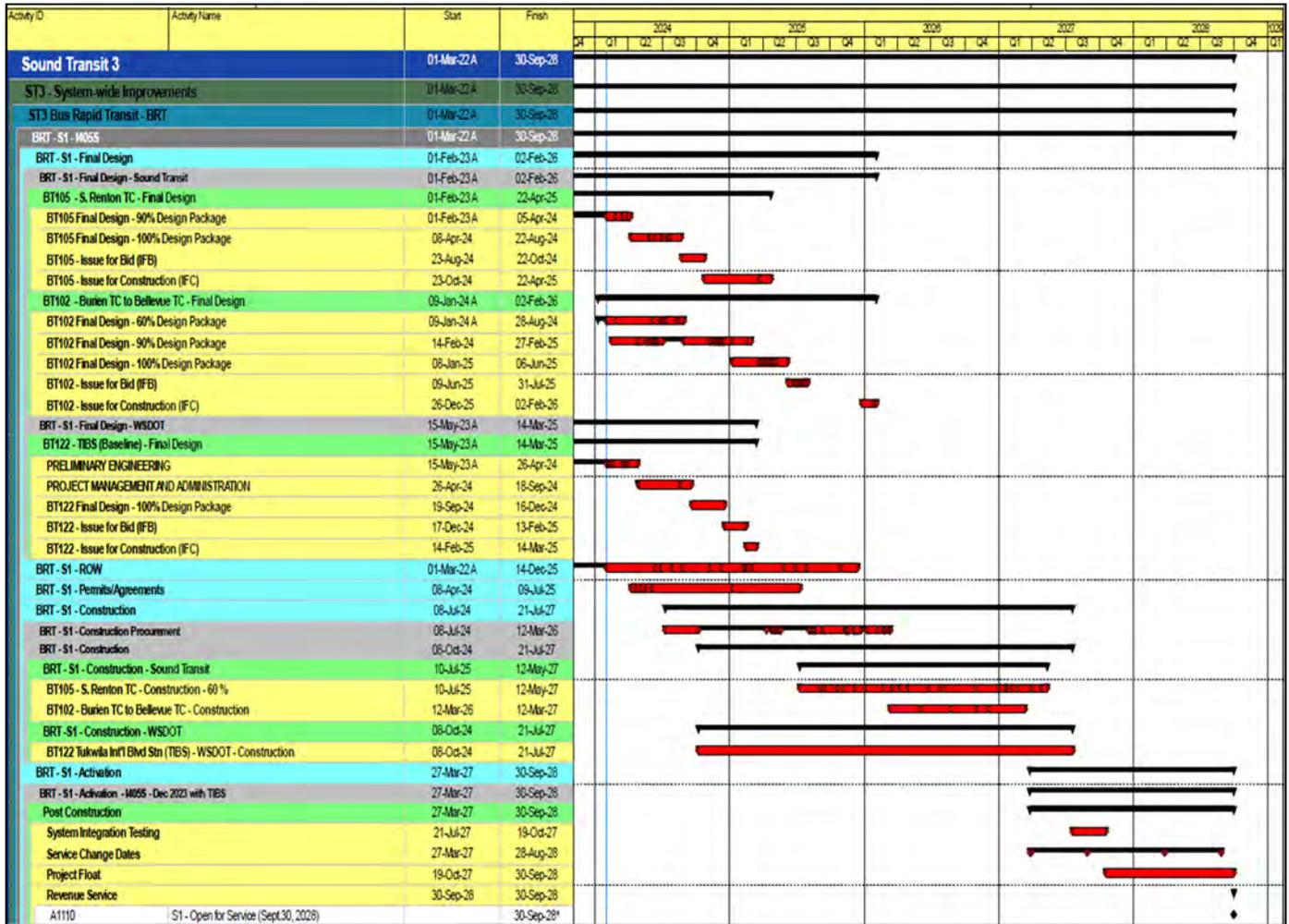
Regional Express & Stride I-405 Bus Rapid Transit



Critical Path Analysis

S1: I-405 S

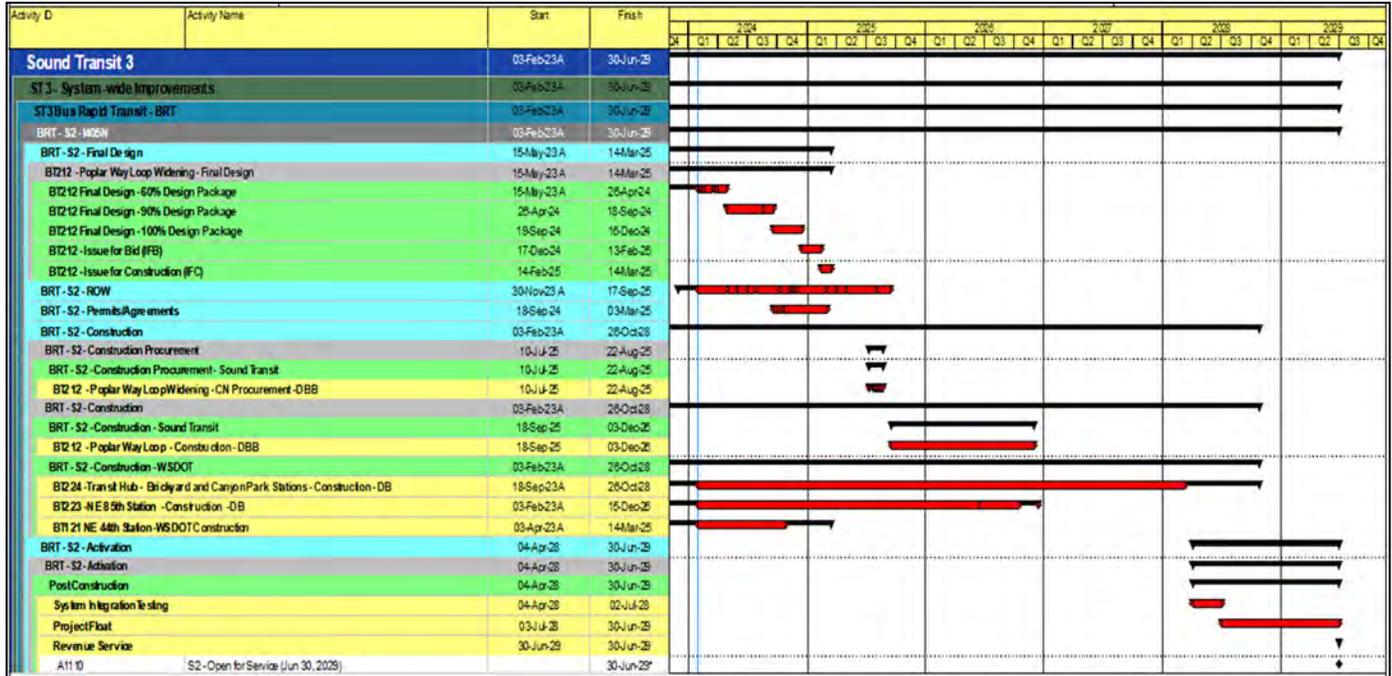
The current critical path for the I-405 BRT project continues to assume the TIBS in-line station. This will be updated in future Agency Progress Reports to reflect the deferral of the station that was reported to the Sound Transit Board of Directors in late January.



Critical Path Analysis continued

S2: I-405 N

The current critical path for S2 project is WSDOT BT224 Transit Hub—Brickyard and Canyon Park Stations Installation of Charging Yard and Platform Handovers to begin S2 System Integration and Testing.

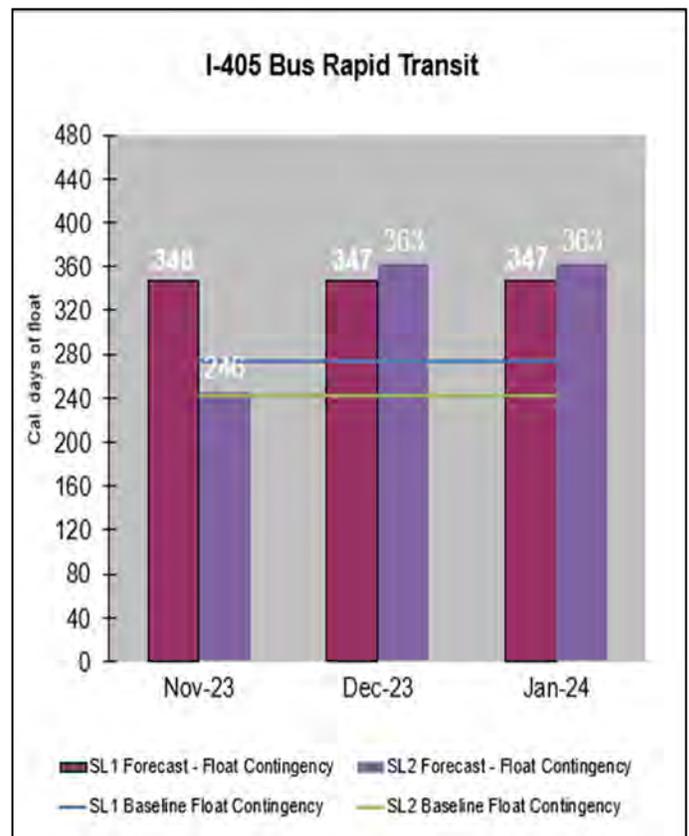


I-405 Float

S1 was baselined with the Revenue Service Date of September 30, 2028, including a float contingency of 274 days. The current schedule, which is the same as the previous month update, indicates a potential for early opening, up to 347 days earlier than baselined. The team is in the process of assessing updates to the schedule due to TIBS, which will come over the next few months.

S2 was baselined with the Revenue Service Date of June 30, 2029, including a float contingency of 242 days. Current schedule, which is the same as the previous month, forecasts 363 days of float and possible early opening.

The project team held a scheduling workshop in January 2024, focusing on the station installation activities, sequencing, and their dependencies for testing and starting up service which could potentially lead to changes in the float contingency in future updates.



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.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
44	44	15	7	5	5
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p>					

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit 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.

Overall, the data is showing the actual FTE below the Planned FTE monthly average.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	19	12.5	6.5
Consultants	40	29.4	10.6
TOTAL	59	41.9	17.1
<p><i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

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



Project Summary

Scope Launch a Bus Rapid Transit (BRT) system in the SR 522 / SR 523 Corridor between the Shoreline South/148th light rail station and the SR 522/I-405 Transit Hub near UW Bothell campus.

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.

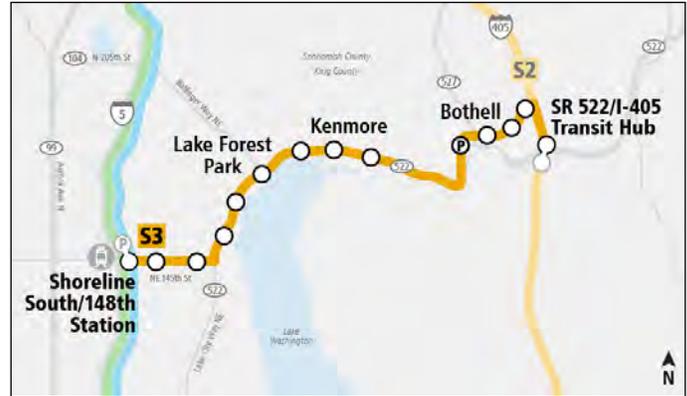
Stations 14 BRT stations along NE 145th and SR 522 in Shoreline, Lake Forest Park, Kenmore, and Bothell.

Systems BRT Operations & Transit Signal Priority

Phase Final Design

Budget \$581.5 Million (Baselined July 2023)

Schedule Baselined Revenue Service Date:
June 2028 (incl. float)



Map of Project Alignment



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

Key Project Activities

- Continued developing 100% design submittal with expectation that BT305 (Shoreline-Seattle) reaches 100% milestone in February 2024, followed by BT307 (Kenmore-Bothell) in March 2024, and BT306 (Lake Forest Park) in May 2024.
- Continued collaboration with City of Lake Forest Park and community groups to address aesthetic concerns including those related to retaining walls, and tree preservation.
- Ongoing coordination with University of Washington Bothell (UWB)/Cascadia College developer Capstone for the construction of Eastbound Beardsley Station platform. Construction drawings updated and sent to Capstone. The team is working with UWB and Capstone to finalize and execute agreement.
- Working with WSDOT to reduce potential impacts of adding Business Access/Transit lane in the vicinity of NE 153rd St./Bsche'tla Creek.

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



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 \$3.0M; cost attributed to \$1.3M in final design and program management with the GEC, \$0.1M for Sound Transit staff, \$1.5M in ROW, and \$0.1M in other small project expenditures.

Cost Summary by Phase

Project Phase	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$53.1	\$19.6	\$16.9	\$53.1	\$0.0
Preliminary Engineering	\$15.4	\$15.3	\$15.3	\$15.4	\$0.0
Final Design	\$44.5	\$34.0	\$27.0	\$44.5	\$0.0
3rd Party Agreements	\$6.8	\$2.0	\$1.2	\$6.8	\$0.0
Right-of-Way (ROW)	\$85.6	\$14.2	\$9.0	\$85.6	\$0.0
Construction	\$313.0	\$40.7	\$30.9	\$313.0	\$0.0
Construction Services	\$27.7	\$0	\$0.0	\$27.7	\$0.0
Vehicles	\$35.3	\$29.6	\$0	\$35.3	\$0.0
Total	\$581.5	\$155.9	\$100.4	\$581.5	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Contingency Management

The SR-522 BRT project budget was baselined in July 2023 with a total contingency of \$113.3M. The current total project contingency balance of \$111.6M, which decreased by \$0.1M from the previous month due to rounding during budget rebalance.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. This period the DA reflects no change.

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

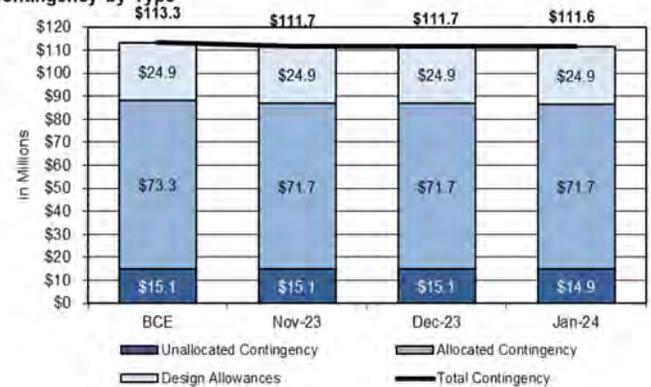
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

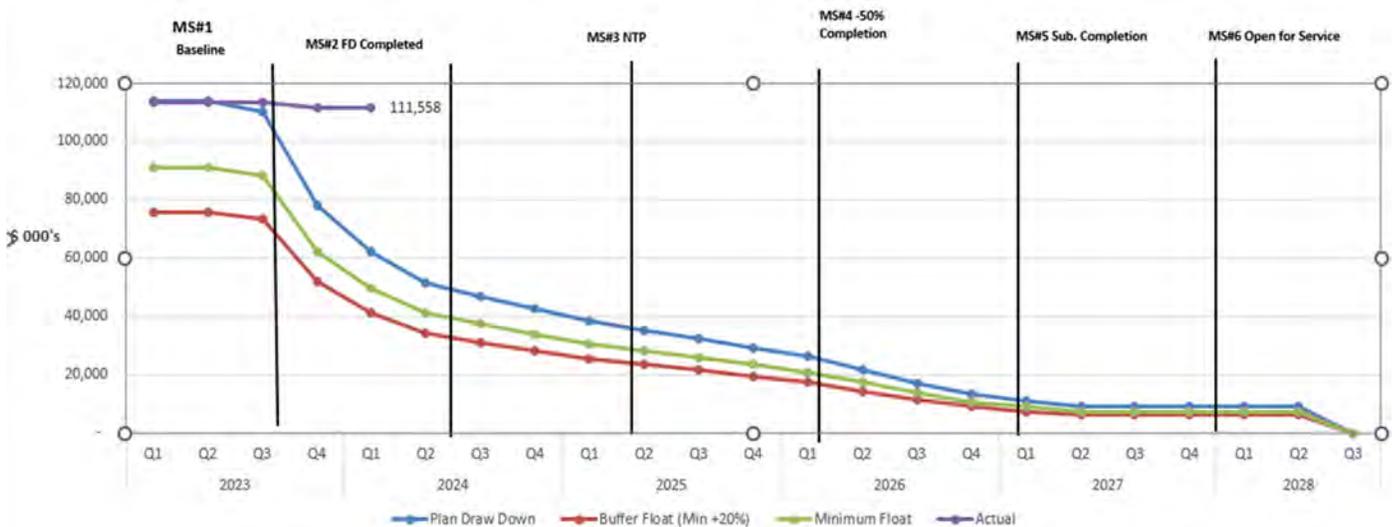
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$24.9	4.3%	\$24.9	5.2%
Allocated Contingency	\$73.3	12.6%	\$71.7	14.9%
Unallocated Contingency	\$15.1	2.6%	\$14.9	3.1%
Total:	\$113.3	19.5%	\$111.6	23.2%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Risk Management

The following are the top project risks and response plan:

- Potential cost impacts from higher than budgeted construction cost escalation, inflation, and market conditions.
- Coordinating with multiple utility owners to obtain their concurrence and support of the project for utility relocations to occur on schedule.
- Staff shortages are affecting Authorities Having Jurisdiction (AHJs) design review and permitting timelines.
- WSDOT construction plans for fish passage at Cat Whiskers Creek conflict with EB Stride Station construction at 61st Ave NE. The team is coordinating with WSDOT on ways to deliver these projects in the most efficient manner.
- Lake Forest Park permitting processes, requirements and requests (e.g. Critical Areas etc.) are complex, which could affect timeline for obtaining permits for the BT306 segment to begin construction. The team continues to work with City of Lake Forest Park regarding permitting approach.
- Retaining wall designs and associated code updates in Lake Forest Park continue to be refined, and some deviations may be necessary.

Closely Monitored Issues

- Minimize design progress disruption that may lead to permitting and construction delays.
- Advance the pedestrian bridge design around the Bsche'tla Creek, left-turn lane at 153rd, and 165th Station platform length.
- Late design changes required by AHJs are affecting the schedule and cost due to additional right-of-way requirements, and redesign efforts.
- Obtain concurrence from Utility owners/operators on the design and timing for relocations.

Community Engagement

We are committed to proactively seeking public input during all stages of the project. The SR 522 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.

During this reporting period project team performed the following:

- Responded to 7 community questions.
- Sent one email update.
- Held one public event.
- Attended two homeowner meetings.

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

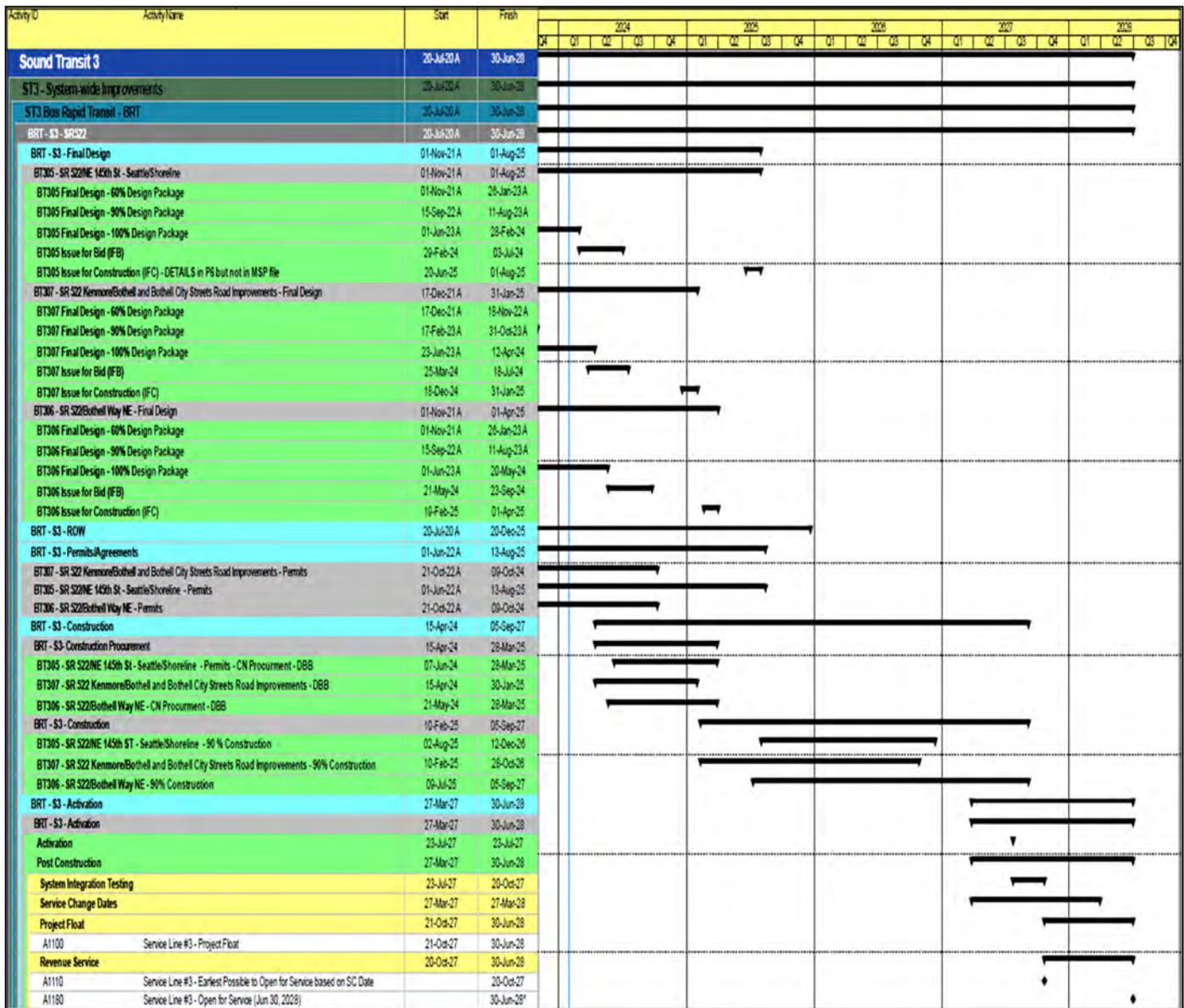


Project Schedule

The January 2024 summary schedule reflects the repackaging of SR 522 into three parts with a total program completion of Q3 2028 (June 30, 2028 with float). The SR 522 / S3 repackage into three parts: BT305 NE 145th Seattle/Shoreline Stations and Roadway; BT306 Lake Forest Park, Kenmore Stations and Roadway; and BT307 Bothell Stations and Roadway.

All projects are in the 100% Final Design phase proceeding into the issue of the Issue for Bid packages in Q3 2024. Sound Transit staff is working with the Authorities Having Jurisdiction (AHJs) in the corridor on plans to streamline the permitting process for the project.

Sound Transit contributed construction funding to certain city(s)/AHJ where construction by contracts managed by those city(s) (e.g., City of Bothell) allowing early construction of transit speed and reliability on roadways along the BRT corridor in advance of BRT service operation. The overall construction, including those managed by AHJs, is estimated to be 11% complete.

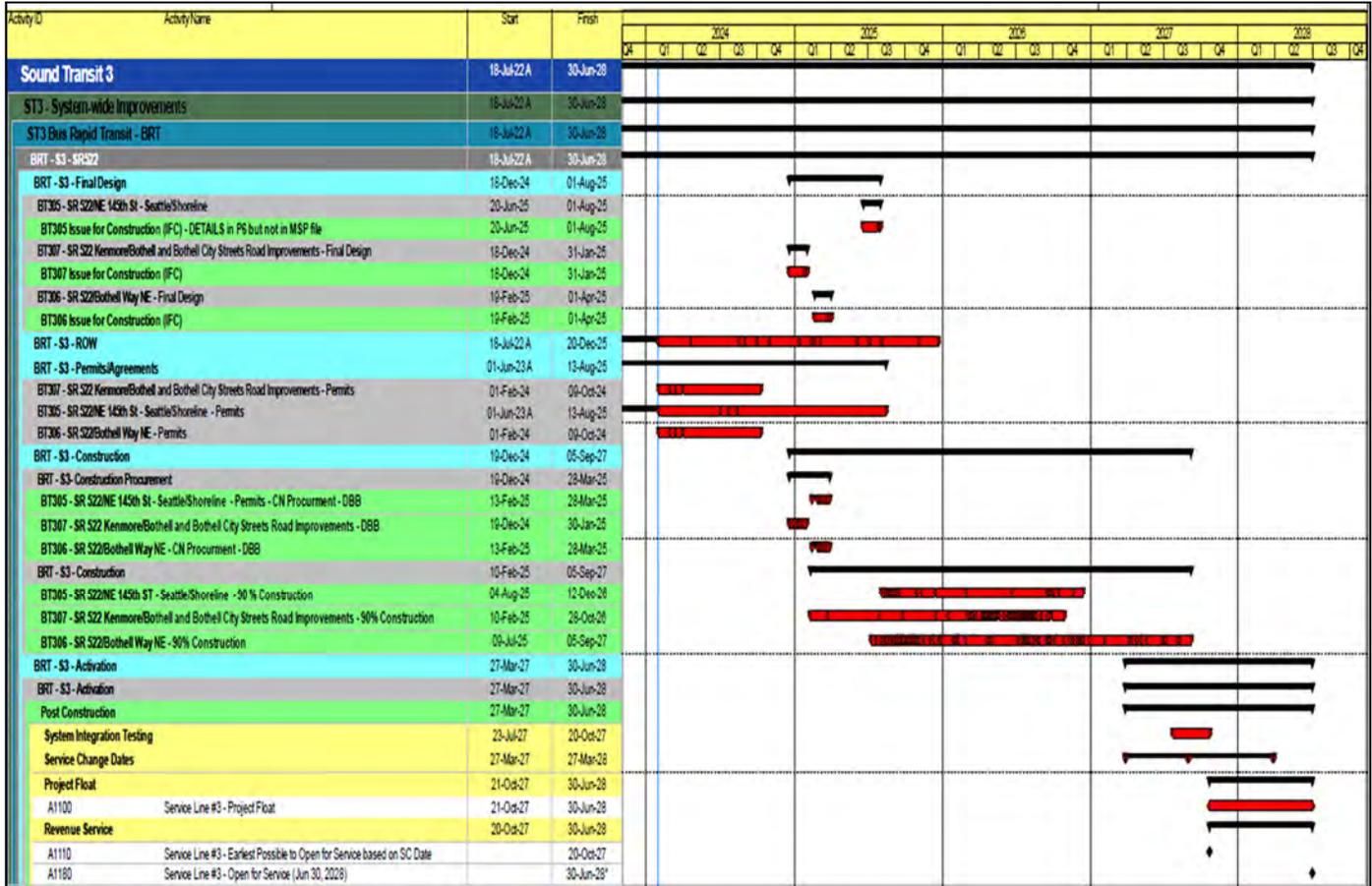


Regional Express & Stride SR 522/NE 145th Street Bus Rapid Transit



SR 522 Critical Path

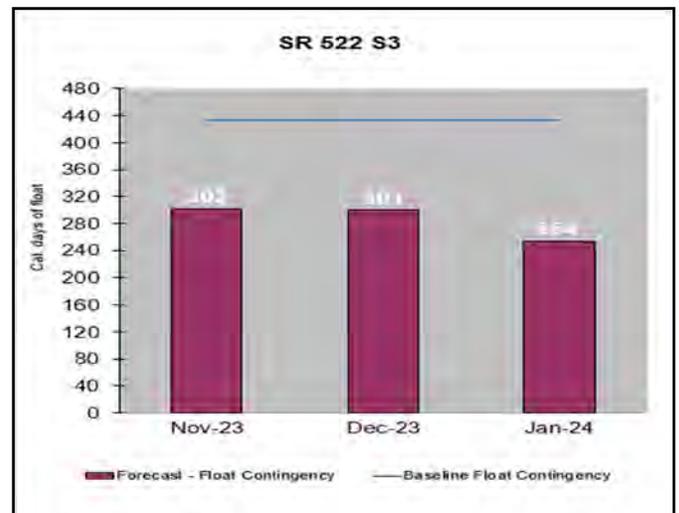
The current critical path of SR 522 indicates that the BT306 SR 522/Bothell Way NE section, with a platform handover date completion in Q2 2027 and a substantial completion Q3 2027, is the longest path to the start of S3 system integration testing and route finalization activity required for Current Progress RSD Update of June 30, 2028 with float.



Project Float

SR 522 Bus Rapid Transit was baselined with 434 days and a target Revenue Service Date of June 30, 2028. Current January 2024 schedule forecasts that there are 254 days of float remaining. While the baselined Revenue Service Date is still on schedule, there is a reduction of 47 days project float in this month update.

BT306 Right of Way acquisitions continue to be the critical path to the start of construction for S3. Late design changes led to the need to acquire additional ROW, some of which are now projected to be available after July 2025 if condemnation of those parcels is required.



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 easements 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.

Property Acquisition Status					
ACQUISITION				RELOCATION	
Total Acquisitions*	Board Approved*	Offers Made to date	Closings to date	Relocations Required	Relocations Completed to date
205	210	66	8	29	0
<p><i>*All numbers are cumulative totals, except where noted. Number of totals may differ from other reports due to the timing of the report periods.</i></p> <p><i>Total Acquisitions: Defined as parcels recognizing only land, not owners</i></p> <p><i>Board Approved: Based on parcels and properties (including multi-unit acquisitions)</i></p> <p><i>Offers/Closings: Based on inclusive offers made to separate owners and interest holders</i></p> <p><i>Relocations: Based on number of affected individuals</i></p>					

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit 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.

Planned FTE is a projection of monthly average for the whole year. Overall, the data is showing the actual FTE above the Planned FTE monthly average. Due to the construction contract re-packaging, additional subsurface investigation, and design changes, the consultants are expending additional level of effort to meet the design completion targets.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	13.7	9.9	3.8
Consultants	40.7	56.8	(16.1)
TOTAL	54.4	66.7	(12.3)
<p><i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i></p>			

Sound Transit Board Actions

Board Action	Description	Date
R2024-01	Authorizes the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the SR 522/NE 145th Street Stride Bus Rapid Transit project.	1/25/2024

Progress Report Sounder Program



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

January | 2024



Prepared by Project Controls | Portfolio Services Office

Sounder Commuter Rail Program Overview



DuPont Extension: Project will plan, design and construct a Sounder service extension from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements. Preliminary project budgets established in 2023 and will proceed through Phase Gate 1 this year. Reporting on project progress will commence following the completion of Phase Gate 1.

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: 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 Kent Auburn Station Parking Access Improvements: Sumner, Kent, and Auburn Stations Parking and Access Improvements project will build bicycle, pedestrian, lighting, and parking access improvements at three South Sounder Stations. In January 2023 the Sound Transit Board authorized Resolution No. R2023-02, which combined the project budgets for Sumner, Kent, and Auburn Stations Parking and Access Improvements projects into one project baseline budget with shared contingencies. The combined project budget will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities and includes an alternative concept allowance available to the three contracts to address procurement opportunities and innovation.

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.

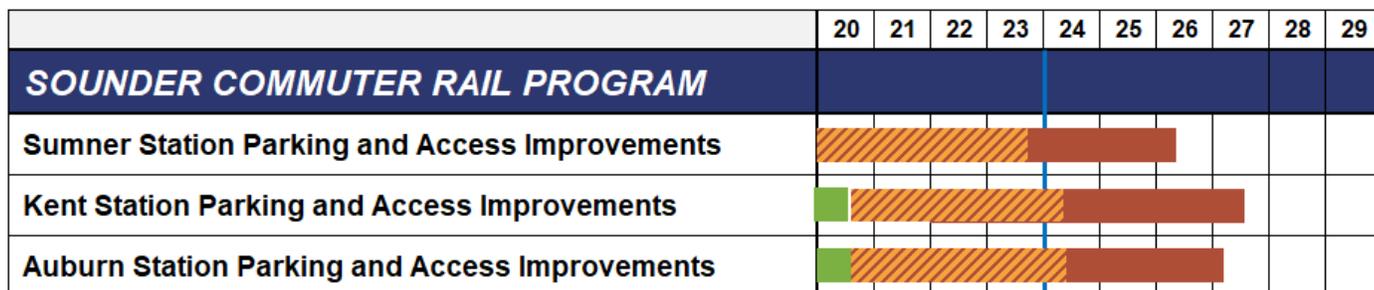
Table figures are shown in millions.

Project	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
DuPont Extension	\$12.5	\$2.8	\$0.4	\$12.5	\$0.0
Lakewood Station Access Improvements	\$8.9	\$4.4	\$3.5	\$8.9	\$0.0
Sounder South Capacity Expansion	\$40.9	\$17.0	\$9.4	\$40.9	\$0.0
South Tacoma Station Access Improvements	\$9.2	\$4.4	\$3.7	\$9.2	\$0.0
Sumner, Kent and Auburn SPAI	\$359.7	\$238.3	\$55.4	\$359.7	\$0.0
Total	\$431.2	\$266.9	\$72.4	\$431.2	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

Program Schedule of Baseline Projects

Baseline projects are summarized below. See individual project reports for further details, including schedules for pre-baselined projects.



KEY:

- Planning** (hatched indicates possible early work into FD phase)
- Final Design** (hatched indicates possible Design-Build; incl procurement)
- Construction** (thin hatched is procurement; incl Startup/Testing/Pre-Revenue/Float)
- Recovery Plan Float to RSD**

Sounder Commuter Rail Program Overview



Revenue Service Years

Revenue Service Years are summarized below. See individual project reports for active project for further details.

Project	Original ST2 - ST3 Service Year	2021 Realignment Initial Forecasted In-Service (Affordable *) Year	Current Progress RSD Update (Year)
North Corridor			
Edmonds & Mukilteo Parking & Access	2024	2034	2034
South Corridor			
Auburn Station Parking & Access Improvements	2024	2025	2027
Kent Station Parking & Access Improvements	2024	2025	2027
Lakewood Station Parking & Access Improvements	2030	2032	2030
Platform Extensions	2031	2036	2036
S Tacoma Station Parking & Access Improvements	2030	2032	2030
Sounder Additional Service	2036	2046	2046
Sounder extension to DuPont	2036	2045	2045
ST3 Sounder Access Improvements - Pierce	2031	2031	2036
ST3 Sounder Access Improvements - South King	2031	2041	2041
Sumner Station Parking & Access Improvements	2024	2025	2026
Tacoma Dome Station Parking & Access Improvements	2030	2032	2033
Systemwide			
Sounder Maintenance Base	2026	2034	2034

* The adopted realignment plan reflects estimated affordable delivery dates for each project under current revenue and cost projections. These timelines will be updated as revenue and cost projections evolve over time.

Project Summary

Scope This project will extend Sounder service from Lakewood to DuPont to include two new stations at Tillicum and DuPont, second mainline track & signal improvements, layover track improvements, and ancillary improvements.

Phase Planning Phase 2—Conceptual Engineering and Environmental for track & signals only

Budget \$12.5 Million

Schedule Forecasted In-Service Date: 2045



DuPont Extension in Pierce County

** This project is in development and project report will be updated quarterly effective June 2023.*

Key Project Activities

- The Federal Railroad Administration (FRA) awarded a \$10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, is for conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit’s rail corridor in Pierce County. The projects initiated in June 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold CRISI grant meetings monthly.
- Conceptual engineering design work on the project continues with corridor survey work and track alignment concepts.
- Staff are reviewing recommendations for an environmental class of action approach.

Project Cost Summary

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

This period expenditures increased by \$298K with the majority of the amount coming from staff costs for Phase 2 - Conceptual Engineering and Environmental Assessment 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	\$3.2	\$0.1	\$0.1	\$3.2	\$0.0
Preliminary Engineering	\$8.3	\$2.7	\$0.3	\$8.3	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$0.4	\$0.0	\$0.0	\$0.4	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.6	\$0.0	\$0.0	\$0.6	\$0.0
Total	\$12.5	\$2.8	\$0.4	\$12.5	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders or internal ST scope changes could lead to increased costs and delays in the schedule.
- Splitting the project into a distinct track & signal and station components may lead to future design rework.
- Delays to ROW acquisition process may impact the schedule.
- Potential FRA staff changes could impact timely decision making and deliverable approval.

Community Engagement

- None to report during this period.

Project Schedule

The schedule below represents an initial high level Master Schedule, which will continue to develop over time. The project team completed the Work Plan, Estimate Budget and Draft Schedule along with Project Management Plan in August 2023. Draft NEPA environmental review is expected to be completed by Q4 2025. Conceptual Engineering and Environmental review planned to be completed by Q2 2026. Board identification of Preferred Alternatives planned for Q2 2026. Forecasted In-Service Date is Q4 of 2045.

Activity Name	Start	Finish	2023	2024				2025				2026				2027			
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	
Sounder DuPont Segment 3 - Tracks & Stations - Master Schedule	Jan-02-23 A	Dec-30-45																	
Preliminary Engineering	Jan-02-23 A	Dec-31-37																	
Pre - Conceptual Engineering	Mar-07-23 A	May-11-23 A																	
Conceptual Engineering / Environmental - Ph-II	Jan-02-23 A	Dec-31-36																	
Conceptual Engineering/ Environmental - Milestones	Apr-28-26	May-28-26																	
Phase Gate II - Select Delivery Method - (Tracks and Signals)	Apr-28-26	Apr-28-26																	
ST Board Identifies Preferred Alternatives	May-28-26	May-28-26																	
Conceptual Engineering/Environmental - Track Work (Ph - II)	Jan-02-23 A	Apr-24-26																	
Preparation of Estimate/Schedule by Consultant- Phase II - Segment 3	Jul-24-24	Sep-04-24																	
Completion of Project Cost Estimate and Schedule - Phase II - Segment 3		Sep-04-24																	
Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 3	Sep-05-24	Sep-18-24																	
Quantitative Risk Assessment - Phase II - Segment 3	Sep-19-24	Sep-24-24																	
Post-QRA Budget and Schedule Refinement - Phase II - Segment 3	Sep-25-24	Nov-05-24																	
CE/NEPA/Environmental - Complete - Phase II - Segment 3	Apr-24-26	Apr-24-26																	
CE Task 1 - Project Management	Jan-02-23 A	Aug-25-23 A																	
CE Task 2 - NEPA Report	Jun-12-23 A	Apr-23-26																	
CE Task 2.1 - Draft NEPA	Jun-12-23 A	Oct-20-25																	
Conceptual Engineering - Task 2	Jun-12-23 A	Jul-23-24																	
Prpare Draft NEPA	Jul-24-24	Apr-23-25																	
Review Draft NEPA by ST	Apr-24-25	Jun-23-25																	
Incorporate Comments for Draft NEPA	Jun-24-25	Oct-17-25																	
Approve Draft NEPA	Oct-20-25	Oct-20-25																	
CE Task 2.2 - Final NEPA	Oct-21-25	Apr-23-26																	
Conceptual Engineering/Environmental - Stations (Ph - II)	Jan-03-34	Dec-31-36																	
Preliminary Engineering - Ph-III	Apr-27-26	Dec-31-37																	
Right of Way	Apr-25-26	Dec-21-27																	
Final Design	Jan-03-40	Dec-31-42																	
Construction	Dec-31-42	Jul-03-45																	
Post Construction	Sep-09-43	Dec-30-45																	
Revenue Service	Dec-30-45	Dec-30-45																	

Community Engagement

- None this period.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of ST project staff and consultants. Planned FTEs 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 below Planned FTE levels due to the later than anticipated start date for the Conceptual Engineering phase of the track and signal project. Over time, the variance should trend closer to planned as the project.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.6	0.4	1.2
Consultants	3.2	1.4	1.8
TOTAL	4.8	1.8	3.0

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No Action 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 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase Planning Phase 2—Conceptual Engineering and Environmental

Budget \$8.9 Million

Schedule Forecasted In-Service Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



Lakewood Station in Pierce County

Key Project Activities

- Finalized Conceptual Designs for all proposed improvements.
- Finalized Conceptual Design cost estimates.
- Finalized SEPA Checklist and are preparing for publication.
- Completed Phase Gate 2: Select the Delivery Method.



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). The figures are shown in millions.

This period expenditures increased by \$298K with the majority of the amount coming from staff costs, outreach, Phase 2 — Conceptual Engineering and Environmental Assessment, 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	\$3.2	\$1.1	\$1.1	\$3.2	\$0.0
Preliminary Engineering	\$4.2	\$2.8	\$2.1	\$4.2	\$0.0
Final Design	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Construction Services	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
3rd Party Agreements	\$1.1	\$0.3	\$0.3	\$1.1	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$0.4	\$0.2	\$0.0	\$0.4	\$0.0
Total	\$8.9	\$4.4	\$3.5	\$8.9	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Sounder Commuter Rail Lakewood Station Access Improvements



Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. The consultant has completed Alternative Development for this project on March 31, 2022. In March 2022, staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. Cost estimates, QRA session and Value Engineering were completed in Q3 2023. SEPA was published in January 2024.

Phase Gate 2: Select Delivery Method was completed in Q4 2023. Board selection of projects to be built is planned for end Q1 2024.

Forecasted In-Service Date is Q4 2030.

Activity Name	Start	Finish	2023				2024				2025				2026				2027			
			Q1	Q2	Q3	Q4																
Lakewood Station Access Improvements - Master Schedule	Feb-18-20 A	Dec-31-30																				
Preliminary Engineering	Feb-18-20 A	Oct-07-25																				
Phase I - Alternative Analysis	Feb-18-20 A	Mar-10-22 A																				
Phase II - Conceptual Engineering	Apr-04-22 A	Mar-28-24																				
Board Selects Projects to be Build	Mar-28-24	Mar-28-24																				
Conceptual Engineering	Apr-04-22 A	Mar-07-24																				
Contracts Finalizing DEA Change Orders (7 & 8 or 9?) - Actual Date 4/4/2022	Apr-04-22 A	Apr-04-22 A																				
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-04-22 A	Apr-18-22 A																				
Phase II - NTP	May-02-22 A	May-02-22 A																				
DEA Prepares PMP and External Engagement Plan	Apr-19-22 A	Jun-09-22 A																				
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A																				
Prepare and Finalize Risk Register	Apr-03-23 A	Apr-27-23 A																				
Prepare Cost Estimate	May-02-22 A	Jun-01-23 A																				
Cost Estimates Review and Approval - Preferred Alt.	Jun-01-23 A	Jun-30-23 A																				
Consultant prepare for QRA Session	Jun-01-23 A	Jul-05-23 A																				
QRA Session	Jul-06-23 A	Jul-07-23 A																				
Submit, Review and Approve Cost Estimate	Jun-28-23 A	Jul-31-23 A																				
Finalize Schedule and Cost Estimates Per QRA Session Output	Jul-07-23 A	Aug-04-23 A																				
Project Delivery Workshop	Sep-13-23 A	Sep-13-23 A																				
Value Engineering	Sep-12-23 A	Sep-15-23 A																				
External Engagement	May-02-22 A	Dec-04-23 A																				
Finalize SEPA, Check List and Review	Jun-01-22 A	Dec-08-23 A																				
Prepare for Gate 2: Select Delivery Method	Aug-04-23 A	Dec-11-23 A																				
Phasegate #2 Meeting - Select Delivery Method	Dec-12-23 A	Dec-12-23 A																				
DEA Performss and Completes CE/ENV	May-02-22 A	Dec-27-23 A																				
Phase 2 Draft SEPA and CE	May-02-22 A	Jan-10-24 A																				
Publish SEPA	Jan-02-24 A	Jan-16-24 A																				
Prepare for Board Meeting	Jan-17-24 A	Mar-01-24																				
Prepare for Gate 3: Complete Environmental and Enter Design/Construction - march 2024	Dec-12-23 A	Mar-06-24																				
Phase Gate #3 Meeting	Mar-07-24	Mar-07-24																				
City of Lakewood Permits	Mar-31-23 A	May-05-23 A																				
Phase III - Preliminary Engineering	Mar-28-24	Oct-07-25																				
Permits and Agreements	Jun-01-23 A	Dec-05-29																				
Right of Way	Mar-08-24	Aug-03-26																				
Final Design	Mar-29-24	Aug-28-26																				
Construction	Aug-12-24	Apr-26-28																				
Post Construction	Apr-25-28	Dec-31-30																				

Community Engagement

- Staff held an online open house from September 19 through October 12 with updates to the community about our designs, and a survey about the Priority 2 proposals. The Open house had over 475 visitors to the site, and over 20 completed surveys. Staff held an information table at Lakewood Station on October 4.
- Staff published an Engagement Summary on the website and shared it with our project email list on December 8.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit 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.

Currently the project is trending slightly over the planned staffing needs as the SEPA Checklist is still under development and has more staff review cycles. As this work advances, we anticipate more staff will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.7	1.7	0.0
Consultants	4.0	4.1	(0.1)
TOTAL	5.7	5.8	(0.1)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	None action this period	

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 South Strategic Plan to be updated that includes a program of proposed capital projects.

Phase Planning

Budget \$40.9 Million

Schedule Forecasted In-Service Date: 2036-2046, varies by Program Element

** This project is in development and project report will be updated quarterly effective June 2023.*



Sounder South Capacity map alignment

Program Key Activities

- The Federal Railroad Administration (FRA) awarded a \$10 million Consolidated Railroad Infrastructure & Safety Improvement (CRISI) grant to Sound Transit. This grant award funds, with a 50% Sound Transit match, conceptual engineering, environmental review and preliminary engineering for double track mainline projects on Sound Transit's rail corridor in Pierce County (Sounder Rail Track & Signal Project). The projects were initiated in Q2 2023 after Sound Transit completed the requirements to obligate the FRA grant. Sound Transit and FRA hold grant-related coordination meetings monthly.
- SSCE program elements and project specific activities are detailed in their own sections below.

The King Street Station Platform Area Improvement Project and the Sounder Rail Track & Signal Project are summarized on the next pages followed by the common program reporting elements.

King Street Station Platform Improvements

This project extends platforms and improves access and pedestrian circulation at King Street Station to accommodate 10-car trains and passengers. 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

- Continued developing the conceptual design.
- Began reviewing drafts of environmental technical memos.

Community Engagement

- Project team held community workshop on November 15th focusing on pedestrian connections to and from the station. Project update also published on our website on December 8 and on the project email list.

Sounder Rail Track & Signal Project

This project is currently advancing planning only to add second mainline tracks to several single track segments between Tacoma and DuPont on the Sound Transit-owned Lakewood Subdivision and a small segment of the BNSF right-of-way in Tacoma. Under the SSCE Program, the double track segments will be added between Tacoma and Lakewood along Sound Transit's right-of-way in Pierce County. Project elements may include additional crossovers and improvements to at-grade crossings to increase capacity and reliability for Sounder S Line, Amtrak Cascades and Amtrak Coast Starlight service. This project currently does not include any passenger-facing elements such as new stations or access improvements.

Key Activities

- Conceptual engineering design work on the project continues with corridor survey work and track alignment concepts.
- Staff are reviewing recommendations for an environmental class of action approach.

Community Engagement

- Staff are monitoring outreach needs for the project and are monitoring and answering public questions as needed.

Strategic Plan Update

Sound Transit completed the Sounder South Strategic Plan in March 2020 prior to the COVID pandemic. The plan suggested priorities and outlined a recommended schedule to implement Sounder South projects to address demand and capacity concerns: Platform Extensions, Additional Roundtrips (includes BNSF agreement and track & signal improvement projects), Access Improvement Projects and Vehicles. The plan prioritized the implementation of platform extension projects to meet demand for the high peak period daily ridership, at the time. Given the changes to ridership patterns resulting from the pandemic, Sound Transit is updating the Sounder South Strategic Plan and reexamining investment priorities and the current peak-focused service model.

Key Activities

- Initiated research on demographics population along the Sounder South corridor between Seattle and DuPont and began review of peer commuter rail agencies strategic plans.
- Held external stakeholders meetings with the following groups: inter-agency staff and corridor leadership of elected officials along rail corridor; and also met with railroad organizations BNSF Railway and WSDOT Rail Office.

Community Engagement

- Held an online open house September 27 through October 29 to ask the public for input on the plan update. The open house had over 13,000 visitors to the website and over 5,600 survey responses. The team also staffed information tables at ten community events and Sounder stations in the corridor, and held two focus groups.

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 by 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

- Project is on pause due to realignment.

Community Engagement

- Community engagement is expected to begin when conceptual engineering begins.

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 \$1.2M with the majority of the amount coming from staff costs, outreach, third party coordination, and Phase 2—Conceptual Engineering and Environmental Assessment, 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	\$11.1	\$3.9	\$3.9	\$11.1	\$0.0
Preliminary Engineering	\$25.0	\$12.1	\$4.9	\$25.0	\$0.0
Third Party Agreements	\$1.7	\$0.8	\$0.5	\$1.7	\$0.0
Construction	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$3.1	\$0.2	\$0.1	\$3.1	\$0.0
Total	\$40.9	\$17.0	\$9.4	\$40.9	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Sounder Commuter Rail Sounder South Capacity Expansion



Project Schedule

Sound Transit continues to make schedule adjustments. Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below. Pierce County Rail Capacity and Reliability Improvement SSCE Segment 1 & 2 Schedule has been added. The second Mainline Track Study and Report were finalized and completed in July 2021. Auburn Platform Alternative Analysis was completed in January 2022. King St. Station Alternative Analysis and Report have been completed and issued in August 2022. Staff briefed Board of the potential improvements to advance for further study at King Street Station in September 2022. King St. Station Alternative Analysis completed end of September 2022.

King Street Station Phase II started September 2022, and is expected to complete in Q1 2025. Current activities include conceptual design and development of Project Management and Public Involvement Draft Plans.

For Pierce County Rail Capacity and Reliability, team completed Work Plan, Budget and Schedule and Project Management Plan in August 2023. NEPA Draft is expected to complete Q4 2025 and final completion of Phase II is planned for Q2 2026.

Activity Name	Start	Finish	2024		2025		2026		2027	
			Q	Q	Q	Q	Q	Q	Q	Q
Sounder South Capacity Expansion - Master Schedule	Sep-26-22 A	Dec-31-46								
Sounder South Platform Extensions	Jun-06-23 A	May-03-24								
Alternative Analysis - (Ph - I)	Jun-06-23 A	May-03-24								
Alternative Analysis	Jun-06-23 A	May-03-24								
King St Station - CE thru Final Completion	Sep-26-22 A	Dec-31-35								
Conceptual Engineering/Environmental - King St Station	Sep-26-22 A	Feb-27-25								
King St. Station - Platform Improvements - Phase II	Sep-26-22 A	Sep-20-24								
Amtrak / BNSF Platform Area Negotiations	Feb-08-23 A	Oct-17-24								
90 Day wait period for FTA Review of NEPA submittal	Sep-21-24	Dec-16-24								
FTA Issues Approval of NEPA	Dec-16-24	Dec-17-24								
Phase 2 - Board Reaffirms Preferred Alternatives	Feb-27-25*	Feb-27-25								
Right of Way	Dec-25-25	Aug-22-27								
Preliminary Engineering - (Ph - III)	Feb-28-25	Jan-22-26								
Final Design	Oct-06-25	Oct-16-28								
Construction	Oct-17-28	Apr-12-34								
Post Construction	Apr-13-34	Dec-31-35								
Pierce County Rail Capacity and Reliability Improvement - SSCE Segment 1 & 2	Jun-12-23 A	Dec-31-46								
Conceptual Engineering/Environmental - (Ph - II)	Jun-12-23 A	Apr-25-26								
Preparation of Estimate/Schedule by Consultant- Phase II - Segment 1 & 2	Jul-24-24	Sep-05-24								
Quantitative Risk Assessment - QRA Consultant Prep for QRA - Phase II - Segment 1 & 2	Sep-05-24	Sep-19-24								
Completion of Project Cost Estimate and Schedule - Phase II - Segment 1 & 2		Sep-05-24								
Quantitative Risk Assessment - Phase II - Segment 1 & 2	Sep-19-24	Sep-25-24								
Post-QRA Budget and Schedule Refinement - Phase II - Segment 1 & 2	Sep-25-24	Nov-06-24								
CE/NEPA/Environmental - Complete - Phase II - Segment 1 & 2	Apr-24-26	Apr-25-26								
CE Task 2 - NEPA Report	Jun-12-23 A	Apr-24-26								
CE Task 2.1 - Draft NEPA	Jun-12-23 A	Oct-21-25								
Conceptual Engineering - Task 2	Jun-12-23 A	Jul-24-24								
Prpare Draft NEPA	Jul-24-24	Apr-24-25								
Review Draft NEPA	Apr-24-25	Jun-24-25								
Incorporate Comments for Draft NEPA	Jun-24-25	Oct-20-25								
Approve Draft NEPA	Oct-20-25	Oct-21-25								
CE Task 2.2 - Final NEPA	Oct-21-25	Apr-24-26								
Right of Way	Apr-25-26	Dec-22-27								
Preliminary Engineering - (Ph - III)	Apr-27-26	Sep-24-27								
Final Design	Jan-03-40	Dec-31-42								
Construction	Dec-31-42	Jun-30-45								
Post Construction	Jun-30-45	Dec-31-46								
BNSF Platform Extension - CE thru Final Completion	Feb-08-24	Dec-31-37								
ST Platform Extension - CE thru Final Completion	Jan-02-26	Dec-31-37								

Risk Management

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.
- Third party, stakeholders or internal ST scope changes could lead to delays in the schedule and cost increases while reaching concurrence.
- 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 Sound Transit 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 staffing variance is attributed to the majority of the SSCE Program’s conceptual engineering and environmental activities being on pause from Q1 2022 to Q3 2022.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	3.8	4.0	(0.2)
Consultants	8.7	6.6	2.1
TOTAL	12.5	10.6	1.9

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Sounder Commuter Rail South Tacoma 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, weather shelters; parking options and more.

During Phase 2, the project will conceptually design the improvements and conduct an environmental review under SEPA.

Phase Planning Phase 2—Conceptual Engineering and Environmental Review

Budget \$9.2 Million

Schedule Forecasted In-Service Date: 2030

** This project is in development and project report will be updated quarterly effective June 2023.*



South Tacoma Station in Pierce County

Key Project Activities

- Finalized Conceptual Designs of all improvements.
- Reviewed draft Conceptual Design cost estimate.
- Continue review of the SEPA check-list.



South Tacoma Station



South Tacoma Station Passenger Platform Access

Sounder Commuter Rail South Tacoma Access Improvement



Project Cost Summary

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

This period expenditures increased by \$486K with the majority of the amount coming from staff costs, Phase 2 —Conceptual Engineering and Environmental Assessment, 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	\$3.3	\$1.1	\$1.1	\$3.3	\$0.0
Preliminary Engineering	\$4.4	\$3.2	\$2.7	\$4.4	\$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	\$1.1	\$0.0	\$0.0	\$1.1	\$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	\$0.4	\$0.2	\$0.0	\$0.4	\$0.0
Total	\$9.2	\$4.4	\$3.7	\$9.2	\$0.0

Tables across this report may have totals that do not equal line item sums due to decimal rounding.

*The EFC for pre-baselined projects represents the projected cost of completion of the current phase of work.

Risk Management

The following are the top project wide risks:

- Third party, stakeholders, or internal Sound Transit scope changes could lead to increased costs and delays to the schedule.
- Too many desired improvements may exceed the financial plan budget.

Sounder Commuter Rail South Tacoma Access Improvement



Project Schedule

Scope of work covered by funding agreement, contract, statement of work, or similar executed commitment, is reflected in the schedule shown below.

Phase I - Alternative Development NTP was issued in December 2020. Consultant completed Alternative Development for this project on March 2022. In March 2022, Staff updated the System Expansion Committee on the set of improvements to further study in the next phase of the project.

Phase II Kick Off was in April 2022. The staff completed Project Management and External Engagement Plans in June 2022. QRA and Value Engineering sessions were completed in Q4 2023. Team is finalizing SEPA and Phase II is expected to complete early February 2024.

Selection of delivery method is expected Q1 2024. Board selection of projects to be built is planned for Q1 2024.

Forecasted In-Service Date is Q4 2030.

Activity Name	Start	Finish	2023			2024			2025			2026			2027		
			Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q	Q
South Tacoma Station Access Improvements - Master Schedule - City of Tacoma Partial Construction	Feb-18-20 A	Dec-31-30	[Gantt bar spanning from Feb-18-20 A to Dec-31-30]														
Preliminary Engineering	Feb-18-20 A	Apr-24-25	[Gantt bar spanning from Feb-18-20 A to Apr-24-25]														
Phase 1 - Alternative Analysis	Feb-18-20 A	Mar-10-22 A	[Gantt bar spanning from Feb-18-20 A to Mar-10-22 A]														
Phase II - Conceptual Engineering	Apr-04-22 A	Mar-28-24	[Gantt bar spanning from Apr-04-22 A to Mar-28-24]														
Board Selects Project to be Build - march 24	Mar-28-24	Mar-28-24	[Gantt bar spanning from Mar-28-24 to Mar-28-24]														
Conceptual Engineering	Apr-04-22 A	Mar-06-24	[Gantt bar spanning from Apr-04-22 A to Mar-06-24]														
Contracts to Execute Change Orders (7 & 8) for DEA	Apr-04-22 A	Apr-04-22 A	[Gantt bar spanning from Apr-04-22 A to Apr-04-22 A]														
ST & DEA Contract Finalization & Project Kick Off Meeting - CE and ENV	Apr-18-22 A	Apr-18-22 A	[Gantt bar spanning from Apr-18-22 A to Apr-18-22 A]														
Phase II - NTP	May-02-22 A	May-02-22 A	[Gantt bar spanning from May-02-22 A to May-02-22 A]														
DEA Prepares PMP & External Engagement Plan	Apr-18-22 A	Jun-10-22 A	[Gantt bar spanning from Apr-18-22 A to Jun-10-22 A]														
Alignment and Parcel Maps - Submitted for Pricing - Not Applicable	Aug-24-22 A	Aug-24-22 A	[Gantt bar spanning from Aug-24-22 A to Aug-24-22 A]														
Risk Register	Apr-03-23 A	Apr-27-23 A	[Gantt bar spanning from Apr-03-23 A to Apr-27-23 A]														
Prepare Cost Estimate	Dec-01-22 A	Aug-29-23 A	[Gantt bar spanning from Dec-01-22 A to Aug-29-23 A]														
Consultant to prepare for QRA Session	Jul-12-23 A	Aug-29-23 A	[Gantt bar spanning from Jul-12-23 A to Aug-29-23 A]														
Project Delivery Workshop	Sep-13-23 A	Sep-13-23 A	[Gantt bar spanning from Sep-13-23 A to Sep-13-23 A]														
Value Engineering	Sep-12-23 A	Sep-15-23 A	[Gantt bar spanning from Sep-12-23 A to Sep-15-23 A]														
Finalize Schedule and Cost Estimates Per QRA Session Output	Oct-02-23 A	Oct-13-23 A	[Gantt bar spanning from Oct-02-23 A to Oct-13-23 A]														
QRA Session	Aug-30-23 A	Oct-30-23 A	[Gantt bar spanning from Aug-30-23 A to Oct-30-23 A]														
Submit, Review and Approve Cost Estimate	Oct-02-23 A	Jan-11-24 A	[Gantt bar spanning from Oct-02-23 A to Jan-11-24 A]														
External Engagement	May-23-22 A	Feb-07-24	[Gantt bar spanning from May-23-22 A to Feb-07-24]														
DEA Performs and Completes CE/ENV	May-02-22 A	Feb-07-24*	[Gantt bar spanning from May-02-22 A to Feb-07-24*]														
Prepare for Gate 2: Select Delivery Method	Nov-22-23 A	Feb-13-24	[Gantt bar spanning from Nov-22-23 A to Feb-13-24]														
Phasegate #2 Meeting - Confirm Delivery Method - 2/15/24	Feb-14-24	Feb-14-24	[Gantt bar spanning from Feb-14-24 to Feb-14-24]														
Finalize SEPA, Check List and Review	Sep-22-22 A	Feb-15-24	[Gantt bar spanning from Sep-22-22 A to Feb-15-24]														
Prepare for Board Meeting	Feb-15-24	Mar-01-24	[Gantt bar spanning from Feb-15-24 to Mar-01-24]														
Publish SEPA	Mar-04-24	Mar-04-24	[Gantt bar spanning from Mar-04-24 to Mar-04-24]														
Phase 2 Draft SEPA and CE ends march 2024	May-02-22 A	Mar-06-24	[Gantt bar spanning from May-02-22 A to Mar-06-24]														
City of Tacoma Permits	Mar-01-23 A	Apr-28-23 A	[Gantt bar spanning from Mar-01-23 A to Apr-28-23 A]														
Phase III - Preliminary Engineering	Mar-29-24	Apr-24-25	[Gantt bar spanning from Mar-29-24 to Apr-24-25]														
Permits and Agreements	Jun-01-23 A	Oct-16-24	[Gantt bar spanning from Jun-01-23 A to Oct-16-24]														
Right of Way	Mar-05-25	Sep-08-26	[Gantt bar spanning from Mar-05-25 to Sep-08-26]														
Final Design	Apr-25-25	Jan-05-28	[Gantt bar spanning from Apr-25-25 to Jan-05-28]														
Construction Procurement	Jan-06-28	Aug-09-28	[Gantt bar spanning from Jan-06-28 to Aug-09-28]														
Construction	Aug-12-24	Jan-17-30	[Gantt bar spanning from Aug-12-24 to Jan-17-30]														
Post Construction	Oct-18-29	Dec-31-30	[Gantt bar spanning from Oct-18-29 to Dec-31-30]														

Community Engagement

- Staff launched an online open house on December 12 with updates to the community about our designs, and a survey about the Priority 2 proposals.
- The team staffed an information table at the STAR Center on December 18.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit 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.

Currently the project is trending slightly over the planned staffing needs as the conceptual cost estimate and reports and environmental review are still under review. As we work to finalize the cost estimate and SEPA Check-list, we anticipate more staff time will be needed.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	1.3	1.4	(0.1)
Consultants	4.0	4.2	(0.2)
TOTAL	5.3	5.6	(0.3)

** An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.*

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Project Summary

Scope The project provides additional commuter parking at the Sounder stations located in the cities of Sumner, Kent and Auburn. All three locations will have a new multi-story garage and potentially some amount of new surface parking stalls with the goal of building up to the environmentally cleared stall count within the project budget. Additionally, the project includes vehicular and pedestrian access improvements to the rail stations, non-motorized improvements, and associated utility, roadway, traffic, stormwater, lighting, and landscape improvements. The Kent station also includes an option to include scope for a bus layover facility for King County Metro.

Phase Complete Environmental / Enter Design & Construction

Budget \$359.7 Million

Schedule Baselined Revenue Service Dates:
Sumner: March 2026
Auburn: March 2027
Kent: June 2027

Key Project Activities

Sumner:

- 100% Building plans submitted for Sound Transit review.
- Site Development and Building permit sets were submitted to the City of Sumner for review.
- Design-Builder working on IFC Site Development plans.

Kent:

- Continued coordination with City of Kent and King County Metro on non-motorized improvements and bus layover.

Auburn:

- Issued Notice to Proceed for design-build construction contract.
- Executed agreement with City of Auburn on real property interests.



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & 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 \$51.8M to \$55.4M. The majority of costs are attributed to staff costs, design-build project management activities, right-of-way activities, and the Sumner, Kent, and Auburn Stations design-build construction contracts.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$29.1	\$26.2	\$10.9	\$10.8	\$26.2	\$0.0
Preliminary Engineering	\$8.4	\$8.3	\$8.2	\$8.2	\$8.4	\$0.0
Final Design	\$1.0	\$0.4	\$0.0	\$0.0	\$1.0	\$0.0
Construction Services	\$29.1	\$32.7	\$25.4	\$6.1	\$32.0	\$0.0
3rd Party Agreements	\$8.2	\$8.0	\$8.0	\$6.6	\$8.2	\$0.0
Construction	\$258.2	\$258.2	\$174.2	\$12.5	\$258.2	\$0.0
ROW	\$25.7	\$25.8	\$11.6	\$11.2	\$25.7	\$0.0
Total	\$359.7	\$359.7	\$238.3	\$55.4	\$359.7	\$0.0

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$135.3	\$135.3	\$161.9	\$6.8	\$135.3	\$0.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$85.1	\$83.9	\$6.4	\$0.8	\$83.9	\$0.0
50 Systems	\$5.1	\$5.1	\$0.0	\$0.0	\$5.1	\$0.0
Construction Subtotal (10 - 50)	\$225.5	\$224.2	\$168.3	\$7.6	\$224.2	\$0.0
60 ROW, Land	\$24.5	\$24.8	\$11.6	\$11.2	\$24.8	\$0.0
70 Vehicles	\$0.0	\$0.3	\$0.0	\$0.0	\$0.3	\$0.0
80 Professional Services	\$92.5	\$93.8	\$58.4	\$36.6	\$93.8	\$0.0
90 Unallocated Contingency	\$17.2	\$16.5	\$0.0	\$0.0	\$16.5	\$0.0
Total (10 - 90)	\$359.7	\$359.7	\$238.3	\$55.4	\$359.7	\$0.0

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of \$77.0M. The current total project contingency balance is \$71.7M, which decreased by \$0.9M compared to previous month.

Design Allowance (DA) was established to account for unquantified scope at the time of the cost estimate. DA was drawn by \$14.7M due to execution of the Kent (SCR671) and Auburn (SCR672) Stations design-build construction contracts.

Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period the remaining unused DA for SCR671 and SCR672 was redistributed to AC, increasing the AC by \$13.8M.

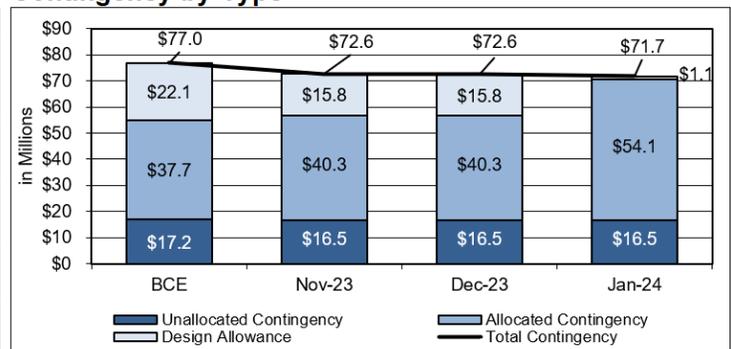
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

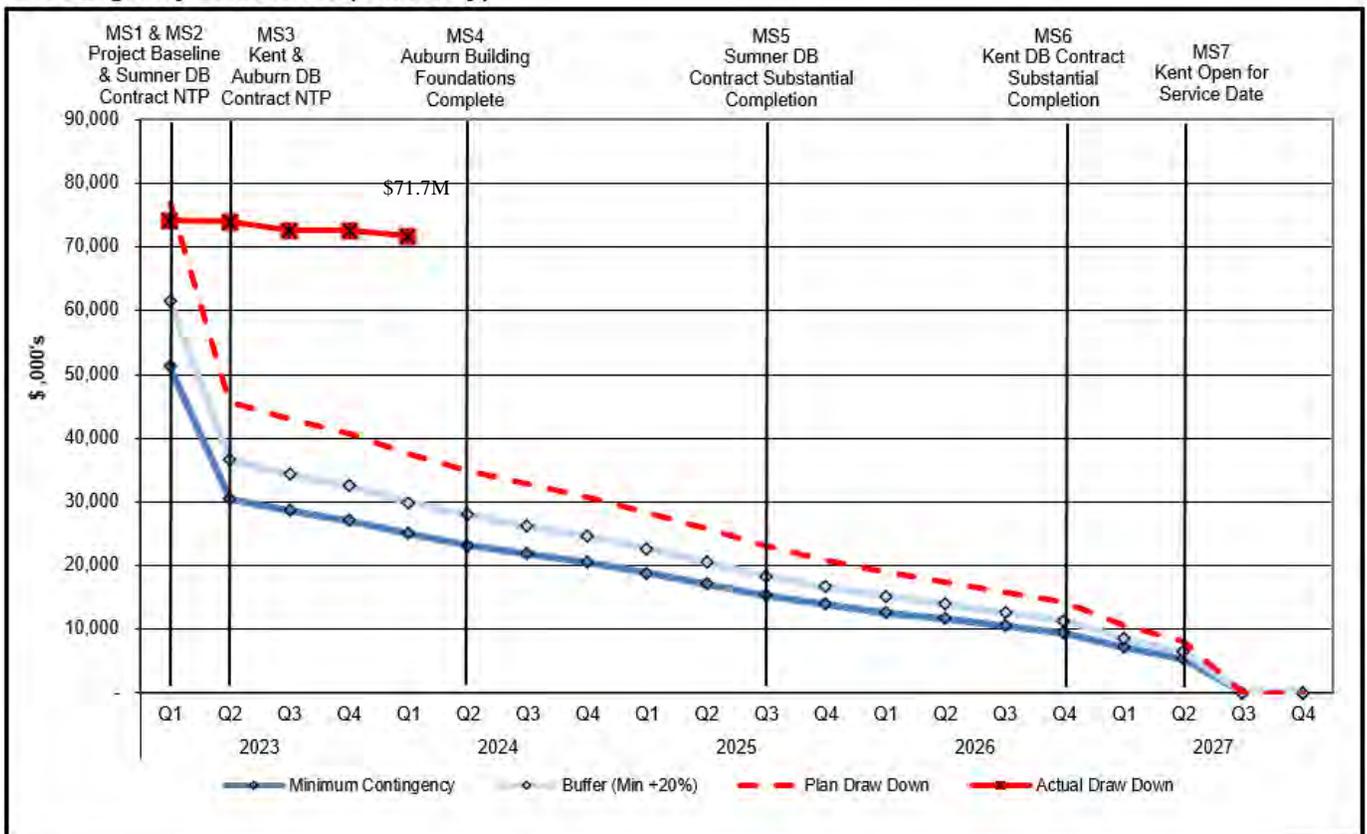
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.4%
Allocated Contingency	\$37.7	10.5%	\$54.1	17.8%
Unallocated Contingency	\$17.2	4.8%	\$16.5	5.4%
Total:	\$77.0	21.4%	\$71.7	23.6%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Project Schedule

Board approved the Baseline for the combined three projects on Jan. 26, 2023. The approved Baseline Revenue Service Dates are Sumner - Q1 2026, Auburn - Q1 2027, and Kent - Q2 2027. All the above revenue service dates remain intact this update cycle. Milestone schedules for the combined three projects are shown below.

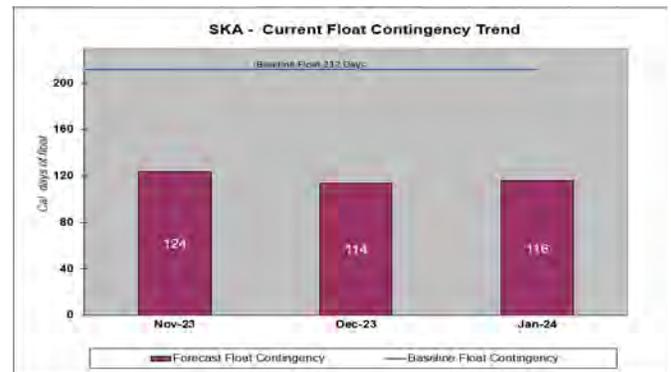
Sumner Design-Build Notice to Proceed was in February 2023. Design-Builder is currently finalizing DP01 & DP02 Design Drawings. Site Development and Building Permits are under City of Sumner review.

Kent Notice to Proceed was in December 2023. Auburn Notice to Proceed was on Jan. 24, 2024 shortly after the Limited Notice to Proceed issued on Jan. 16, 2024. Design Builder for Auburn and Kent are working on 30% of all design packages and on Initial Design Plans and Submittals.

Activity Name	Start	Finish	2024		2025		2026		2027	
			Q	Q	Q	Q	Q	Q	Q	Q
S300018 - Sumner Station Parking and Access Improvements - DB APR MS	Jan-26-23 A	Mar-31-26								
ST Board Approves Project Baseline - Phase Gate 4 - Sumner	Jan-26-23 A	Jan-26-23 A								
MSO3 CS Issues DB NTP - Sumner	Feb-27-23 A	Feb-27-23 A								
NTP - Start Construction - Early Civil Work - Demo, Util Relocates	Oct-23-23 A									
MS03B All Issue For Construction (IFC) Design Packages Complete		Jun-07-24*								
MS01 Commissioning Complete - Substantially Complete (MS Review)		Nov-03-25*								
Operational Readiness Period	Nov-04-25*	Jan-03-26								
Open for Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26*								
S300040 - Auburn Station Parking and Access Improvements -DB MS Baseline	Jan-26-23 A	Mar-31-27								
Board Approves Project Baseline - Phase Gate 4 - Auburn	Jan-26-23 A	Jan-26-23 A								
MSO3 CS Issues DB LNTP - Auburn	Jan-16-24 A	Jan-16-24 A								
NTP Start Construction - Early Civil Work - Demo, Util Relocates	Dec-27-24									
MS03B All Issue For Construction (IFC) Design Packages Complete		Apr-01-25								
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review)		Jan-05-27*								
Operational Readiness Period	Jan-06-27	Mar-06-27								
Open for Service Date - Baseline (Including Project Float) - Auburn (MS Review)		Mar-31-27								
S300035 - Kent Station Parking and Access Improvements - DB MS Schedule	Jan-26-23 A	Jun-30-27								
ST Board Approves Project Baseline - Phase Gate 4 - Kent	Jan-26-23 A	Jan-26-23 A								
MSO3 CS Issues DB NTP - Kent	Dec-21-23 A	Dec-21-23 A								
NTP Early Construction - Civil Work - Demo, Util Relocates - Kent	Sep-13-24									
MS03B All Issue For Construction (IFC) Design Packages Complete		Feb-18-25								
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review)		Dec-09-26								
Operational Readiness Period - Kent - Handing Over	Dec-10-26	Feb-07-27								
Open for Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27								

Project Float

Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 96 days of overall project float days have been consumed as of January due to extended negotiations with the City of Auburn related to real property, delaying Issuing Notice to Proceed for Auburn. All but 25 days of the Auburn baselined float have been exhausted. ST is working with the Auburn design-build contractor to recover the schedule.



Risk Management

The following are the top project wide risks:

- Permitting process could delay project.
- Additional scope and project change requests from stakeholders could cause project delay during permit approval.
- Differing soil and site conditions discovered after the design-builder Notice to Proceed could cause project delay.
- Complexity of property acquisition has resulted in a project delay and could cause budget overrun in Auburn.
- Constrained staffing resources could impact project delivery.

Closely Monitored Issues

- Sumner permitting process has required extensive coordination.
- Complexity of property acquisition in Auburn has resulted in a project delay and could cause budget overrun.
- Coordination with City of Kent project staff on early design deviations identified as critical for the KCM bus layover has been challenging.

Community Engagement

- **Sumner:** Staff preparing communication activities to notify passengers when the Phase 1 parking closure begins.
- **Auburn:** Beginning to plan for pre-construction outreach.
- **Kent:** Beginning to plan for pre-construction outreach.

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit 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.

Less than anticipated level of effort by Sound Transit staff and consultants due to availability constraints of resources.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	16.0	12.1	3.9
Consultants	22.5	17.0	5.5
TOTAL	38.5	29.1	9.4

* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.

Sound Transit Board Actions

Board Action	Description	Date
	No Action this period.	

Construction Safety

Data/Measure	January 2024	Year to Date	Project to Date
Recordable Injury/Illness Cases	0	0	0
Days Away From Work Cases	0	0	0
Total Days Away From Work	0	0	0
First Aid Cases	0	0	0
Reported Near Mishaps	0	0	0
Average Number of Employees on Worksite	5	-	-
Total # of Hours (GC & Subs)	2,500	2,500	2,500
OSHA Incident Rates	Month	Year to Date	Project to Date
Recordable Injury Rate	0.00	0.00	0.00
LTI Rate	0.00	0.00	0.00
Recordable National Average	2.40		
LTI National Average	1.00		
Recordable WA State Average	4.50		
LTI WA State Average	1.60		

** 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.*

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (per latest schedule submittal)

The Sumner SPAI Contractor, Harbor Pacific, is continuing work on site as follows:

- Develop IFC DP01 Drawings - Foundation and Site Work.
- Design 100% DP02 is with Sound Transit for review.
- Site Development and Building Permits are under review by City of Sumner.
- Elevator, concrete mix designs and generator submittals are under Sound Transit review.
- Acquire water, sewer and drainage permits.

Schedule Summary

January recovery schedule shown below has been submitted and currently under review. It shows a 32 calendar days of delay to Substantial Completion and Final Acceptance Dates with 18.5 Performance % Complete. Delays will be further assessed for a possibility of approving a change order. The Design-Builder is currently working on finalizing DP01 and DP02. Both Civil and Building Permits are under City of Sumner review.

Activity Name	Start	Finish	2024				2025				2026			
			4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
Sumner Parking and Access Improvement - Update 07 - 01/31/2024 - Rev0	Feb-27-23 A	Jan-02-26	[Gantt bar spanning from Feb-27-23 to Jan-02-26]											
Administrative	Feb-27-23 A	Jan-02-26	[Gantt bar spanning from Feb-27-23 to Jan-02-26]											
Design	Feb-27-23 A	Jan-02-26	[Gantt bar spanning from Feb-27-23 to Jan-02-26]											
Design Team Administrative Submittals	Apr-04-25	Jan-02-26	[Gantt bar spanning from Apr-04-25 to Jan-02-26]											
Design Development	Nov-17-23 A	May-23-24	[Gantt bar spanning from Nov-17-23 to May-23-24]											
Issued for Construction (IFC)	Nov-17-23 A	May-23-24	[Gantt bar spanning from Nov-17-23 to May-23-24]											
Develop - IFC DP01 Drawings Fndn & Site Work	Nov-17-23 A	Feb-14-24	[Gantt bar spanning from Nov-17-23 to Feb-14-24]											
QC - IFC DP01 Drawings Fndn & Site Work	Feb-23-24	Mar-04-24	[Gantt bar spanning from Feb-23-24 to Mar-04-24]											
Develop - IFC DP02 Drawings Struc & Arch	Apr-22-24	May-10-24	[Gantt bar spanning from Apr-22-24 to May-10-24]											
QC - IFC DP02 Drawings Struc & Arch	May-13-24	May-23-24	[Gantt bar spanning from May-13-24 to May-23-24]											
Design Review	Dec-19-23 A	Jun-07-24	[Gantt bar spanning from Dec-19-23 to Jun-07-24]											
Final Design	Dec-19-23 A	Mar-07-24	[Gantt bar spanning from Dec-19-23 to Mar-07-24]											
Comment Resoution - 100% DP01 Submittal - Fndn & Site Work	Dec-19-23 A	Feb-22-24	[Gantt bar spanning from Dec-19-23 to Feb-22-24]											
ST Review - 100% DP02 Submittal - Struc & Arch	Feb-01-24	Feb-29-24	[Gantt bar spanning from Feb-01-24 to Feb-29-24]											
Comment Resolution - 100% DP02 Submittal - Struc & Arch	Mar-01-24	Mar-07-24	[Gantt bar spanning from Mar-01-24 to Mar-07-24]											
Issued for Construction (IFC)	Mar-05-24	Jun-07-24	[Gantt bar spanning from Mar-05-24 to Jun-07-24]											
Permitting	Aug-16-23 A	Oct-10-25	[Gantt bar spanning from Aug-16-23 to Oct-10-25]											
Site Development	Aug-16-23 A	Oct-10-25	[Gantt bar spanning from Aug-16-23 to Oct-10-25]											
City Review - Civil Permit - Foundation & Sitework	Aug-16-23 A	Feb-14-24	[Gantt bar spanning from Aug-16-23 to Feb-14-24]											
City Review/Approve - Building Permit - Structural & Architectural	Jan-04-24 A	May-10-24	[Gantt bar spanning from Jan-04-24 to May-10-24]											
Setup Right-of-Way Access (TCEs) - NTP + 180	Feb-01-24	Feb-07-24	[Gantt bar spanning from Feb-01-24 to Feb-07-24]											
City Issue - Certificate of Occupancy		Oct-10-25	[Gantt bar spanning from Oct-10-25 to Oct-10-25]											
Trade Permits	Aug-16-23 A	May-24-24	[Gantt bar spanning from Aug-16-23 to May-24-24]											
Acquire Water Service Permit	Aug-16-23 A	Mar-14-24	[Gantt bar spanning from Aug-16-23 to Mar-14-24]											
Acquire Sewer Service Permit	Aug-16-23 A	Mar-14-24	[Gantt bar spanning from Aug-16-23 to Mar-14-24]											
Acquire Storm Drain Permit	Aug-16-23 A	Mar-14-24	[Gantt bar spanning from Aug-16-23 to Mar-14-24]											
Acquire Fire Underground Permit	Feb-15-24	Feb-29-24	[Gantt bar spanning from Feb-15-24 to Feb-29-24]											
Acquire Plumbing Permit	May-13-24	May-24-24	[Gantt bar spanning from May-13-24 to May-24-24]											
Acquire Mechanical Permit	May-13-24	May-24-24	[Gantt bar spanning from May-13-24 to May-24-24]											
Acquire Fire Permits	May-13-24	May-24-24	[Gantt bar spanning from May-13-24 to May-24-24]											
Third Party Coordination	Feb-27-23 A	Apr-25-24	[Gantt bar spanning from Feb-27-23 to Apr-25-24]											
Construction	Sep-06-23 A	Jan-02-26	[Gantt bar spanning from Sep-06-23 to Jan-02-26]											
Commissioning & Closeout	Jul-14-25	Dec-03-25	[Gantt bar spanning from Jul-14-25 to Dec-03-25]											
Provisional Sums	Feb-27-23 A	Oct-22-25	[Gantt bar spanning from Feb-27-23 to Oct-22-25]											
Change Orders	Jul-21-23 A	Sep-04-25	[Gantt bar spanning from Jul-21-23 to Sep-04-25]											

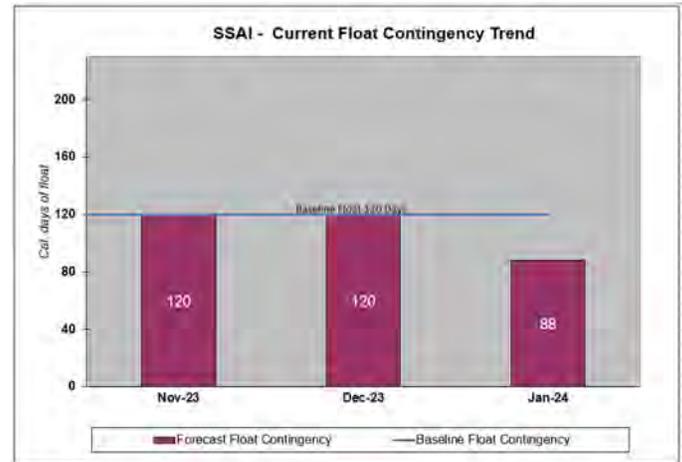
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis (January Schedule - Under Review)

January Recovery Schedule is under review. The critical path is based on the schedule Longest Path. 107 Activities are on the Longest Path. It starts with City Review of Civil Site Development and Building Permit, Phase 1 Site Preparation, demolition, and paving, start of Phase 2, deep storm utility installation, abandonment of existing utilities, pile driving, garage foundations and slab on grade, garage superstructure, garage interior finishes and façade, start of Phase 3, exterior flatwork and finishes and Punchlist and final documentation submittals.

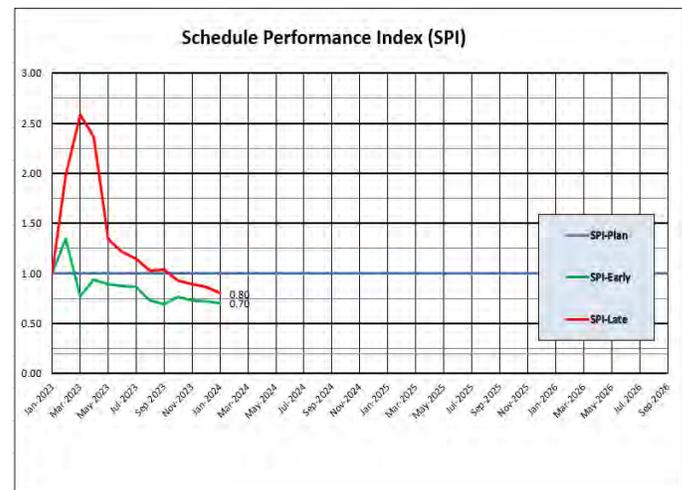
Project Float (January Schedule)

Sumner Station Parking and Access Improvement Project was baselined with 120 days of project float. Estimated consumed float days as end of January is 32 days but will be finalized once the schedule is reviewed and approved. Auburn and Kent Project Floats (212 days) are not covered in this analysis since the Contractor’s Baseline Schedules for both have not been submitted for approval as of now. Sumner Station Project target revenue service date of March 31, 2026 is unchanged. January schedule will be considered a recovery schedule once approved.



Schedule Performance Index (January Schedule)

Early SPI represents progress against an optimistic version of the contract baseline schedule. January period early SPI is 0.70 (decrease from last reported period). Late SPI represents progress against a more conservative schedule. January late SPI is 0.8 (compared to last period reported late SPI of 0.93). Main contributors of the Early SPI are finalizing Design Plans for DP01 due to delays in City responses.



Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities:

- Working towards DP01 and DP02 IFC Drawings.
- Working on obtaining Site Development Permit & Building Permit.
- Completing site preparation work.
- Begin construction.

Closely Monitored Issues:

- Acquisition of Site Development Permit & Building Permit.
- Change orders related to extensive coordination with City of Sumner permitting process.

Cost Summary

Present Financial Status	Amount
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	\$49,000,000
Change Order Value	\$1,517,321
Current Contract Value	\$50,517,321
Total Actual Cost (Incurred to Date)	\$9,329,252
Percent Complete	18%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$1,517,321
Contingency Index	1.3

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	Drawdown to Date	Status	Balance Remaining
FEDERAL TRANSIT AUTHORITY							
LINK LIGHT RAIL	WA-03-0237	University Link Extension	684,370,641	09/16/2015	616,446,915	Active	67,923,726
LINK LIGHT RAIL	WA-2018-013	Hilltop Tacoma Link Extension SYGA	74,999,999	05/15/2018	74,999,999	Active	-
LINK LIGHT RAIL	WA-2019-001	Lynnwood Link Extension FFGA	1,172,730,000	07/21/2023	879,032,367	Active	293,697,633
LINK LIGHT RAIL	WA-2020-001	Federal Way Link Extension	790,000,000	06/21/2023	405,264,405	Active	384,735,595
SOUNDER COMMUTER RAIL	WA-2020-002	S Sounder Capacity Expansion	6,700,000	12/16/2023	3,036,374	Active	3,663,626
REGIONAL EXPRESS	WA-2020-007	I-405 Bus Rapid Transit- Bus Procurement	5,400,000	12/21/2020	-	Active	5,400,000
LINK LIGHT RAIL	WA-2021-004	Everett Link Extension Model Code Partners	2,000,000	12/31/2020	377,074	Active	1,622,926
REGIONAL EXPRESS	WA-2021-012	SR 522/NE 145th BRT Vehicles	4,800,000	02/25/2021	-	Active	4,800,000
SOUNDER COMMUTER RAIL	WA-2021-085	Auburn Station Access Improvments	1,500,000	09/10/2021	-	Active	1,500,000
Bus RAPID Transit	WA-2021-115	I-405 BRT Expansion Buses	7,255,465	09/18/2021	-	Active	7,255,465
SOUNDER COMMUTER RAIL	WA-2021-140	20 CARS/5307 Enhance at Puyallup CR Stn	1,421,500	10/28/2021	886,076	Active	535,424
LINK LT RAIL & SOUNDER RAIL	WA-2022-065	Rail State of Good Repair - PIMS	7,460,414	11/27/2023	3,668,478	Active	3,791,936
REGIONAL EXPRESS	WA-2023-005	SR TC CN Earmark	3,000,000	03/09/2023	-	Active	3,000,000
REGIONAL EXPRESS	WA-2023-006	I-405 BRT	8,437,097	03/22/2023	-	Active	8,437,097
LINK LIGHT RAIL	WA-2023-007	NE 130TH ST STATION	2,500,000	09/22/2023	2,500,000	Active	-
REGIONAL EXPRESS	WA-2023-008	SR TC CN, 405 Buses 5339	12,924,801	03/31/2023	-	Active	12,924,801
LINK LT RAIL & REGIONAL EXPRS	WA-2023-014	Next Gen ORCA and ORCA Lift	4,152,000	05/23/2023	256,077	Active	3,895,923
REGIONAL EXPRESS	WA-2023-016	522 BRT BEBs Procurement	6,272,690	06/01/2023	-	Active	6,272,690
LINK LIGHT RAIL	WA-2023-064	FWLE 2023 CIG Section 165 Funding	61,434,801	09/16/2023	61,434,801	Active	-
LINK LIGHT RAIL	WA-2023-065	Lynnwood Link Ext 2023 CIG Section 165	54,099,098	06/16/2023	54,099,098	Active	-
REGIONAL EXPRESS	WA-2023-067	SR-522 BRT	9,264,000	09/19/2023	-	Active	9,264,000
LINK LIGHT RAIL	WA-2024-001	DRLE Guideway and Stn 5307	11,197,947	12/27/2023	11,197,947	Active	-
LINK LIGHT RAIL	WA-2024-002	TDLE PE 5307	4,921,979	11/27/2023	4,921,979	Active	-
REGIONAL EXPRESS	WA-2024-003	ST Exp PM 2023 5337	11,225,172	11/27/2023	11,225,172	Active	-
LINK LIGHT RAIL	WA-2024-010	OMFS PE 2023 5307	4,921,978	12/27/2023	-	Active	4,921,978
LINK LIGHT RAIL	WA-2024-011	Boeing Infill CMAQ 2023	8,230,000	12/26/2023	-	Active	8,230,000
TOTAL FEDERAL TRANSIT AUTHORITY			2,961,219,582		2,129,346,762		831,872,820
OTHER FEDERAL							
SOUNDER COMMUTER RAIL	69A36523420120CRSWA	PC RAIL CAP/RAIL RELIABILITY IMPROV	10,000,000	04/01/2023	-	Active	10,000,000
REGIONAL FUND	EMW-2019-RA-00014	ATAT, Crit Evt OT, Fac Hardening	1,315,813	09/01/2019	1,315,813	Active	-
REGIONAL FUND	EMW-2020-RA-00022	Crit Evt OT, CEDO	642,738	08/10/2020	642,738	Active	-
REGIONAL FUND	EMW-2022-RA-00008	DSTT, CEDO	2,963,635	09/06/2022	83,004	Active	2,880,631
LINK LT RAIL & SOUNDER RAIL	SMARTFY22N1P1G55	Rainier Valley Safe Tech SMART	2,000,000	09/15/2023	-	Active	2,000,000
TOTAL OTHER FEDERAL			16,922,186		2,041,555		14,880,631
STATE							
REGIONAL FUND	19-92501-015	Agency Energy Efficiency Project	215,565	06/03/2019	-	Active	215,565
Bus RAPID Transit	PTD0750	Stride BRT NM&TSP 23-25 RMGP	4,818,281	07/01/2025	-	Active	4,818,281
TOTAL STATE			5,033,846		-		5,033,846
TOTAL ALL GRANTS			2,983,175,614		2,131,388,317		851,787,297

Above table as of Q4 2023. 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 2023, 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 Q4 2023 Accomplishments and Activities

- Launched the Zero Emissions Bus Implementation scope of work.
- Conducted the ESMS External Recertification audit with no major or minor findings, and received recertification to the ISO 14001 standard.
- Finalized 2024 Environmental and Sustainability targets.
- Received Q2 remittance from participation in the Washington Clean Fuels Standard marketplace.
- Executed a contract to evaluate Zero Emissions Locomotives.
- Hosted one staff lunch and learn on ST’s Racial Equity Toolkit and Sustainability.
- Completed the greenhouse gas verification audit for 2022.

Key Upcoming Activities for Q1 2024

- Present to the Board of Directors on progress towards the Sustainability Plan.
- Begin data collection for the 2023 Annual Sustainability Progress Report and greenhouse gas inventory.

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

Acronyms



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