



System Expansion Monthly Status Report

Reporting Period: May 2025



The ribbon-cutting ceremony at the Downtown Redmond Link Extension opening on May 10.

Notable updates since last month's report

Schedule:

- **DRLE:** Opened for service on May 10.
- **BLE:** DEIS issuance delayed; targeting Q3 2025 publication.
- **TDLE:** Selection of the Preferred Alternative in June 2025 by the Board.
- **ELE:** First dead-car train towed on floating bridge.

Safety: One recordable injury incident in Federal Way Link.

Active procurement:

- **OMF:** Progressive Design-Build.
- **MATOC:** Environmental and Design.
- **Union Station:** Fire detection & alarm system replacement design services.
- **Union Station:** Building envelope assessment.
- **Kent Garage:** Concrete restoration construction project (State of Good Repair).
- **Stride BRT:** Construction for BT105 Renton TC, BT305 Seattle/Shoreline sr523 stations & roadwork, and BT307 Kenmore/Bothell SR 522 roadwork & stations.
- **JOC:** Job order contracts for small construction services.
- **Renton Transit Center:** Invitation for a bid for a new transit center located at S Grady Way & Rainier Ave S.
- **Real Property:** Real estate appraisal bench.

Summary of Board actions:

- **Stride BRT:** Construction contract award for the Bus Operations and Maintenance Facility (Bus Base North).
- **Capital Program:** Contract award for capital program consulting services to continue TAG support.
- **Sounder service:** Amendment to operating agreement with the National Railroad Passenger Corporation to operate on the Sound Transit-owned Lakewood Subdivision corridor between Nisqually and Tacoma.
- **Legal motion:** Sound Transit to join pending litigation in which Pierce, King, and Snohomish counties and other jurisdictions challenge the legality of new federal grant provisions barring locally funded efforts to promote workplace diversity, equity, and inclusion programs and obligating the agency to use local transit resources to assist with federal immigration and customs enforcement.

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

Current service:

- Lynnwood–Angle Lake
- Downtown Redmond–South Bellevue
- Tacoma Dome–St Joseph

Sounder trains

Future service:

- S Line** DuPont–Seattle

Current 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

Current 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
- Ferry terminal
- Greyhound buses
- Monorail
- Sea-Tac Airport
- Streetcar

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

soundtransit.org/system



Project descriptions

Link light rail program

Ballard Link Extension: The project includes 7.7 miles of light rail from downtown Seattle to Ballard's Market Street area, adding nine light rail stations. The route will run through a new downtown Seattle rail-only tunnel, an elevated and tunnel guideway, and a new crossing across Salmon Bay.

Boeing Access Road Infill Station: The project will plan, design, and construct a new light rail infill station in Tukwila on the west side of East Marginal Way S, north of S 112th Street.

Downtown Redmond Link Extension: The project builds a new light rail from the Redmond Technology Station to downtown Redmond. Light rail will travel along SR 520 with two new stations in southeast Redmond, at Marymoor Park, and downtown Redmond. This extension opened for service on May 10, 2025.

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. Revenue Service commenced on April 27, 2024, between Redmond Technology Center and South Bellevue Station. The final phase opening will link South Bellevue to downtown Seattle.

Everett Link Extension: The project adds six Snohomish County stations plus one provisional station (SR 99/Airport) to the growing light rail network. The 16-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 design-build 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 parallels SR 99 and I-5] with stations at Kent Des Moines near Highline College, Star Lake, and Federal Way.

Graham Street Infill Station: The project will plan, design, and construct a new light rail infill station in the Rainier Valley at S Graham Street and Martin Luther King Jr. Way S.

Pinehurst 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.

Series 2 Light Rail Vehicle (LRV) Fleet Expansion: The project includes the design, manufacturing, inspection, testing, delivery, and commissioning of 162 low-floor LRVs for service requirements of Northgate, East Link, Lynnwood Link, downtown Redmond, and Federal Way Link Extensions and improved operating capacities.

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

Operations and Maintenance Facility South: The project, located in the City of Federal Way, includes a 100,000-square-foot operations and maintenance facility that will maintain, store, and deploy an expanded light rail fleet of 144 vehicles. Additionally, the facility will receive, test, and commission new LRVs for the entire Link light rail system.

Tacoma Dome Link Extension: The project will extend light rail 8.5 miles from South Federal Way to the Tacoma Dome area in the City of Tacoma with four elevated stations at South Federal Way, Fife, Portland Ave, and the Tacoma Dome area.

Tacoma Dome Station Parking and Access Improvement: The project will plan, design, and construct up to 300 stalls of surface parking and/or bicycle, pedestrian (non-motorized), and transit improvement projects.

West Seattle Link Extension: The project includes 4.1 miles of light rail from SODO to West Seattle's Alaska Junction neighborhood. It includes four light rail stations. The route will run on elevated and tunnel guideway with a new rail-only bridge over the Duwamish River.

Sounder commuter rail program

DuPont Extension: The 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.

Lakewood Station Access Improvements: The project is in the final design phase. This effort will improve access to the existing station for bicyclists, pedestrians, bus riders, and drivers. Improvements include investments in safer walking, rolling, and bicycling connections with surrounding neighborhoods, better pick-up and drop-off areas, additional station lighting, weather shelters, and more.

Sounder South Capacity Expansion: The project will plan, design, and deliver capital elements to improve Sounder South's access, capacity, and services. Elements will include track and signal improvements, additional trips, platform extensions, and access improvements for pedestrians, bicyclists, and bus riders. Current components in active planning include the Sounder Rail Track and Signal Improvements project and the King Street Station Platform Area Improvements project, which are both advancing through environmental analysis.

Sounder South Tacoma Station Access Improvements: The project is in the final design phase. This effort will provide access improvements to the existing station for bicyclists, pedestrians, bus riders, and drivers. Improvements include 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, and more.

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

Stride bus rapid transit program

BRT Bus Operations & Maintenance Facility (Bus Base North): The project establishes the operations and maintenance facility necessary to support Bus Rapid Transit (BRT) operations. The Bus Base will accommodate up to 120 buses, serving I-405 and SR 522/145th BRT ST Express routes.

I-405 Bus Rapid Transit: The project establishes BRT from the Lynnwood Transit Center to Bellevue Transit Center (S1 Line) and Burien Transit Center via I-405 and SR 518 (S2 Line). 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 Renton. Stride is partnering with WSDOT to integrate BRT project elements with the I-405 Master Plan at several key locations: NE 44th Street in Renton, NE 85th Street with connections to downtown Kirkland, and the Brickyard-to-Canyon Park segment, including the new Bothell-Woodinville Transit Center. WSDOT is also delivering Stride's new Tukwila International Boulevard Station, which will directly connect to the Tukwila light rail station.

SR 522 Bus Rapid Transit: The project establishes BRT from the Link station at I-5 and Northeast 145th Street to UW Bothell. On Northeast 145th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522, most 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. Stride is partnering with the City of Bothell to construct a BAT lane within city limits and is contributing funding to the City of Shoreline for the roundabouts project at the NE 145th Street and I-5 Interchange.

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I. Report purpose summary

This report provides an overview of progress and performance for Projects in Planning/Design and Projects in Construction and detailed reports for all TIFIA-funded projects. The report is published monthly, based on data from the previous month. This report is available at <https://www.soundtransit.org/get-to-know-us/documents-reports/system-expansion-monthly-status-report>.

II. Program overview

A. Accomplishments and innovations

Sound Transit continued to push 2025 initiatives forward in the categories of People, Process, and Tools. Below is a partial list of program-level activities and accomplishments for May 2025.

- **Cost-Savings Workplan — Process and Tools:** ST3 projects are assessing and applying opportunities to make projects more affordable as part of the Cost-Savings Workplan initiative generated by [Board Motion M2024-59](#) from October 2024.

The Cost-Savings Workplan encompasses project-level opportunities and programmatic or portfolio-wide opportunities to determine savings across capital projects:

Project-level opportunities have been identified for all ST3 Link expansion projects and other capital projects. Opportunities are assessed, estimated, and implemented at the individual project level. Recent examples of research underway this past month by the analysis teams include:

- Example: Using off-site construction approaches such as switching from cast-in-place to pre-cast guideways saves cost and time while improving quality and safety.
- Example: Minimizing temporary tracks and other infrastructure could reduce ROW easement and acquisition needs, minimize operational impacts, and reduce overall construction impacts and costs.

Programmatic opportunities are identified, assessed, estimated, and applied as a 4-5% reduction across ST3 projects. Recent examples of these include:

- Example: Investigating opportunities such as value capture for joint development opportunities and fare recovery concepts could help generate revenue rather than just save costs but would require up-front investments.
- Example: New station optimization efforts are underway to reduce cost, schedule, and ROW needs. Current station costs range from 7% to 24% of total project costs for light rail expansion projects (not including ROW.) Potential optimizations include reducing platform size, elevator modifications, wayfinding/signage and art/advertising integration. These optimizations will be assessed and integrated into light rail station designs as applicable.
- Other opportunities that are in implementation include the use of MATOCs and PMIS development.

For project-level and programmatic opportunities, savings are being identified at various decision-making levels, including project/department, agency, and third-party/Board. Overall, approximately 500 cost-savings measures have been identified at the project and programmatic levels, with more than 330 currently in feasibility assessments, as shown in Figure 1. In May, CDD began briefing executive leadership on the initial results of the workplan feasibility assessments.

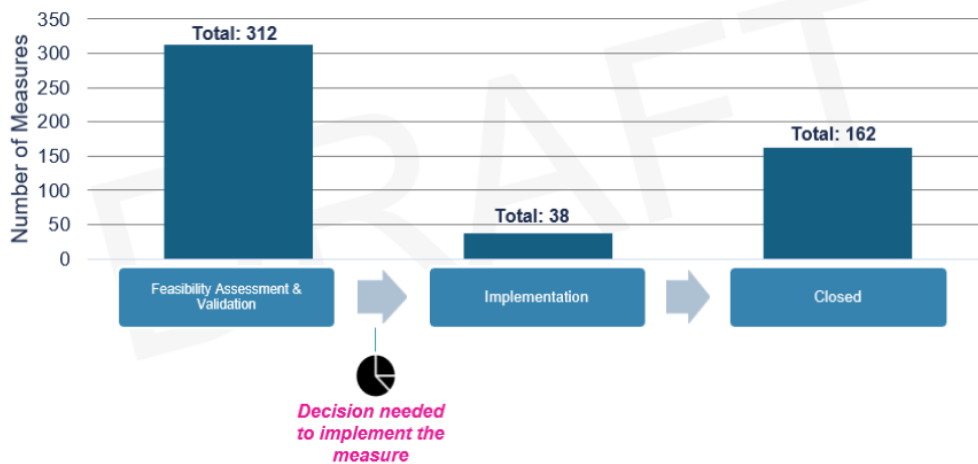


Figure 1: Project-level and Programmatic opportunities: 6 more have moved into implementation, and 15 more have been closed since last month

- **Project Management Information System (PMIS) — Process and Tools:** ST's core PMIS implementation team, our PMIS vendor, and implementation consultants are progressing toward the first of several phased deployments.
 - The first deployment involves the release of Project Directory, a catalog of all projects funded in the budget book. Project Directory enables project managers to record project updates in a centralized location, Sound Transit leadership to access project dashboards and targeted reporting, and stakeholders agencywide to access a single source of truth for project information.



- In parallel, the PMIS team continues to progress on the process of workflow mapping and re-engineering efforts, communication efforts, and configuration efforts to support future deployments.
- **Multiple Award Task Order Contract (MATOC) — Process and Tools:**
 - The Environmental MATOC bidding is now closed following receipt of 19 SOQs, resulting in a final recommendation of 15 firms. Board action for approval scheduled in June 2025. The graphic to the right illustrates the firm size breakdown of both prime and subconsultant firms.
 - The Design MATOC is currently open for bidding through June 17, and the PM/CM MATOC is scheduled to be posted before the end of Q3.
 - Interim and long-term technology solutions are in development to support the MATOC task order process, real-time metric-driven dashboards, and reporting.

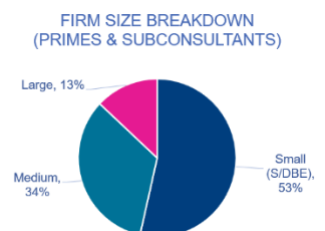


Figure 2: Environmental MATOC Firm Breakdown

- **Construction Manual Update — Process:** Peer agency benchmarking is complete. In May, subject matter expert outreach and reporting were finalized. The team will present the CM Manual update approach to the FTA and ST's Capital Delivery Governance Committee and begin chapter

revisions next month (June 2025). Publication of the CM Manual remains on track for Q4 2025.

- **Project Controls Policies & Procedures (PCPPs) Update — Process:** In May, the process leads implemented feedback from executive leadership and completed the updated drafts for the eight (8) fast-tracked PCPPs. The PCPP updates will be ready for FTA/PMOC review by late June 2025 and are slated to be completed in time to support the WSLE EPD application timeframe. The balance of ST's PCPPs will undergo review and process re-engineering as a part of the larger PMIS efforts beginning in Q3 2025.
- **Best Practices for Sustained Design-Build Success:** In May 2025, the Leading Construction Lawyers International Alliance (LCL) released the publication of the "Design-Build: An International Perspective on Best Practices for Sustained Design-Build Success." CDD staff was a primary contributor and also recruited several Sound Transit's industry partners (both contractors and professional service consultants) to participate in this effort.

This insightful publication, potentially the first of its kind in our field, represents a significant milestone offering a comprehensive look at design-build practices from a global perspective. It draws from the experiences of a wide range of industry participants operating around the globe, including design-builders, public and private owners and developers, and professional service providers, including architects and engineers.

- **102nd Quarterly FTA Meeting — People:** On May 21, Sound Transit hosted the FTA and PMOC Quarterly for the 102nd Quarterly FTA meeting. ST provided updates on the following:
 - Safety and quality.
 - Recent agency organizational structure changes.
 - Operations/operational readiness.
 - Program grant drawdowns and expenditures.
 - Rail activation and revenue service date projects.
 - Projects in planning and in construction.
 - Policies, procedures, and manual updates.

The next FTA Quarterly meeting will be held in August 2025.

- **Industry & Community Events — People:** As ST continues to build industry and community partnerships, CDD led, participated in, and/or attended the following:

- On May 9, Sound Transit successfully launched the first Blood Pressure Challenge at the **Federal Way Link Extension (F200) project site**, shown in Figure 3. Two more are scheduled for later this year.
- On May 29, the Sound Transit Board held a retreat at the Meydenbauer Center in Bellevue to discuss the financial modeling and delivery of the ST3 program. Photo of retreat shown in Figure 4.
- On May 29 Deputy CEO Terri Mestas spoke at BuildIT's Founders Day Gala & Awards Program. BuildIT is the largest LGBTQ association in the industry.



Figure 3: Kickoff on the first Blood Pressure Challenge at the F200 project site on May 9.



Figure 4: The ST Board held a retreat at Meydenbauer Center on May 29.

Project awards:

- To date, **LLE** has received 16 awards. On May 20, **LLE** received the National American Council of Engineering Companies (ACEC) for Engineering Excellence Awards (EEA) for L200 and L300 and for one of the Grand EEA winners for 2025, as shown in Figure 5.



Figure 5: ST/HNTB accepting the Grand EEA Award for LLE at the ACEC Conference on May 20.

B. Program performance

* [Link to KPI](#)

The tables below show the program overview for Payments on Systems Expansion Contracts and Construction Safety.

- Payment on System Expansion Contracts:** This month, CDD successfully met the 30-day average payment and continues to retain the green KPI status, as shown in the table.


- Construction Safety:** There was an OSHA recordable injury incident this month, causing the Recordable Injury Rate (RIR) to rise above the Program Goal, which maintains the yellow KPI. This month there were 1,324 less labor hours causing the Lost-Time Injury Rate (LTIR) to be below the Program Goal, but maintains the green KPI in May, respectively shown in the table.

The RIR incident occurred on the **Federal Way (F200)** project, where a worker sustained a chipped tooth and injured his tongue while loading concrete debris into an excavator.



Sound Transit is actively mitigating to prevent such incidents from occurring in the future. It is important to note that, year-to-date (2025), Sound Transit has experienced four (4) OSHA recordable incidents over 696,047 labor hours — a relatively low incident rate that reflects ongoing safety efforts.

The figures below show this month's Program Monthly RIR and LTIR rates compared to the Program Goal and the National Average, respectively:

- RIR (1.84) is 59.9% above the Program Goal but 20.0% below the National Average, as shown in Figure 6.
- LTIR (0) 100% below the Program Goal and the National Average, as shown in Figure 7.

 Payments on System Expansion Contracts <i>KPI associated with the average days paid *</i>	
Total invoices paid ^{1, 2}	47
Total value paid	\$31.4M
Average days from invoice date to paid date ³	30 (100%)
Number of invoices approved within 30 days	34 (72%)
Number of invoices approved over 30 days	13 (28%)
Total invoice value approved within 30 days	\$19.2M (61%)
Total invoice value approved over 30 days	\$12.1M (39%)

- A/E/Construction contracts for System Expansion projects only; does not include Government agreements.
- Payment based on Accounts Payable Management Guidelines.
- Target is 100% payment within 30 days of invoice date.

Construction Safety					
Program Monthly KPI ^{1*}		Program Monthly ¹	Program Average ²	Program Goal ³	National Average ⁴
	RIR	1.84	1.27 ⁵	1.15	2.30
	LTIR	0.00	0.36 ⁶	0.50	1.00

- Program Monthly rates based on monthly safety data.
- Program Average rates based on 12-month rolling averages.
- Program Goal <50% of the National average of RIR/LTIR.
- National Average based on annual Bureau of Labor Statistics data for Construction.
- The Program Average Recordable Injury Rate (RIR 1.27) is 10.3% above the Program Goal but is 44.9% below the National Average, as shown in Figure 6.
- The Program Average Lost-Time Injury Rate (LTIR 0.36) is 27.5% below the Program Goal and 63.8% below the National Average, as shown in Figure 7.

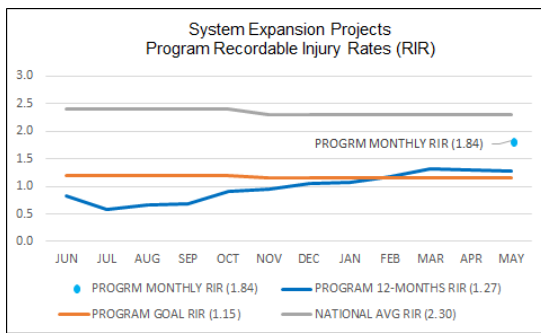


Figure 6: Recordable Injury Rate

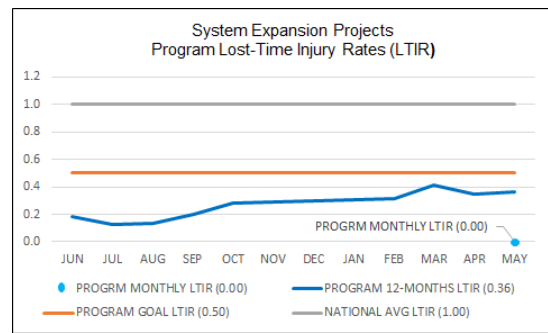


Figure 7: Lost-Time Injury Rate

C. Community development

Current conditions and opportunities:

- Coordinating construction for **OMF East** TOD Phase I and **Angle Lake** TOD.
- Preparing **Kent Des Moines** North TOD and **Overlake Village** TOD for construction starts in the second half of 2025. This effort includes a design review by internal stakeholders.
- Engaging the City of Federal Way on their interest in potentially developing TOD Site 3 or 4 at **Federal Way Downtown Station**.
- Renegotiating terms of the remaining market-rate phase(s) at **OMF East** TOD.
- Preparing joint development concepts, relative cost information, and value potential for **BLE** and **WSLE**.
- Exploring with the City of Seattle potential zoning/regulatory needs to enable joint development above **BLE** and **WSLE**.
- Exploring potential anti-displacement strategies with partners and stakeholders near the **Evergreen Station** on **EVLE**.
- Developing a TOD/Community Development Strategic Plan to maximize public benefit, inclusion, and economic development in collaboration with local communities, jurisdictions, and stakeholders on affordable commercial space strategies, small business development, and workforce development.
- Supporting the City of Renton in an upcoming Request for Interest that the city would issue to gain insights into a potential expedited delivery of the park-and-ride stalls with a TOD at the **Renton Transit Center** (with potential city funding).

Dependencies and interrelationships:

- Development of the TOD Strategy will guide future implementation.
- Transit project acquisitions and station site plans influence the viability of TOD and “exit strategies” for any excess/surplus property.

Notable activities:

- Completed value capture estimates for joint development sites on **BLE/WSLE**.
- Advanced contracting for consultant support of the TOD Strategy.

D. Environmental affairs and sustainability

Current conditions and opportunities:

- FTA staffing and capacity: Region 10 has successfully assigned multiple FTA environmental staff in HQ and other regions to assist with Sound Transit's substantial environmental review workload this year. However, we expect additional Reduction in Force (RIF) staff losses.
- **BLE** Draft EIS publication date of May 30 will not be met due to document revisions and additional reviews from the FTA and DOT Office of General Counsel for consistency with the Administration's Executive and Secretarial Orders. Additionally, ST teams and FTA are continuing to coordinate with the US Coast Guard around requirements related to high fixed bridge alternatives. ST team is seeking confirmation or updated schedule from FTA. The Center of Excellence and Transformation staff continue to collaborate on environmental milestone tracking and integration with the master capital project schedule.
- Potential loss of contracted staff at NMFS/USFWS could extend Section 7 ESA consultations by an additional 1.5 years.
- FTA staffing and capacity: Initiated recruitment for an environmental protection specialist to assist Region 10 with staffing constraints through an Intergovernmental Personnel Agreement. FBO is recruiting a grants specialist for the same. FTA environmental staff in HQ and other regions are also assisting with Sound Transit's substantial environmental review workload this year. However, we expect additional Reduction in Force (RIF) staff losses.
- The Center of Excellence and Transformation staff continue to collaborate on environmental milestone tracking and integration with the master capital project schedule.

Dependencies and interrelationships:

- None.

Notable activities:

- ECD staff continue the **ELE**, **FWLE**, **LLE**, **DRLE**, and **Souder Stations(s)** access improvement construction site inspections.
- FTA completed its review of the **Stride BRT South Renton Transit Center** Biological Assessment (BA) and a BA coordination meeting with the Services and FTA is scheduled for May 21.
- ECD continues to collaborate with the Department of Ecology to obtain NPDES permits for the Stride BRT Program.
- ECD is working with King County Industrial Waste Program staff to permit the discharge of wastewater from the construction of drilled shaft foundations for the **WSLE**, near the Duwamish River.
- ECD facilitated an Environmental Compliance Summit to bring together Sound Transit and Consultant Management Environmental teams to share project status updates, best practices, address emerging challenges, and lessons learned. During this Summit we provided the opportunity to foster collaboration, drive innovation in compliance processes, and align environmental goals across our capital projects.
- Belmor Estate Mobile Home removal is in progress for the first few homes out of 70+ units. Sustainability team is supporting the project team from a waste diversion perspective as the team explores options of auction, relocation, and implementation of ST no-cost contracts to salvage some fixtures. The purpose is to save homes or usable materials while reducing the turnover or disposal costs.
- FTA completed review of two high priority NEPA documents: the **DSTT Access** project and the **South Renton Transit Center**. Final approvals for both are pending completion of

III. Projects in planning and design

The following section provides details on all projects currently in the planning or design phases (pre-baselined).

Note: The Agency also continues to monitor voter-approved projects in the pre-planning stage. Examples of these projects include South Kirkland–Issaquah Link Extension, Tacoma Community College Extension, Edmonds & Mukilteo SPAI, Sounder Maintenance Base, ST Express Reliability Investments (Bus on Shoulder, North Sammamish P&R, ST Express Bus Base), and System-Wide (HCT Environmental Studies, HCT Planning Studies, Investments SR 162). Once these projects advance to the planning phase, they will be documented in greater detail within the section.

A. Executive overview











- Most ST3 projects are in the planning phase, with many projects at approximately 10% of design development or concept drawings.
- Project teams are gathering cost data across their projects to include current and historical cost data, market conditions, and programmatic and project-level cost-saving opportunities.
- Initiated weekly priorities for FTA staff to manage project schedule considering FTA staff capacity constraints.
- **BLE, EVLE, WSLE, OMF North, OMF South, TDLE, and Sounder project** teams are utilizing the Cost-Savings Workplan tool or Opportunity Register to capture cost-saving measures, perform feasibility studies on validated measures, and track benefits monitoring for those measures approved for implementation.
- **TDLE** Draft EIS was published on Dec. 13, 2024, and Sound Transit held an official 60-day extended comment period that ended on February 10, 2025. The Comment Summary report was completed in April 2025 and the project team will brief the System Expansion Committee and Board in May on the DEIS comments. The Board will confirm, modify, and/or identify a Preferred Alternative in June 2025.
- **EVLE** continues to progress towards target Draft EIS publication in January 2026. Ongoing elected official briefings and third-party coordination meeting with AHJs, WSDOT, WDFW, Utilities, and FTA.
- **EVLE** project [seeking input](#) from public to help identify which projects to consider that could expand or enhance the pedestrian and bicycle network near stations. Sound Transit will host an in-person public meeting on June 5 at Cascade High School in Everett and a virtual public meeting on June 17 on Zoom.
- **OMF South** released the Request for Qualification (RFQ) and Request for Proposal (RFP) in April. CDD is treating the group of maintenance facilities as a portfolio to leverage efficiencies and optimize performance across the system.
- **BRT Bus Operations & Maintenance Facility (Bus Base North)**. In May, the Board approved execution of a construction contract with PCL Construction Services, Inc.
- **Sounder South Capacity Expansion Project (SSCE)**. The **King Street Station Platform Area Improvement** project's conceptual engineering (10% design) qualitative risk assessment workshop occurred in February 2025. Draft results were shared with senior management in April 2025. A final report will be prepared in May 2025. Phase 3 Preliminary Engineering is planned to commence in the summer of 2025.
- **SSCE and Sounder DuPont Extension**. The **SRTSI** project completed conceptual engineering designs and submitted to external stakeholders for review and comment. The project team

continues to coordinate with the Federal Railroad Administration on next steps for environmental review, including the approach for completing Section 106.

B. Risks, concerns, and opportunities















- The ST project workload going to the FTA over the next 6 months may exceed the current FTA capacity. It may affect project schedules and limit early acquisitions.
- Identifying ecosystem mitigation sites for **OMF South** continues to be challenging. ST is developing a mitigation package to satisfy all parties, including the City of Federal Way, US Army Corps of Engineers, and Puyallup Tribe, and has been actively coordinating with each entity.

C. Monthly performance tracker for projects in planning and design

Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Ballard Link	10%	DEIS / PE			<p>Project Cost: The Draft EIS is expected to be published in Q3 2025. Based on cost trends, future cost estimates may exceed the financial plan. The project team is applying the Cost Opportunity Workplan actions to this project and has begun to identify efficiencies and cost savings.</p> <p>Environmental Phase Schedule: Project is advancing preliminary engineering and preparing the Draft EIS. Board action to confirm/modify Preferred Alternative would follow in late 2025.</p>
Boeing Access Road Infill Station	<2%	Env Review / CE			<p>Project Cost: Based on cost trends, future cost estimates may exceed financial plan.</p> <p>Environmental Phase Schedule: Delay associated with design option refinement and additional analysis. Project is advancing environmental review and conceptual engineering.</p>
Everett Link	10%	DEIS / CE			<p>Project Cost: The Draft EIS to be published in Q1 of 2026 will have the latest comparative cost information to support analysis of the alternatives; based on cost trends, the comparative cost information is expected to exceed the Financial Plan Value. The project team is applying the Cost Opportunity Workplan actions to this project and has begun to identify efficiencies and cost savings.</p> <p>Environmental Phase Schedule: Project is advancing the preliminary design and preparing the Draft EIS. Board action to confirm/modify Preferred Alternative would follow in Q3 2026.</p> <p>Note: OMF North is part of this project for environmental clearance purposes and will be carved out as a stand-alone project when appropriate.</p>
Graham Street Infill Station	<2%	Env Review / CE			<p>Project Cost: Based on cost trends, future cost estimates may exceed financial plan.</p> <p>Environmental Phase Schedule: Delay associated with design option refinement and additional analysis. Project is advancing environmental review and conceptual engineering.</p>
O&M Facility South	30%	Design and Construction Procurement			<p>Project Cost: Project team realized the first round of cost-saving opportunities to bring the project close to the financial plan. The second round of opportunities are being evaluated now. The project is trending to be within the financial plan budget. The project is in the early stages of design.</p> <p>Design Schedule: Procurement for progressive design-build services was released in April 2025.</p>

* [Link to KPI Legend](#)

¹ "% Complete" based on full project to revenue service date, not based on development phase.

Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Sounder Lakewood Station Access Improvements ²	10%	Design			Project Cost: Baseline budget for the project is \$68M. Design Schedule: Baseline schedule completion date is Q4 2030. Sound Transit station components of this project are beginning final design.
Sounder DuPont Extension	1%	CE / NEPA DCE			Sounder Rail Track & Signal Project is also funded by this project budget.
Sounder South Capacity Expansion Program	1%	CE / NEPA DCE			King Street Station Platform Area Improvement Project and Sounder Rail Track & Signal Project are funded by this program.
Sounder South Tacoma Station Access Improvements ²	10%	Design			Project Cost: Baseline budget for the project is \$70M. Design Schedule: Baseline schedule completion date is Q4 2030. Sound Transit station components of this project are beginning final design.
Tacoma Dome Link Extension	10%	DEIS/CE			Project Cost: Based on cost trends, future cost estimates may exceed the Financial Plan Value. Project team is applying the Cost Opportunity Workplan actions and has begun to identify efficiencies and cost savings. Environmental Phase Schedule: The Draft EIS was published Dec 2024. The Board will confirm, modify, and/or identify the Preferred Alternative in June 2025. Following the Board action, project will advance design and begin preparing the Final EIS. The project team continues examining potential schedule efficiencies.
Tacoma Dome Access Improvement	<2%	Alternatives Analysis			Coordinating development with TDLE.
West Seattle Link	30%	FEIS / PE			Project Cost: Latest cost data exceeds the Finance Plan budget for this project. Evaluation of potential cost reduction and financing opportunities through Cost Opportunity Workplan/Register is underway; reporting back to the Board quarterly. The next update is anticipated in Q3 2025. Design Schedule: NTP for Phase 1 EDS anticipated in July 2025.

* [Link to KPI Legend](#)

¹ "% Complete" based on full project to revenue service date, not based on development phase.

² Project Baseline.

C1. Link extension project detail in planning and design

This section provides details surrounding the **BLE**, **EVLE**, **TDLE**, and **WSLE** projects.

Ballard Link Extension

- Project development
 - Draft EIS in review with FTA; publication date to be confirmed.
 - Final EIS and ROD anticipated in 2027.
 - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
 - Evaluating cost-savings opportunities.
 - Continuing design coordination with third parties, including City of Seattle, King County, WSDOT, and Port of Seattle.
- Site investigation
 - Conducting geotechnical investigation along project corridor.
- Contracting
 - No current procurements



Figure 8: Map of BLE Project Alignment

Everett Link Extension

- Project development
 - Draft EIS to be published Q1 2026.
 - Final EIS and ROD anticipated Q3 2027.
- Advanced engineering
 - Preparing Advanced Conceptual Engineering.
 - Evaluating cost-savings opportunities.
 - Continuing design coordination with third parties, including Cities of Everett, Lynnwood, Snohomish County, and WSDOT.
- Site investigation
 - Conducting geotechnical investigations along project corridor.
- Contracting
 - No current procurements. Phase 3 budget amendment Q2 2026.

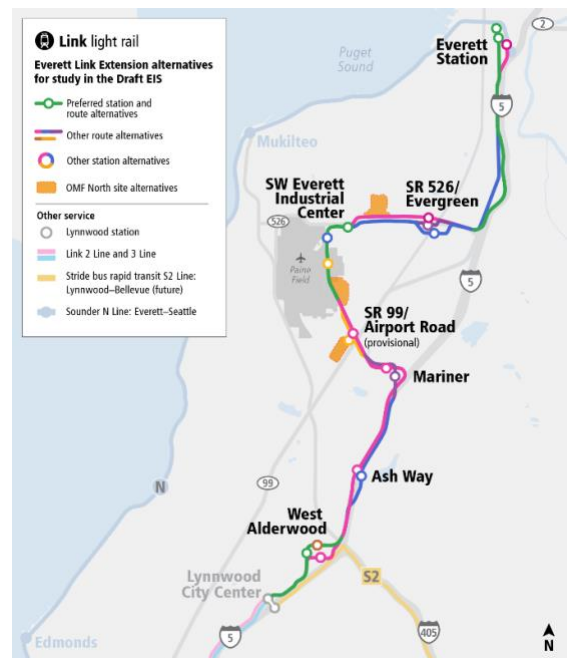


Figure 9: Map of EVLE Project Alignment

Tacoma Dome Link Extension

- Project development
 - Draft EIS published Dec. 2024.
 - Final EIS and ROD anticipated in 2027.
 - Planning to submit for Entry into Engineering after completion of ROD.
- Advanced engineering
 - Evaluating cost-savings opportunities.
 - Advancing design to up to 30% after Board action on the Preferred Alternative (Q2 2025).
 - Continuing design coordination with third parties, including Cities of Federal Way, Milton, Fife, Tacoma, and WSDOT.
- Site investigation
 - Preparing for geotechnical and archaeological site investigations.
- Contracting
 - Budget amendment for Phase 3: Prepare Final EIS & PE expected in June 2025.

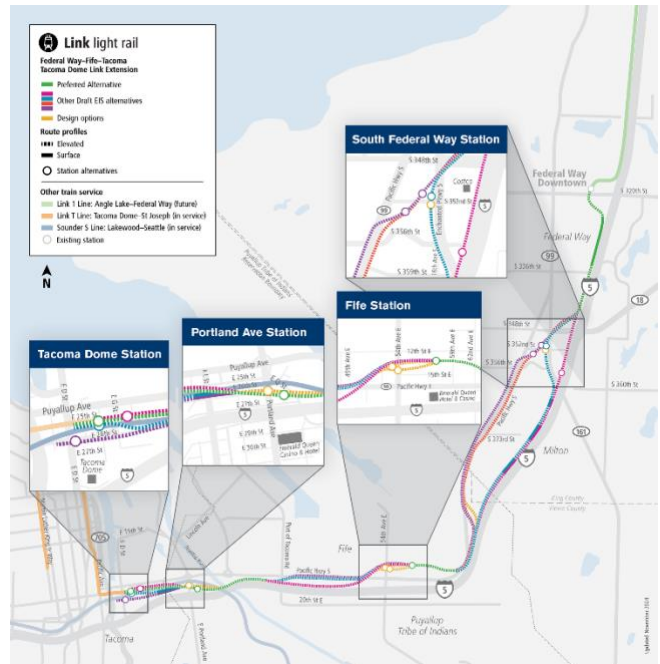


Figure 10: Map of TDLE Project Alignment

West Seattle Link Extension

- Project development
 - Final EIS Published September 2024.
 - ROD received April 29.
 - Planning Expedited Project Delivery Grant submittal Q1 2026.
- Advanced engineering
 - Phase 1 Engineering Design Services contract approved by Board in April; NTP anticipated June 2025.
 - Continuing design coordination with key external stakeholders.
 - Evaluating cost-savings opportunities.
- Site investigation
 - Continuing geotechnical and archaeological investigation.
 - Preparing for bi-directional load tests for Duwamish bridge.
- Contracting: Procurement Start Dates
 - W205 Bi-Directional Load test Q4 2025.
 - Rail Systems Engineering Design Services Q4 2025.
 - Instrumentation and Monitoring Services Q4 2025.
 - W200 Pre-Construction Services Q4 2025/Q1 2026.

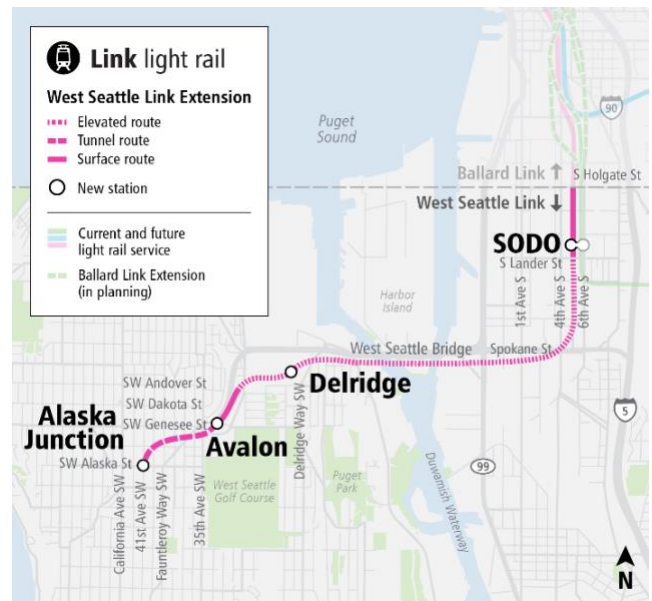


Figure 11: Map of WSLE Project Alignment

D. Monthly performance tracker for Stride projects in planning and design

Table below shows portion of the **Stride** projects that *Sound Transit manages*.











Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Stride Bus OMFST-managed project ²	100%	Design			Design Schedule: Board approved the award of construction contract in May. LNTP is planned for June 2025. Yellow Triangle KPI reflects the loss of float during design and procurement. Revenue Service Date (RSD) is still within the baselined milestone. Beginning in June, this project will be reported under Projects in Construction Performance Tracker.
Stride I-405 ST-managed projects (S1 and S2 Lines) ²	86.0%	Design			S1 Line: BT102 Burien Transit Center IFB design has been completed. Preparing for construction contract procurement. S1 Line: BT105 Renton Transit Center construction contract was advertised in May. Yellow Triangle KPI reflects late design changes driven by KCM that will be addressed during procurement. RSD is still within the baselined milestone.
	22.0%	Design			S2 Line: Final Design for BT212 Lynnwood 196th/Poplar Way is in progress.
Stride SR 522, NE 145 th ST-managed project (S3 Line) ²	96.0%	Design			Project Cost: Cost pressure due to inflation, market conditions (labor & materials), and permitting delays. Design Schedule: Challenges with real estate acquisitions and permitting are causing delays. Team is exploring opportunities to mitigate delays. Designs are complete for BT305 NE 145th and BT307 Bothell/Kenmore segments. BT307 construction contract was advertised in May. Preparing for procurement. BT306 Lake Forest Park design is heading toward completion.



Table below shows portion of the **Stride** projects that WSDOT manages.

Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Stride I-405 WSDOT-managed projects (S1 Line) ²	80.0%	Design			S1 Line: The Inline Tukwila International Boulevard Station (TIBS) design is nearing completion for Design-Build contract procurement. TIBS cost estimate is trending higher, but ST expects it to be within the Finance Plan. Awaiting updated cost estimate information from WSDOT for the Inline TIBS. In 2024, Inline TIBS was put on hold due to WSDOT culvert/fish-passage issues. ST mitigated the schedule delays by planning to open S1 with Interim Stride platform at the Light Rail TIBS.

* [Link to KPI Legend](#)

E. Monthly performance tracker for other support projects in planning and design

The Operations Department is managing the Series 3 LRV Fleet Expansion project with support from the Capital Delivery department staff.

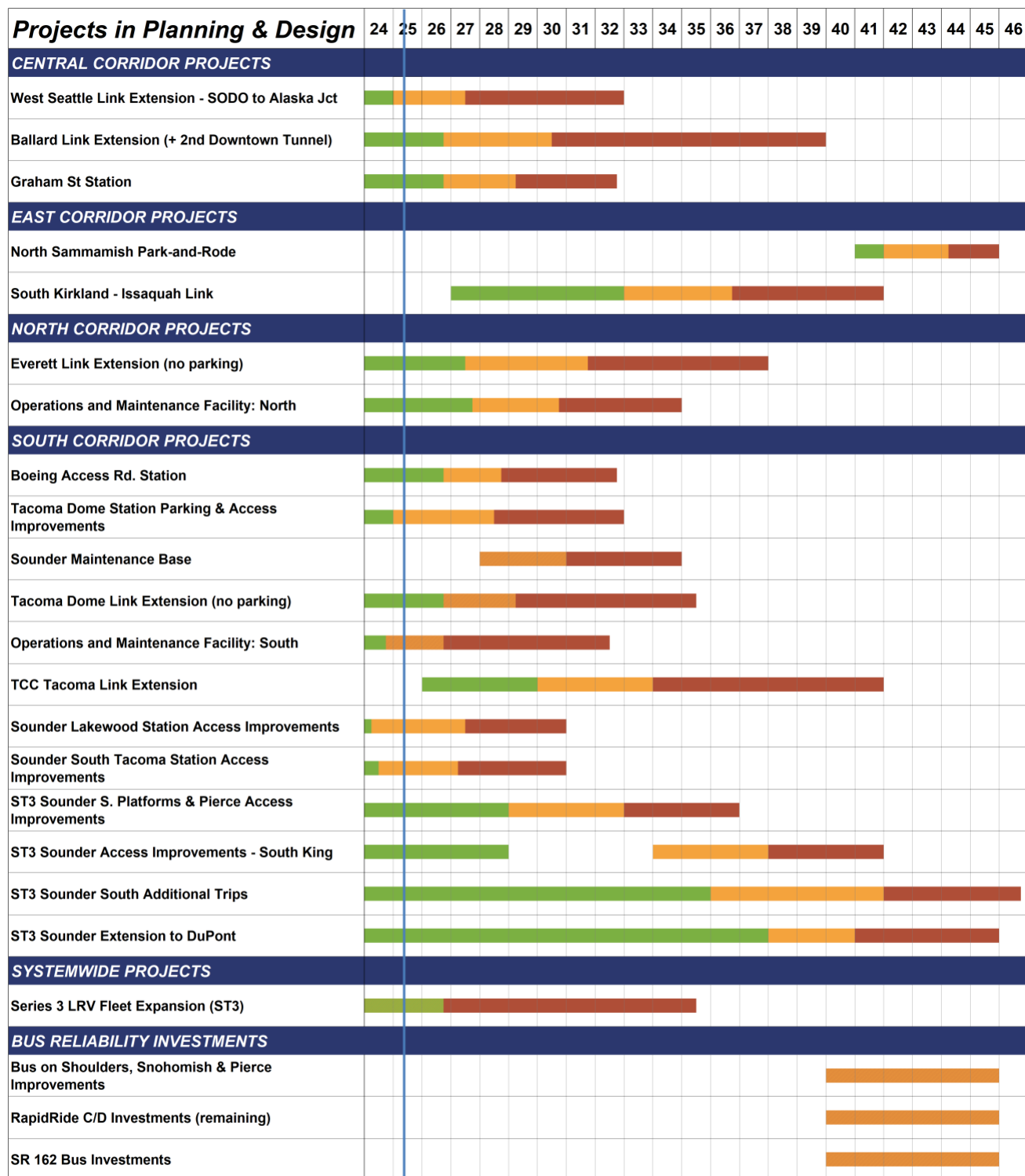
Projects	% Complete ¹	Development Phase	Cost KPI	Schedule KPI	Comments
Series 3 LRV Fleet Expansion	<5.0%	Planning			<p>Project Cost: Based on cost estimates from 2024, vehicle cost expected to exceed financial plan. Also, more vehicles (compared to what is in the financial plan) are anticipated to meet ST3 service needs.</p> <p>Procurement Schedule: Industry review on draft RFP received by ST. Delays to RFP publication due to additional analysis on ST3 project needs anticipated. Q3 2025 targeted for RFP publication and Board presentation.</p>

[* Link to KPI Legend](#)

¹ “% Complete” based on full project to revenue service date, not based on development phase.

F. Projects in planning and design schedule

The graphic below shows the anticipated overall schedule for projects in the planning and design phases.



KEY:

- **Planning** (includes AA / CE / PE and EIS / EA)
- **Final Design** (hatched indicates possible Design-Build; includes procurement)
- **Construction** (includes Startup / Testing / Pre-Revenue / Float)

IV. Projects in construction

A. Executive overview

- Advanced construction, early testing, and commissioning are underway across Link projects, including **ELE**, **FWLE**, and **Pinehurst Station**. All projects are undertaking final construction concurrently with preliminary integration testing underway for the **ELE** and **FWLE** as shown in photos below.



Figure 12: Unpowered LRV Clearance Tow Test across the East Channel Bridge on May 21



Figure 13: LRV System Integration Testing at FWLE Star Lake Station in May

- Systems Integrated Testing (SIT) on the north segment of **FWLE** is nearing completion and SIT on the south segment has begun. A series of early closures at Angle Lake Station are being planned to enable the tie-in of signals between the 1 Line and the new extension.
- DRLE** opened for service on May 10, adding two new stations, Downtown Redmond and Marymoor Village Station. Figure 14 shows a photo of the opening celebration at Marymoor Village Station.
- LLE** opened for service on Aug. 30, 2024. The project team continues the close-out efforts with the AHJs and WSDOT. On May 30 L300 received the Certificate of Occupancy for the Lynnwood station.
- Sounder South Sumner, Kent, and Auburn Stations Parking and Access Improvements Project** continue construction at all three locations. **Sumner** has started placing first level columns and shear walls. **Kent** and **Auburn** started at-grade foundation work and stormwater detention vault construction while awaiting full building permit approvals.



Figure 14: Opening Celebration at Marymoor Village Station on May 10.

B. Risks, concerns, and opportunities

- Hilltop Link Extension:** Work is underway to address remaining open items within the existing project budget. Additional funds are required to address the balance of open items, including those with the City of Tacoma.
- Sounder South Sumner, Kent, Auburn Station Parking and Access Improvements:** Permitting delays have affected the **Sumner project** schedule. **Auburn** and **Kent** continue to pursue their final permits. The team is working with the design-builders and the cities to finalize the remaining permits and mitigate this risk for **Auburn** and **Kent**.

C. Monthly performance tracker for projects in construction

Projects	% Complete ¹	Cost KPI	Schedule KPI	Safety KPI	Comments
Downtown Redmond Link Extension ^{2, 3}	98.0%				Opening date of project established for May 10, 2025. Safety (RIR): no recordable incident in May, but the project's 12-month average rate is currently still above the Program Goal and the National Average. See project TIFIA report for more details.
East Link Extension ^{2, 3}	99.6%				Schedule driven by E130 track reconstruction and handover from civil to systems contractors; cost driven by E130 claims resolution, which may exceed available budget. Schedule KPI is measured against target date of Dec. 2025; delays due to commissioning the cathodic protection system challenges. Project is currently in system integration testing phase.
Federal Way Link Extension ^{2, 3}	97.1%				Schedule KPI is measured against the target date of March 2026. Currently in system integration testing phase. Safety (RIR): project experienced an OSHA recordable injury in May. The RIR was above the Program Goal and the National Average. A worker sustained a chipped tooth and injured his tongue while loading concrete debris into an excavator. See project TIFIA report for more details.
Pinehurst Station ^{2, 3}	73.0%				Continued stairway structural steel erection. Project continues to work on ancillary building and underground utility installation, mechanical, electrical, and plumbing along with platform glazing and under guideway conduit. Safety (RIR): no recordable incident in May, but the project's 12-month average rate is currently still above the Program Goal and the National Average. See project TIFIA report for more details.
Sounder South Station Parking and Access Improvements					
Sumner ^{2,3}	45.5%				Sumner: First floor columns and shear walls being placed.
Auburn ^{2, 3}	28.4%				Auburn: Foundations and detention vault construction is underway. Awaiting Building Permit.
Kent ²	30.0%				Kent: Foundations and detention vault construction is underway. Awaiting final building permit.

[* Link to KPI Legend](#)







¹ "% Complete" based on full project to revenue service date, not based on development phase.

² Project Baselined.

³ Projects that require detailed reports to meet TIFIA reporting requirements.



D. Monthly performance tracker for Stride projects in construction

Table below shows portion of the **Stride** projects managed by WSDOT or a third party.

Projects	% Complete ¹	Cost KPI	Schedule KPI	Safety KPI	Comments
Stride I-405 WSDOT-managed projects (S1 and S2 Lines) ²	37.0%			N/A	S1 Line: NE 44th Inline Station is in construction as part of the WSDOT I-405 Express Toll Bellevue-Renton.
	37.0%			N/A	S2 Line: Both NE 85th and Brickyard-Canyon Park Design-Build contracts have been awarded. Construction is in progress.
Stride SR 522, NE 145 th third-party-managed project (S3 Line) ²	87.0%			N/A	<p>City of Bothell completed BAT Lane construction within its city limits and constructing NE 185th Roadway in preparation for Stride.</p> <p>City of Shoreline is constructing the NE 145th / I-5 ramps roundabout funded by Stride.</p> <p>Safety for Stride projects: Management and monitoring is being handled by WSDOT or a third party overseeing construction contract administration.</p>

E. Monthly performance tracker for other support projects in construction

The Service Delivery Department is managing the Series 2 LRV Fleet Expansion project with support from the Capital Delivery department staff.

Projects	% Complete ¹	Cost KPI	Schedule KPI	Safety KPI	Comments
Series 2 LRV Fleet Expansion ^{2, 3}	84.8%			N/A	<p>Project Cost: Project budget is within the planned range.</p> <p>Project Schedule: Schedule is proceeding per plan. Mitigation steps to improve reliability of LRV brake system and communication system are underway.</p> <p>Safety: Management and monitoring is being handled by the third party overseeing the manufacture and assembly of the vehicle contract administration. Sound Transit receives delivery of the vehicles and tools upon completion.</p>

[* Link to KPI Legend](#)

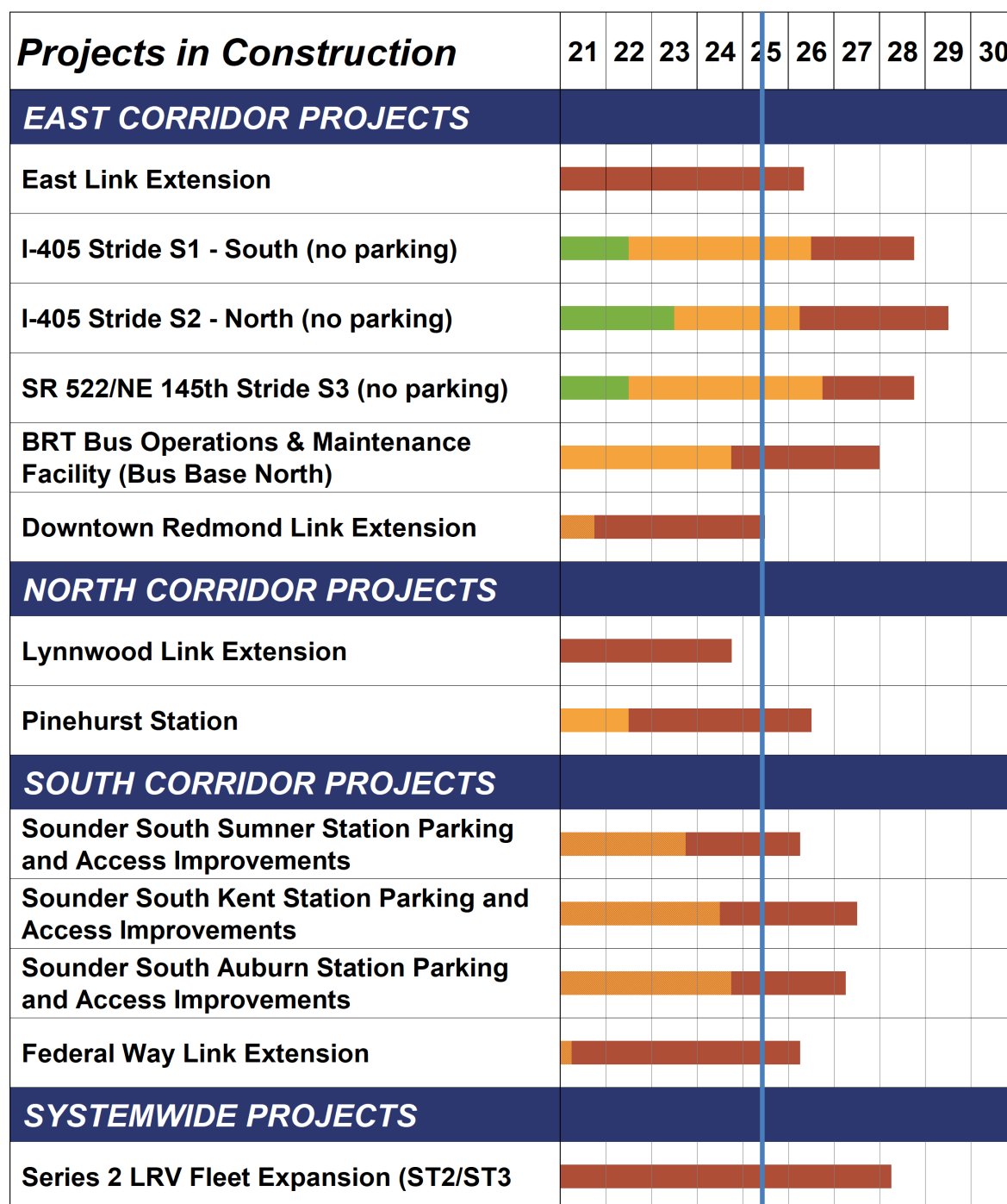
¹ "% Complete" based on full project to revenue service date, not based on development phase.

² Project Baseline.

³ Projects that require detailed reports to meet TIFIA reporting requirements.

F. Projects in construction schedule

The graphic below shows the overall schedule for projects in construction.



KEY:

- Planning** (includes AA / CE / PE and EIS / EA)
- Final Design** (hatched indicates possible Design-Build; includes procurement)
- Construction** (includes Startup / Testing / Pre-Revenue / Float)

V. TIFIA detailed project reports

- A. Downtown Redmond Link Extension
- B. East Link Extension / Series 2 LRV Fleet Expansion
- C. Federal Way Link Extension
- D. Pinehurst Station
- E. Sounder South Station Parking and Access Improvements

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**CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)**

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

May 2025

**For the
DOWNTOWN REDMOND LINK EXTENSION PROJECT
(TIFIA-2021-1006A, Issued Date: 09/10/2021)**

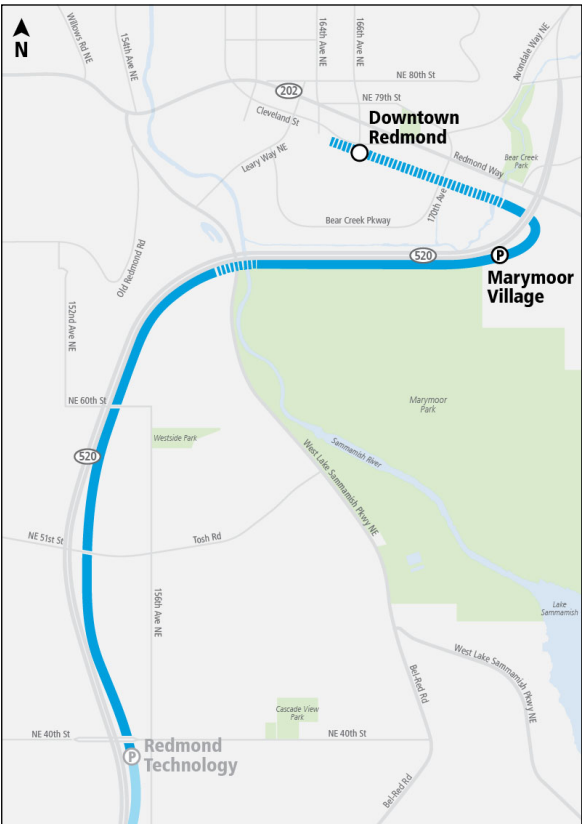
Link light rail

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	\$1.5 Billion (Baselined October 2018)
Schedule	Baseline Revenue Service Date: Dec 2024 FTA Recovery Plan Service Date: Dec 2025
	<i>Sound Transit Board announced Revenue Service Date: May 10, 2025</i>



Map of Downtown Redmond Link Extension

Key Project Activities

- Celebrated Redmond Link Extension on May 10, 2025.
- Verification of closed punch list items ongoing at all locations.
- Closeout documentation continues.

Closely Monitored Issues

- None this month.

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 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.

This period approximately \$4M was incurred bringing the total expenditure to date is \$1,057M.

This period the project continues to forecast an Estimated Final Cost of \$1,171M, which includes potential construction claims with a budget underrun of \$359M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$77	\$77	\$41	\$1	\$40	\$52	\$25
Preliminary Engineering	\$23	\$20	\$20	\$0	\$20	\$20	\$0
Final Design	\$5	\$5	\$2	\$0	\$2	\$2	\$3
Construction Services	\$58	\$66	\$59	\$1	\$56	\$56	\$10
Third Party Agreements	\$17	\$17	\$11	\$0	\$10	\$12	\$5
Construction	\$1,152	\$1,146	\$822	\$2	\$811	\$903	\$243
ROW	\$199	\$199	\$119	\$0	\$119	\$127	\$72
Total	\$1,530	\$1,530	\$1,073	\$4	\$1,057	\$1,171	\$359

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred This Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$332	\$370	\$251	(\$3) *	\$251	\$261	\$71
20 Stations	\$262	\$190	\$199	\$2	\$198	\$210	\$52
30 Support Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0
40 Sitework & Special Conditions	\$287	\$224	\$212	\$2	\$205	\$222	\$66
50 Systems	\$109	\$75	\$75	\$1	\$74	\$75	\$34
Construction Subtotal (10 - 50)	\$990	\$858	\$737	\$2	\$727	\$767	\$223
60 Row, Land	\$169	\$141	\$119	\$0	\$119	\$124	\$44
70 Vehicles (Non-Revenue)	\$4	\$4	\$3	\$0	\$2	\$4	\$0
80 Professional Services	\$289	\$275	\$214	\$1	\$210	\$275	\$14
90 Unallocated Contingency	\$78	\$252	\$0	\$0	\$0	\$0	\$78
Total (10 - 90)	\$1,530	\$1,530	\$1,073	\$4	\$1,057	\$1,171	\$359

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

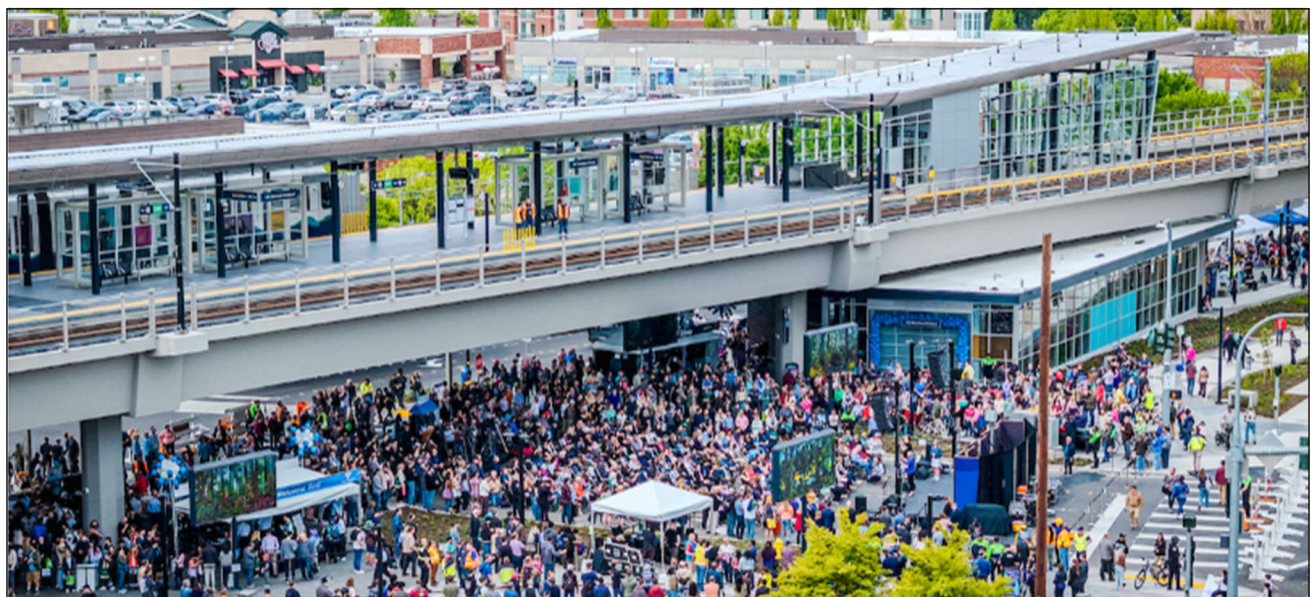
* negative amount is due to account code and SCC code correction on construction actuals.

Link light rail Downtown Redmond Link Extension

Risk Management*

No longer tracking due to the project successfully achieved revenue service on May 10th , 2025.

Note: This section will removed from next reporting period.



Opening Event at Downtown Redmond Station

Link light rail

Downtown Redmond Link Extension

Contingency Management

The project baseline included a total contingency of \$435.8M. The total project contingency decreased to \$413.2M, when compared to \$417.6M from last month. 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. 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 reduced by \$4.4M; changing from \$165.M to \$161.1M mostly due to DB Change Orders.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period UAC balance remains the same at \$251.7M.

Contingency Status

Contingency Type	Baseline		Current Status	
	Amount	% of Total Budget	Amount Remaining	% of Work Remaining
Design Allowance	\$148	10%	\$0	0%
Allocated Contingency	\$210	14%	\$161	34%
Unallocated Contingency	\$78	5%	\$252	53%
Latent Contingency	\$0	0%	\$0	0%
Total:	\$436	28%	\$413	87%

Contingency by Type

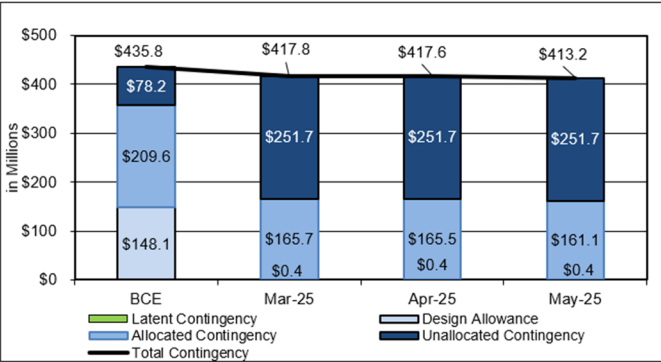
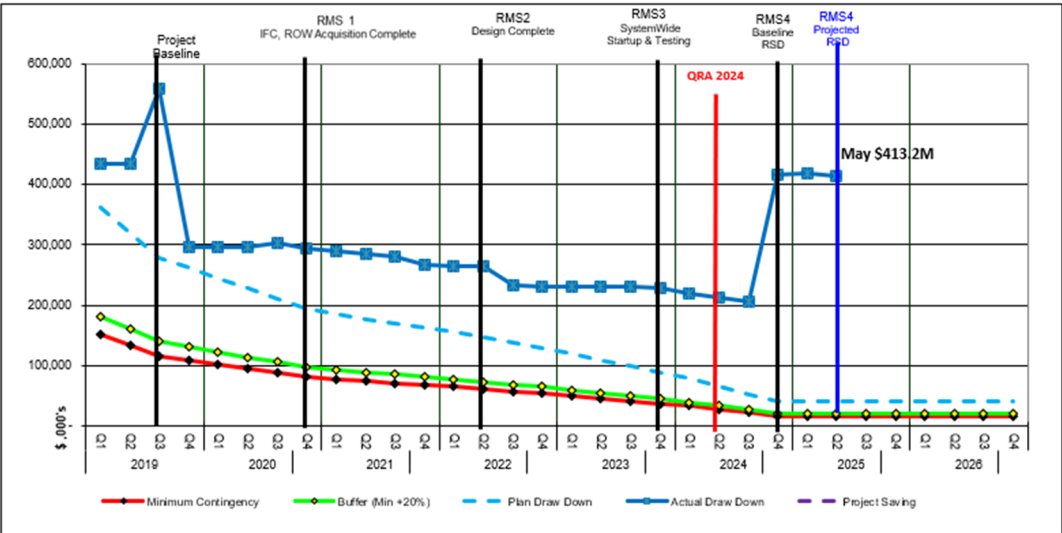


Table figures are shown in millions.

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 May 31, 2025

Link light rail

Downtown Redmond Link Extension

Project Schedule

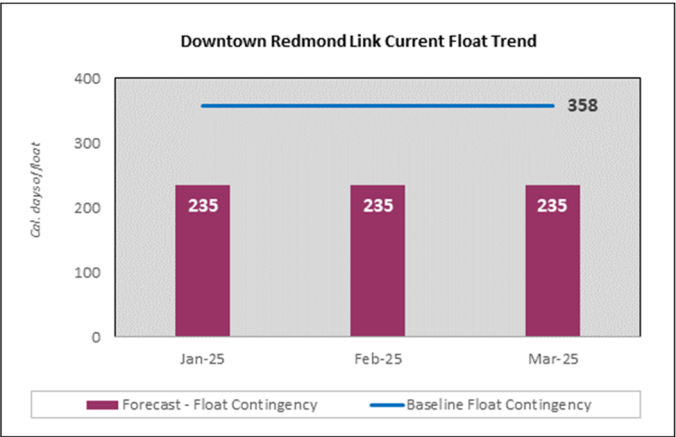
The weighted percent complete of the R200 contract is estimated at 98%.

The Project achieved Milestone 1 as of Mat 10, 2025 any remaining punchlist work will not be planned using the Integrated Project Schedule. CPM updates from the contractors are no longer submitted.

Project Float

The project's Recovery Plan includes 358 days of project float for a Revenue Service Date of December 31, 2025. Float calculations have been adjusted to reflect project performance against the Substantial Completion Date laid out in the project recovery plan submitted in March 2023.

With the opening of the line to Revenue Service, critical path is no longer calculated. Contractor continues to work through station completion and punch list issues, with 235 days of float remaining.



Link light rail

Downtown Redmond Link Extension

Critical Path Analysis*

The project successfully achieved revenue service on May 10th , 2025, critical path is no longer calculated.

Note: This section will removed from next reporting period.

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.

Note: This section will removed from next reporting period.

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

Link light rail **Downtown Redmond Link Extension**

Major Contract Status

Contract Number/ Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
In-Progress Contracts							
Preliminary / Design Consultant	Parametrix, Inc	\$13,287,633	\$7,942,472	\$21,230,105	\$21,217,428	12/6/2016	12/31/2024
DBPM *	WSP	\$1,663,998	\$56,986,967	\$58,650,965	\$56,295,615	\$54,678,011	12/24/2025
R200 Contractor DB*	Stacy Witbeck Kuney, JV	\$719,936,000	\$65,128,083	\$785,064,083	\$780,862,302	\$775,378,477	8/26/2025
Subtotal In-Progress Contracts				\$864,945,153	\$858,375,345		
Planned Contracts							
Sammamish River Mitigation Project	TBD	4-6M	NA	NA	NA	8/01/2026	10/31/2026
Monitoring and Maintenance of the Bear Creek Restoration Site	ST Environmental On-Call (TBD – procurement underway)	\$500-600K	NA	NA	NA	TBD	2032
Consultant services to evaluate park & ride impacts at the two DRLE stations	TBD	\$50-100K	NA	NA	NA	2026	2026
Subtotal Planned Contracts							
Total Contracts				\$864,945,153	\$858,375,345		

* DB and DBPM reported numbers excludes betterment.

Link light rail Downtown Redmond Link Extension

Community Engagement*

- Opening celebration on May 10th.

Note: This section will be removed from next reporting period.

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 consultant utilization is a result of the judicious mobilization of the design-build project management team. The variance in ST Staff is due to higher than anticipated staff cross charges due to Testing and Commissioning. Over time, the variance should align more closely to the plan.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	21.2	26.5	(5.3)
Consultants	14.5	32.0	(17.5)
TOTAL	35.7	58.5	(22.8)
* 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

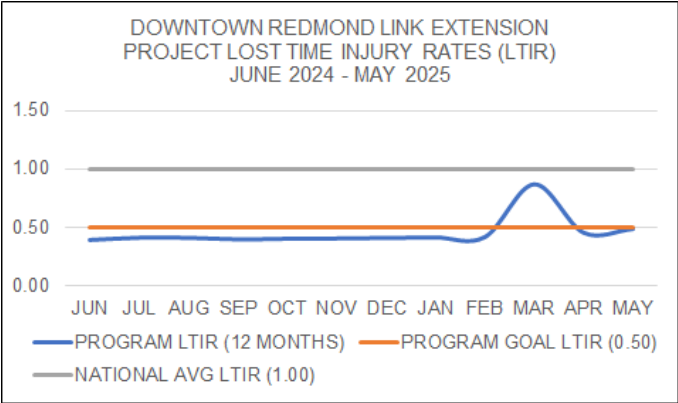
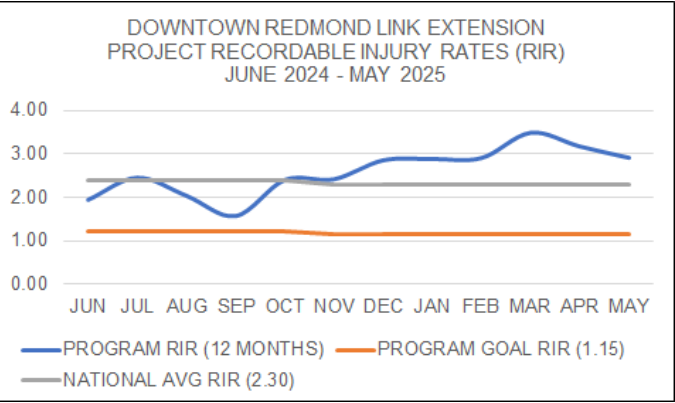
Board Action	Description	Date
	No action this period.	

Link light rail

Downtown Redmond Link Extension

Construction Safety

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0.00	2.91 ⁵	1.15	2.30	There was no recordable incident or lost time incidents reported in May. However, the project's 12-month average RIR rate is still above the Program Goal and the National Average, see note below.
	Lost-Time Injury Rate (LTIR)	0.00	0.49 ⁶	0.50	1.00	



Notes:

1. Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.
2. Project Average rates based on 12-month rolling average.
3. Program Goal is <50% of the National average of RIR/LTIR.
4. National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.
5. For reference the **Project Average RIR (2.91)** is 153.3% above the Program Goal and 26.7% above the National Average. Low labor hours coupled with early recordable has RIR temporarily higher than benchmark average. The RIR continues to trend in a positive direction compared to previous months.
6. For reference the **Project Average LTIR (0.49)** is 2.9% below the Program Goal and 51.5% below National Average.

Link light rail

Downtown Redmond Link Extension

Contract R200 - DRLE Design Build

Current Progress

Construction:

- Verification of closed punchlist items ongoing at all locations.
- Contractor has provided letter requesting substantial completion starting on May 10, 2025.

PSE Fiber work:

- Ongoing splicing at the remaining vaults through the week of May 26. According to PSE, the remaining fiber work will not impact power to ST's facilities and operations of trains. The fiber work is for PSE's benefit.

Next Period's Activities

PSE Fiber

- Continue PSE fiber work.

Project Closeout Status

- Verification of closed punchlist items ongoing at all locations.

Closely Monitored Issues

- Punchlist activities.
- Transition deliverables such as training manuals, as-builts and training.

Cost Summary

Present Financial Status	Amount
R200 Contractor – Stacy Witbeck Kuney, a Joint Venture	
Original Contract Value	\$ 719,936,000
Change Order Value*	\$ 65,128,083
Current Contract Value	\$ 785,064,083
Total Actual Cost (Incurred to Date)	\$ 780,862,302
Percent Complete	98.0%
Alternative Concept Allowance	\$ 27,571,188
Authorized Contingency	\$ 95,355,412
Contingency Drawdown*	\$ 65,128,083
Contingency Index**	1.67

*Excludes Betterments

**Excludes Betterments & Alternative Conceptual Allowance



Opening event at Marymoor Village Station

**CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)**

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

May 2025

**For the
EAST LINK EXTENSION PROJECT
(TIFIA-2021-1019A, Issued Date: 09/10/2021)**

TIFIA Project Cost Summary by SCC

(as of 5/31/2025; figures in million dollars)

Combined TIFIA Project (East Link, LRV (East Link) and I-90 HOV Stage 3)

SCC Element	Baseline Budget ¹	Current Budget ⁵	Commitment to Date	Incurred to Date*	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$981.0	\$960.2	\$957.8	\$944.7	\$36.2
20 Stations	\$397.7	\$480.9	\$484.4	\$483.4	\$485.4	(\$4.5)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$989.1	\$759.5	\$740.3	\$734.1	\$762.7	(\$3.2)
50 Systems	\$353.8	\$460.5	\$446.4	\$432.4	\$462.6	(\$2.1)
Construction Subtotal (10 - 50)	\$2,485.2	\$2,681.9	\$2,631.2	\$2,607.7	\$2,655.5	\$26.4
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.8	\$281.5	\$0.0
70 Vehicles	\$218.9	\$215.7	\$207.5	\$189.5	\$215.7	(\$0.1)
80 Professional Services	\$932.2	\$977.9	\$931.9	\$912.0	\$977.8	\$0.1
90 Unallocated Contingency	\$202.1	\$34.3	\$0.0	\$0.0	\$34.3	\$0.0
Total TIFIA Project (10 - 90)	\$4,126.9	\$4,191.3	\$4,051.6	\$3,990.0	\$4,164.9	\$26.4

* Amount was estimated

East Link - Cost Summary by SCC

SCC Element	Baseline Budget ²	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$981.0	\$960.2	\$957.8	\$944.7	\$36.2
20 Stations	\$397.7	\$480.9	\$484.4	\$483.4	\$485.4	(\$4.5)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$572.6	\$553.3	\$548.4	\$575.8	(\$3.2)
50 Systems	\$353.8	\$460.5	\$446.4	\$432.4	\$462.6	(\$2.1)
East Link Construction Subtotal	\$2,304.6	\$2,494.9	\$2,444.3	\$2,422.0	\$2,468.5	\$26.4
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.8	\$281.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$0.0	(\$0.0)	(\$0.0)	\$0.0	\$0.0
80 Professional Services	\$898.4	\$947.3	\$901.5	\$881.7	\$947.3	(\$0.0)
90 Unallocated Contingency	\$182.9	\$33.4	\$0.0	\$0.0	\$33.4	\$0.0
Total East Link	\$3,677.2	\$3,757.2	\$3,626.8	\$3,584.4	\$3,730.8	\$26.4

Light Rail Vehicles (East Link Portion Only)

SCC Element	Baseline Budget ³	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
70 Vehicles (Light Rail)	\$216.1	\$215.7	\$207.5	\$189.5	\$215.7	(\$0.1)
80 Professional Services	\$7.5	\$7.5	\$7.8	\$7.7	\$7.5	\$0.1
90 Unallocated Contingency	\$0.5	\$0.9	\$0.0	\$0.0	\$0.9	\$0.0
Total East Link LRV's	\$224.1	\$224.1	\$215.2	\$197.3	\$224.1	\$0.0

I-90 Two-way Transit & HOV Operations Stage 3

SCC Element	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
40 Sitework & Special Conditions	\$180.6	\$187.0	\$187.0	\$185.7	\$187.0	\$0.0
80 Professional Services	\$26.3	\$23.1	\$22.6	\$22.6	\$23.1	\$0.0
90 Unallocated Contingency	\$18.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total I-90 HOV Stage 3	\$225.6	\$210.0	\$209.6	\$208.3	\$210.0	\$0.0

Notes:

- Per the TIFIA Loan Agreement, if the aggregate change in the Project Budget is less than 1% of the budget at the time of Baseline (without taking into account any costs for the Overlake Transit Center Components, totaled \$53M), the Project Budget will be adjusted to reflect the new baseline budget.
- East Link project was baselined in April 2015 in the amount of \$3,677.2M. Compared to the East Link's TIFIA budget of \$3,648M, which is \$3,595M Original TIFIA budget for East Link without Vehicles + \$53M Overlake Transit Center Components), it is less than 1% different. Therefore, TIFIA Project Budget was adjusted to reflect the new baseline budget, and subsequent project reporting will be based on the new baseline budget.
- Light Rail Vehicles is managed as a separate project. The East Link TIFIA agreement includes up to 46 light rail vehicles or 30.26% of 152 total LRV Order.
- On this page, the most right column compares Current Budget versus Estimated Final Cost (EFC).
For the East Link Extension Project, the variance of Current Budget vs. EFC in the Construction SCC's was due to consolidation of budget capacity of major construction contracts that have been awarded to SCC 90 Unallocated Contingency.
- Board authorized Project Budget Allocation by \$80M (Resolution R2024-23).

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 (SBS), 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 systems.

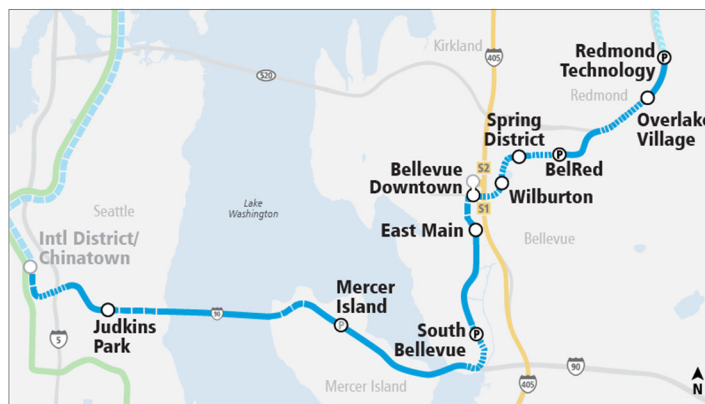
Phase Construction (South Bellevue to Seattle)
Revenue Service (RTS to SBS)

Budget \$3.7 Billion (Baseline April 2015, revised October 2024)

Schedule Baseline Revenue Service Date: June 2023
FTA Recovery Plan Service Date: May 2026

East Link Starter Line (ELSL) Revenue Service Date: RTS to South Bellevue April 27, 2024 (actual)

Possible Opening Timeline for ELE: South Bellevue to International District Station Q1 2026 (pending approval)



Map of East Link Extension Alignment

Key Project Activities

- **Seattle to South Bellevue (E130):** Continued non-conforming track adjustments and final surveys from International District Station to the west approach of the floating bridge, including removal/repair/replacement of damaged nylon inserts and track fasteners; Continued implementing cathodic protection system corrective actions; Ongoing punch list activities including track alignment, weld testing/grinding, testing/commissioning of access control devices; and bike path paving at Judkins Park Station.
- **Mercer Island Transit Integration (E135):** Ongoing landscape maintenance activities, closing out remaining permits, and working to complete administrative items for final acceptance.
- **Systems (E750):** The remaining end-to-end portion of the contract as related to the whole of the E130 area continues as follows: Continued systems Integration on the I-90 alignment, while the systems contractor stands by for the segment across the floating bridge to become available. Interface coordination between the E750 and E130 Contractors continues; Continued reviews on punch list activities needed for project closeout.
- **East Link Starter Line (South Bellevue to Redmond Technology Station):** On going post opening activities that includes system optimization such as safety enhancement, contractual closeouts activities, follow on project punch list work.

Link light rail

East Link Extension

Closely Monitored Issues

- Quality Issues: E130 track plinth reconstruction on the floating bridge and cathodic protection system corrective action are driving handover of the floating bridge to the E750 contractor.
- Claims: Significant contractor claims on E130 remain. Settlement agreements have been reached on E320, E335, E340, E360, and E750.
- Overall Challenges: Late civil completion of segment 3, late design changes, safety and security adjustments, theft of equipment or materials, operational needs, third party requirements, and/or corrections identified during commissioning could result in impacts to schedule and/or cost.

Project Cost Summary

The project cost is summarized below in two cost categories. The first table summarizes costs in accordance with Sound Transit's 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 project budget increased by \$80M from \$3.677B to \$3.757B (Board action Resolution R2024-23).

This period approximately \$6.3M was incurred, bringing the total expenditure to date at \$3.58B.

Project commitments are now at approximately \$3.63B with all major construction contracts in place or near completion.

The Estimated Final Cost (EFC) is slightly higher than last month at approximately \$3.73B, but still within the Authorized Project Budget Allocation.

Note: There are construction contractor claims still pending settlement agreements. The cumulative contractor claims and other closeout work may exceed the project's remaining contingency. The EFC may potentially exceed the project's authorized Project allocated budget. The project team is closely monitoring.

East Link - Cost Summary by Phase

Project Phase	Baseline Budget	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC
Administration	\$186.2	\$184.5	\$167.0	\$166.4	\$184.5	\$0.0
Preliminary Engineering	\$55.9	\$54.8	\$54.8	\$54.8	\$54.8	\$0.0
Final Design	\$283.0	\$270.1	\$262.5	\$261.3	\$270.1	\$0.0
Construction Services	\$257.5	\$314.1	\$309.3	\$297.0	\$314.1	\$0.0
3rd Party Agreements	\$52.2	\$44.2	\$38.2	\$35.9	\$44.2	\$0.0
Construction	\$2,544.3	\$2,607.9	\$2,514.0	\$2,488.3	\$2,581.6	\$26.4
Light Rail Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ROW	\$298.2	\$281.5	\$281.0	\$280.8	\$281.5	\$0.0
Total	\$3,677.2	\$3,757.2	\$3,626.8	\$3,584.4	\$3,730.8	\$26.4

East Link - Cost Summary by SCC

SCC Element	Baseline Budget ²	Current Budget	Commitment to Date	Incurred to Date	Estimate At Completion (EAC)	Current Budget vs. EAC ⁴
10 Guideway & Track	\$744.6	\$981.0	\$960.2	\$957.8	\$944.7	\$36.2
20 Stations	\$397.7	\$480.9	\$484.4	\$483.4	\$485.4	(\$4.5)
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$808.5	\$572.6	\$553.3	\$548.4	\$575.8	(\$3.2)
50 Systems	\$353.8	\$460.5	\$446.4	\$432.4	\$462.6	(\$2.1)
East Link Construction Subtotal	\$2,304.6	\$2,494.9	\$2,444.3	\$2,422.0	\$2,468.5	\$26.4
60 Row, Land	\$288.5	\$281.5	\$281.0	\$280.8	\$281.5	\$0.0
70 Vehicles (non-revenue)	\$2.8	\$0.0	(\$0.0)	(\$0.0)	\$0.0	\$0.0
80 Professional Services	\$898.4	\$947.3	\$901.5	\$881.7	\$947.3	(\$0.0)
90 Unallocated Contingency	\$182.9	\$33.4	\$0.0	\$0.0	\$33.4	\$0.0
Total East Link	\$3,677.2	\$3,757.2	\$3,626.8	\$3,584.4	\$3,730.8	\$26.4

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

Link light rail East Link Extension

Risk Management

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

- Nylon insert product replacement (beyond replacement in-kind for failed inserts) (E130.151).
- Dual block spall repairs (large-scale, beyond currently known 41 locations) (E130.152).
- Inability to acquire replacement dual blocks (supplier refusal / lack of availability to produce additional blocks) (E130.153).
- Late civil completion of Segment 3 for handover to systems for System Integration Testing (E130.150).
- EIC availability (E750.040).



First Ever Dead Car Tow Over a Floating Bridge

Link light rail

East Link Extension

Contingency Management

The 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, including the additional contingency that was added via Resolution 2024-23, stands at \$90.6M (previously \$91.5M). The current contingency balance is consistent with the project’s planned contingency drawdown.

Design Allowance (DA) DA is now fully depleted.

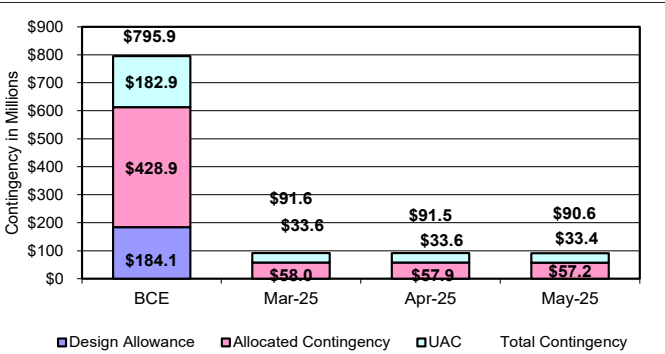
Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period, allocated contingency changed to \$57.2, a net decrease of \$0.7M, due mostly to executed change orders.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period, \$0.2M of the UAC funds were transferred over to AC leaving a balance at \$33.4M.

Contingency Status

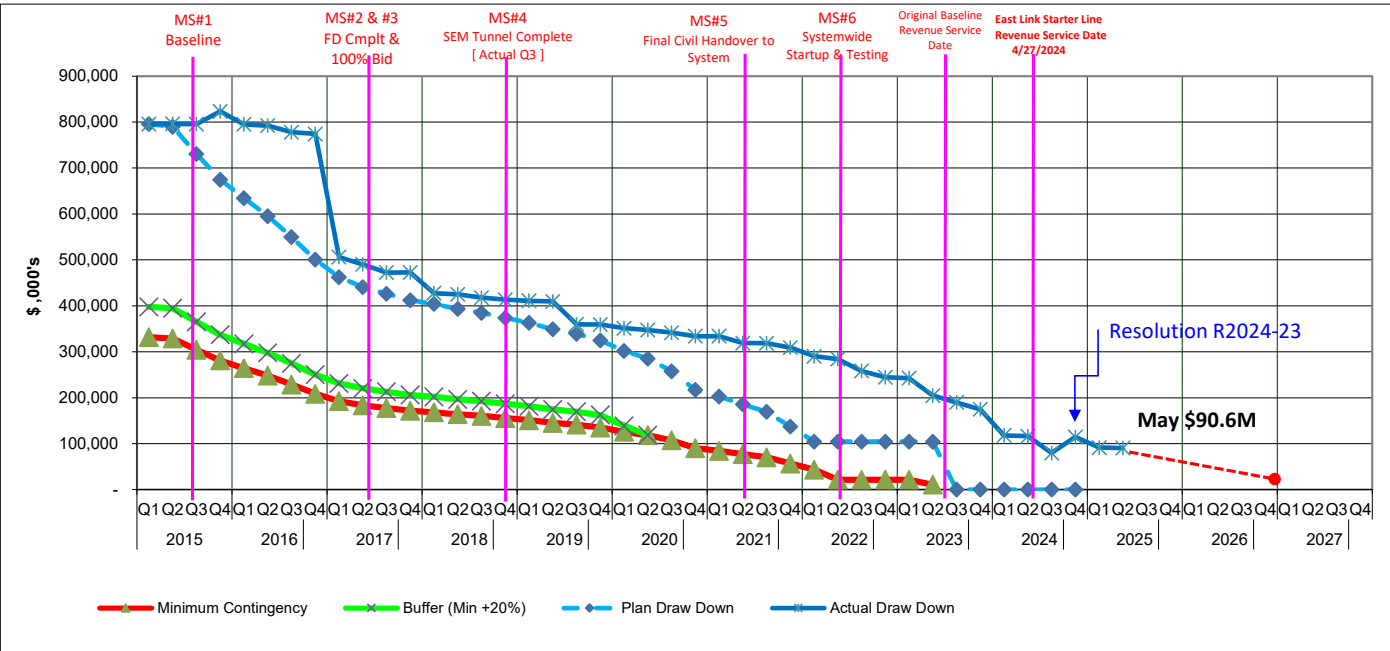
Contingency Status	BCE		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$184.1	4.9%	\$0.0	0.0%
Allocated Contingency	\$428.9	11.4%	\$57.2	70.4%
Unallocated Contingency	\$182.9	4.9%	\$33.4	41.1%
Total:	\$795.9	21.2%	\$90.6	111.5%

Contingency by Type



Contingency Drawdown

The East Link Project’s total contingency drawdown continues to trend within plan with an overall contingency balance of approximately \$90.6M (previously \$91.5M). 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.



Contingency Drawdown as of May 31st, 2025

Link light rail

East Link Extension

Project Schedule

The weighted percent complete for the remaining major construction contracts is estimated at 99.6% (last month was 99.5%).

The schedule below shows the schedule through April. The May schedule is still in review.

- **E130** continued floating bridge trackwork and cathodic protection, as well as commissioning and punch list work for stations and guideway.
- **E320 and E360** have achieved substantial completion and are working toward Acceptance.
- **E330, E335, and E340** have achieved Acceptance or Final Acceptance.
- **E750** is ready to start Systems Integration Testing (SIT), but is pending civil completion of Floating Bridge track. Performing OCS and signal work on west segment between International District / Chinatown Station and the east portal at the Mount Baker Tunnel.

Note: The 2-Line *between South Bellevue and Redmond Technology Stations) opened for service on April 27, 2024.

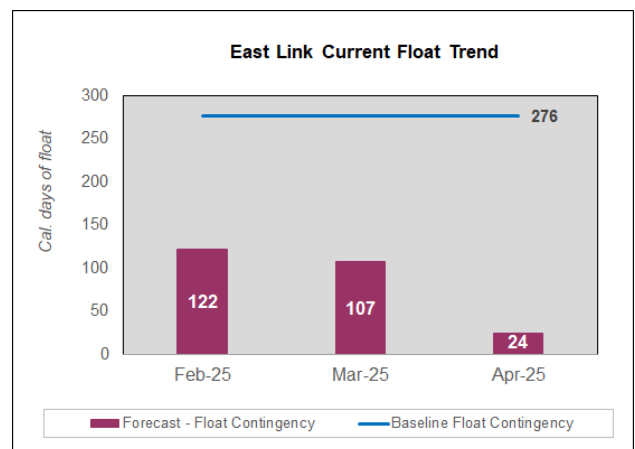
Activity ID	Activity Name	Start	Finish	2025												2026				
				May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May				
E130 Construction		10-Mar-17 A	19-Dec-25																	
E750 Construction		11-Jul-17 A	12-Nov-25																	
E750 Project		11-Jul-17 A	12-Nov-25																	
System Integration Testing - Eastlink Ext		28-Jan-20 A	23-Dec-25																	
Contract Milestones		13-Oct-25	23-Oct-25																	
Test Milestones		13-Aug-24 A	21-Nov-25																	
Plans and Procedures		28-Jan-20 A	03-Jun-25																	
System Integration Testing Summary		13-Sep-23 A	23-Dec-25																	
East Link Rail Activation		19-Sep-19 A	24-Apr-26																	
RAC - Rail Activation Committee		21-Jan-20 A	13-Apr-26																	
SIT - System Integrated Testing Committee		28-Jan-20 A	01-Sep-25																	
SSCRS - Safety and Security Certification C		03-Feb-20 A	13-Apr-26																	
T20 - Transition To Operations Committee		19-Sep-19 A	18-Mar-26																	
PSS - Pre-Revenue Service and Startup Cor		21-Jan-20 A	02-Apr-26																	
IT - IT Readiness Committee		08-Mar-21 A	16-Feb-26																	
FLSC - Fire-Life Safety & Emergency Respc		01-Feb-22 A	28-Mar-26																	
BRI - Bus-Rail Integration Committee		01-Dec-22 A	28-Feb-23 A																	
RI - Rider Information Committee		06-May-22 A	12-Apr-26																	
System Integration Testing		09-Aug-24 A	18-Dec-25																	
Pre-Revenue Service		06-Nov-25	23-Apr-26																	
Project Float Contingency		10-Apr-26	23-Apr-26																	
Revenue Service		24-Apr-26	24-Apr-26																	

Project Float

The project's Recovery Plan includes 276 days of project float for a Revenue Service Date (RSD) of May 18, 2026. Float calculations have been adjusted this period to reflect project performance against the Substantial Completion Date laid out in the latest project recovery plan.

Completion of trackwork on the floating bridge remains the driving factor in the E130 contract, and subsequent handover of the track to the E750 systems contractor.

Currently, the project is forecast to enter RSD by April 24, 2026 with 24 days of float. Mitigation opportunities to improve the project schedule are expected to be realized in July 2025.



Link light rail **East Link Extension**

Critical Path Analysis

The East Link critical path for the May update continues to run through E130's completion of trackwork and followed by WSDOT's acceptance Stray Current and Cathodic Protection system on the floating bridge, and E750 access to complete Overhead Catenary System (OCS) installation, and perform Systems Integration Testing (SIT).

Activity ID	Activity Name	Start	Finish	2025								2026							
				May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May			
East Link Extension		24-Apr-26	24-Apr-26																
System Integration Testing - Eastlink Extension		07-Nov-25	23-Dec-25																
System Integration Testing Summary		07-Nov-25	23-Dec-25																
End to End SIT		07-Nov-25	23-Dec-25																
East Link Rail Activation		24-Oct-25	24-Apr-26																
SSCRS - Safety and Security Certification Committee		24-Oct-25	06-Nov-25																
T20 - Transition To Operations Committee		17-Jan-26	17-Jan-26																
Pre-Revenue Service		06-Nov-25	23-Apr-26																
Revenue Service		24-Apr-26	24-Apr-26																



Aerial View of Unpowered LRV across I-90

Link light rail

East Link Extension

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, but is forecasted 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 to operations will require more labor resources. In May, the Agency embarked on a reconfiguration of financial realignment anticipated to align staff functionality and project cost. This realignment is yielding some lower than planned hours being track. The project will continue to monitor the labor hours going forward.

Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	40.6	33.8	6.8
Consultants	93.1	105.0	(11.9)
TOTAL	133.7	138.8	(5.1)
* 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
	No action this period.	

Community Engagement



May's focus included, but was not limited to:

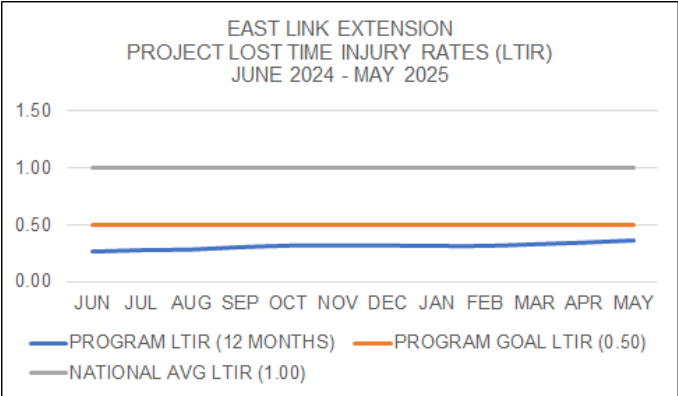
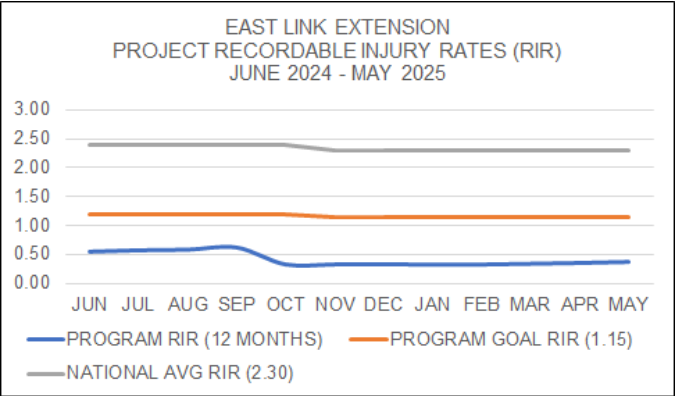
- Continued to respond to questions about the Cross Lake Connection of the 2 Line. Sound Transit Communications issued a *Platform* story updating the public on project progress. This has been a good tool to let people know what is happening.
- Held a community briefing with a concerned resident about project opening.
- Sent a mailer to every resident within 500 feet of E130 project in Seattle, Mercer Island, and Bellevue informing the public about the nighttime rail grinding.

Link light rail

East Link Extension

Construction Safety

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0.00	0.36 ⁵	1.15	2.30	There were no recordable or lost time incidents reported in May.
	Lost-Time Injury Rate (LTIR)	0.00	0.36 ⁶	0.50	1.00	



- Notes:
1. Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.
 2. Project Average rates based on 12-month rolling average.
 3. Program Goal is <50% of the National average of RIR/LTIR.
 4. National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.
 5. For reference the **Project Average RIR (0.36)** is 68.50% below the Program Goal and 84.2% below the National Average.
 6. For reference the **Project Average LTIR (0.36)** is 27.5% below the Program Goal and 63.7% below National Average.

Link light rail

East Link Extension

Major Construction Contract Packages

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

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 on March 16, 2023. Acceptance Issued on May 31, 2024

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 achieved on Aug. 29, 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 13, 2020. Acceptance Issued on Nov. 17, 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 Aug. 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]

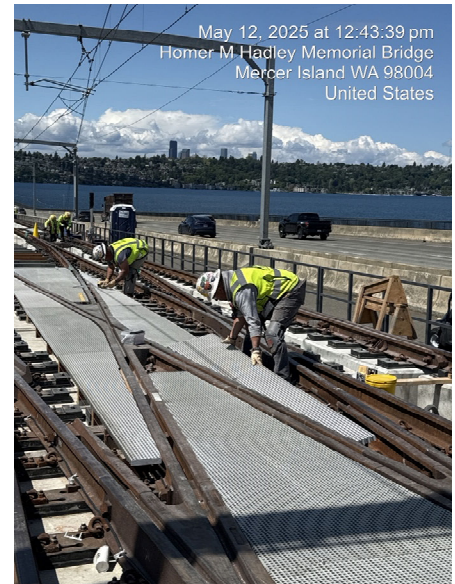
Status: Acceptance issued on March 2, 2023 and working on Final Acceptance.

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 Sept. 30, 2023 and working on Final 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: Crew is performing dry fitting of fiberglass grating at crossover

Link light rail

East Link Extension

Major Contract Status

East Link Major Contract List as of 5/31/2025

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount incl. Accruals	Amount Remaining	Start Date (NTP)	Completion Date
Completed Contracts								
Civil CE ELE LR&Systems	CH2MHill	\$ 3,960,521	\$ 11,584,326	\$ 15,544,847	\$ 15,544,847	\$ -	2/20/2006	5/28/2009
Civil PE ELE LR&Systems	CH2MHill	\$ 28,257,220	\$ 5,414,315	\$ 33,671,535	\$ 33,671,535	\$ -	5/28/2009	3/25/2019
TrackBridge System Phase 1 & Phase 2	Parson Brinckerhoff	\$ 4,376,072	\$ 10,917,351	\$ 15,293,423	\$ 15,293,423	\$ -	2/28/2011	3/5/2021
R8A-3A I-90 East/North Ramp	Washington Dept. Transportation	\$ 12,200,000	\$ (2,533,067)	\$ 9,666,933	\$ 9,666,933	\$ -	4/23/2013	11/14/2017
120th Roadway Improvement	City of Bellevue	\$ 9,350,728	\$ (1,305,274)	\$ 8,045,454	\$ 8,045,454	\$ -	8/22/2016	5/2/2018
124th Roadway Improvement	City of Bellevue	\$ 10,954,948	\$ (978,396)	\$ 9,976,552	\$ 9,976,552	\$ -	8/12/2019	7/28/2021
E330 - Civil Downtown Bellevue Tunnel	Atkinson	\$ 121,446,551	\$ (1,109,097)	\$ 120,337,454.21	\$ 120,337,454.21	\$ -	2/8/2016	7/13/2020
E130 GC/CM Pre-Construction	Kiewit-Hoffman, A Joint Venture	\$ 4,792,156	\$ 20,306	\$ 4,812,461.6	\$ 4,812,462	\$ -	12/1/2015	9/9/2019
E335 GC/CM Pre-Construction	Stacy and Witbeck / Atkinson JV	\$ 2,510,215	\$ 421,301	\$ 2,931,516	\$ 2,931,516	\$ -	1/5/2015	4/30/2017
E750 GC/CM Pre-Construction	Mass Electric Construction	\$ 1,496,769	\$ (107,918)	\$ 1,388,851	\$ 1,388,851	\$ -	1/19/2016	12/31/2018
Follow On Package 2	Combined Construction Inc.	\$ 1,761,420	\$ 264,213	\$ 2,025,633	\$ 1,883,734	\$ 141,899	8/7/2023	3/31/2024
Total Completed Contracts				\$ 223,694,660	\$ 223,552,761	\$ 141,899		
In-Progress Contracts								
Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Contract Value	Incurred Amount	Amount Remaining	Start Date (NTP)	Forecast Substantial Completion Date
FD/DSDC - Seattle-Bellevue	Parsons-Brinckerhoff/WSP, USA	\$ 27,885,000	\$ 44,455,767	\$ 72,340,767	\$ 70,708,240	\$ 1,632,527	11/5/2012	6/30/2025
FD/DSDC - Bellevue	HJH	\$ 4,800,000	\$ 138,673,772	\$ 143,473,772	\$ 142,982,761	\$ 491,011	3/8/2012	9/30/2025
FD/DSDC - System	Hatch	\$ 17,707,707	\$ 9,573,285	\$ 27,280,992	\$ 27,273,769	\$ 7,223	8/1/2012	6/30/2026
FD/DSDC - MI Transit Integration	David Evans Associates	\$ 709,239	\$ 414,272	\$ 1,123,511	\$ 1,109,644	\$ 13,867	10/25/2019	6/30/2025
CMC - Seattle - Bellevue	Jacobs PM Co.	\$ 4,721,795	\$ 103,697,555	\$ 108,419,350	\$ 99,840,963	\$ 8,578,387	12/21/2015	1/31/2026
CMC - Bellevue	HDR Engineering Inc.	\$ 3,445,455	\$ 121,994,545	\$ 126,190,152	\$ 124,220,004	\$ 1,970,148	9/12/2014	9/30/2026
DBPM - Redmond	Hill International	\$ 898,636	\$ 21,345,384	\$ 22,244,020	\$ 22,223,229	\$ 20,791	12/10/2014	9/30/2025
CMC - Systems	Northwest Transit System Partners - NWTSP	\$ 25,455,931	\$ 16,254,230	\$ 41,710,161	\$ 38,599,656	\$ 3,110,505	8/15/2016	4/30/2025
E130 Civil / Seattle - Bellevue	Kiewit-Hoffman, East Link Constructors	\$ 665,000,000	\$ 79,890,316	\$ 744,890,316	\$ 740,709,065	\$ 4,181,251	3/15/2017	9/30/2025
E135 Civil - Mercer Island Transit Integration	Johansen Construction CO.	\$ 5,922,391	\$ 496,658	\$ 6,419,049	\$ 6,419,049	\$ -	2/7/2022	12/31/2024
E320 Civil - S.Bellevue	Shimmick-Parsons, Joint Venture	\$ 321,098,000	\$ 44,171,973	\$ 365,269,973	\$ 364,869,973	\$ 400,000	12/1/2016	6/30/2023 *1
E335 Civil - Bellevue	Stacy and Witbeck/Atkinson JV	\$ 228,398,210	\$ 219,857,032	\$ 448,255,242	\$ 448,255,242	\$ -	4/24/2017	8/23/2023
E340 Civil Bell-Red	Max J. Kuney Co.	\$ 93,170,012	\$ 19,833,241	\$ 113,003,253	\$ 113,003,253	\$ -	2/24/2017	9/30/2022 *1
E360 Civil Redmond	Kiewit Hoffman	\$ 225,336,088	\$ 5,757,453	\$ 231,093,541	\$ 231,083,520	\$ 10,021	7/13/2016	9/30/2023 *1
E750 Systems	MEC	\$ 255,768,128	\$ 85,221,802	\$ 340,989,930	\$ 326,194,516	\$ 14,795,414	6/12/2017	5/31/2025
152nd/24th Improvement	City of Redmond	\$ 1,338,822	\$ -	\$ 1,338,822	\$ 1,338,822	\$ -	4/1/2018	12/31/2024
Follow On Package 1	Howard S. Wright	\$ 2,617,791	\$ 10,708,852	\$ 13,326,643	\$ 12,510,666	\$ 815,977	3/13/2023	7/4/2025
Fare Collection (TVM/Wayside Readers)	INIT	\$ 2,981,549	\$ -	\$ 2,981,549	\$ 1,992,805	\$ 988,744	~ 2021	timed for RSD
Customer/ Passenger Signage	Tube Art	\$ 4,174,894	\$ 31,265	\$ 4,519,372	\$ 2,662,910	\$ 1,856,462	~ 2022	5/31/2027
Misc. Start-Up & Station Maintenance	CBRE	\$ 2,404,602	\$ 3,136,356	\$ 5,540,958	\$ 3,329,091	\$ 2,211,867	~ 2022	6/30/2026
ELE Mitigation Project - 76th Ave SE & 80th Ave SE	TITAN Earthworks	\$ 3,070,644	\$ 108,553	\$ 3,179,197	\$ 2,785,843	\$ 393,354	5/31/2024	5/20/2025
Total In-Progress Contracts				\$ 2,823,590,570	\$ 2,782,113,021	\$ 41,477,549		

Notes: *1 Contract not closed out, residual work or warranty works remains.

* Where applicable, Contract Value includes Betterments & ST Art.

Link light rail East Link Extension

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

Current Progress

- **West Segment:** Review of jet fan testing data for Mt Baker Tunnel; punchlist items including track verification and landscape; track weld testing and grinding.
- **Center Segment:** Completion of dead-car tow and initial SIT testing; cathodic protection testing and commissioning; final track alignment including weld finishing, rail anchors and insert replacement.
- **East Segment:** Continue punchlist and maintenance items including planting, AC maintenance and repair at Mercer Island Station, and CCTV system repair.

Schedule Summary

The contractor's April schedule update forecasts a November 18, 2025 substantial completion; 629 calendar days later than the contractual milestone date of February 28, 2024. The contractor's May schedule update has been received and is still in initial review. The critical path within the E130 schedule runs through the dual block replacement on the floating bridge and to Substantial Completion. The E130 and E750 teams are currently operating under a coordinated work plan to achieve overall schedule savings.

Activity Name	Start	Finish	May 2025	Jun
E130 Construction	10-Mar-17 A	19-Dec-25		
Milestones	10-Mar-17 A	19-Dec-25		
Project Management	10-Mar-17 A	19-Dec-25		
Procurement	10-Mar-17 A	30-May-25		
Permitting	12-May-17 A	01-Jul-24 A		
Construction	20-Mar-17 A	19-Nov-25		
Preliminary Activities	03-Apr-17 A	08-Feb-21 A		
Sitework	23-Aug-17 A	13-Jul-20 A		
Demolition	20-Jul-17 A	27-Nov-24 A		
Tunnel Modifications	18-Sep-17 A	09-Jun-25		
Stations	31-May-17 A	06-Jun-25		
OCS Bases/Frames	02-Apr-18 A	03-Feb-25 A		
Civil/Utilities	05-Jul-17 A	13-Jun-25		
Electrical	20-Mar-17 A	30-May-22 A		
Structures Retrofit	20-Mar-17 A	25-Jun-25		
Trackwork	02-Jan-18 A	19-Nov-25		
Systems	26-Jun-17 A	16-Jun-23 A		
IDS Modification	16-Jan-19 A	04-Jun-25		
Pioneer Square Station Platform Removal	03-Apr-21 A	25-Apr-21 A		
Testing and Commissioning	01-May-18 A	15-Jul-25		
HMH Floating Bridge	01-May-18 A	18-Jul-25		
LVM Floating Bridge	27-Jul-20 A	16-Jul-25		
East Channel Bridge	07-Aug-19 A	15-Aug-19 A		
West Approach & TPSS #2	18-Sep-24 A	23-Dec-24 A		
West Ballasted & TPSS #1	04-May-23 A	09-May-23 A		
D2 Structure	05-Nov-21 A	31-Jan-22 A		
Mercer Island Tunnel	23-Sep-19 A	20-Jun-25		
Mt. Baker Tunnel	08-Jul-20 A	20-Jun-25		
Mercer Island Station	11-Nov-19 A	23-Oct-24 A		
Judkins Park Station	26-Oct-20 A	09-May-25		

Link light rail East Link Extension

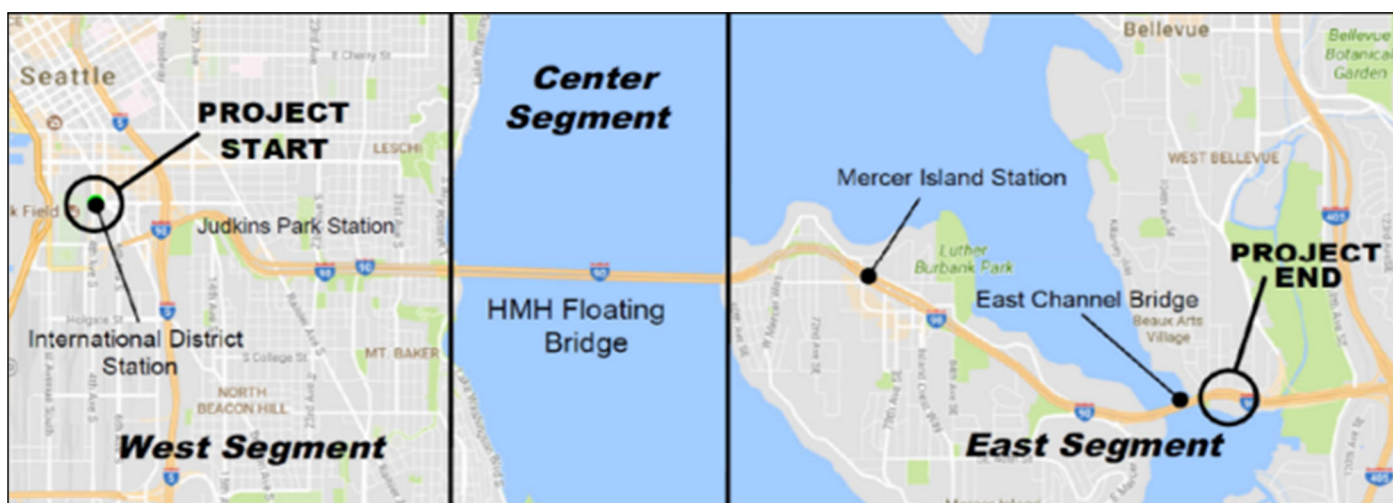
Next Period's Activities

- **West Segment:** Landscape/civil/track punchlist activities including commissioning of access control devices and crossing panel ramp installation.
- **Center Segment:** Cathodic protection monitoring and adjustments; KC Metro punchlist.
- **East Segment:** Punchlist activities including commissioning of access control devices.

Closely Monitored Issues

- Completion of track reconstruction.
- Final rail alignment survey discrepancies.
- Resolution of commercial issues.
- Closeout and transition to operations.
- Integrated E130/E750/SIT Readiness schedule.
- Jet fan test results
- HMH cathodic protection

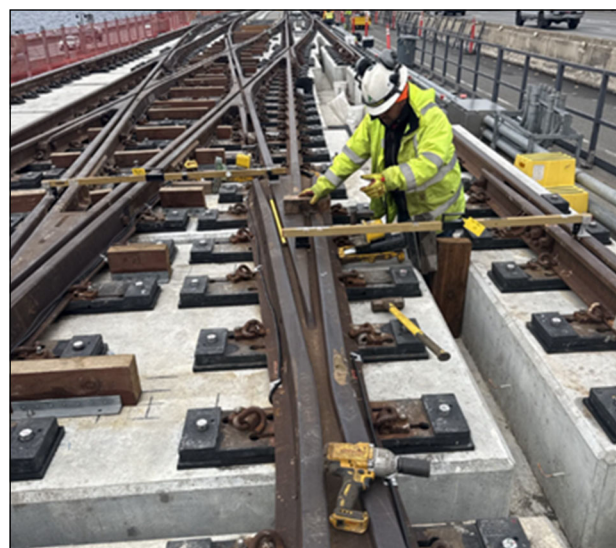
E130 Construction Segments



Cost Summary

Present Financial Status	Amount*
E130 Contractor - Kiewit-Hoffman	
Original Contract Value (incl. Phase 2 MACC)	\$665,000,000
Change Order Value	\$79,890,316
Current Contract Value*	\$742,965,975
Total Actual Cost (Incurred to Date)	\$740,709,605
Percent Complete	99.5%
Authorized Contingency	\$85,660,541
Contingency Drawdown	\$79,890,309
Contingency Index	1.07

* Contract Value excludes Betterments



Crewmember checking rail geometry and torquing bolts on the east approach double crossover

Link light rail

East Link Extension

Contract E750 – Systems Heavy Civil GC/CM

Current Progress

- System integration testing (SIT) and punch list items between South Bellevue and Redmond Technology Stations (East Link Starter Line) is complete; 2-Line opened for service on April 27, 2024.
- Continuing overhead catenary system (OCS) and signals installations as track and guideway is available in coordination with the E130 contractor.

Schedule Summary

The contractor's April schedule forecasts August 27, 2025 Substantial Completion date; 332 calendar days later than the contractual milestone date of September 29, 2024. The May schedule update is still in the initial stage of review. The critical path for this contract continues to be driven by track handover from the E130 civil contractor, followed by SIT testing, contract conformance, and handover to Sound Transit for Pre-Revenue Service. The E130 and E750 contractors are continuing to maintain a coordinated work plan to achieve schedule savings.

Activity Name	Start	Finish	2025				
			May	Jun	Jul	Aug	Sep
E750 Construction	12-Jun-17 A	14-Nov-25					
General	12-Jun-17 A	14-Nov-25					
N830 Project	12-Jun-17 A	16-May-25					
E750 Project	12-Jun-17 A	13-Nov-25					
E750 Engineering	11-Jul-17 A	10-Jul-25					
E750 Construction	12-Sep-18 A	12-Nov-25					
E750 Construction (General)	15-Mar-19 A	19-Mar-19 A					
E750 Milestones	12-Mar-19 A	12-Nov-25					
E750 SCCCRM	25-Jan-19 A	29-Jan-25 A					
E750 OCS	14-Feb-19 A	28-May-25					
E750 Traction Power / Substations	01-Oct-18 A	11-Feb-25 A					
E750 Signals	12-Sep-18 A	07-May-25					
E750 Communications	13-Nov-18 A	09-May-25					
E750 Radio	28-Jan-19 A	10-Dec-24 A					
E750 SCADA	12-Jul-22 A	20-Apr-23 A					
E750 Trunk Fiber	19-Dec-18 A	07-May-25					
E750 Testing and Commissioning	27-May-20 A	01-Sep-25					
E750 Fees	12-Jun-17 A	02-May-25					
E750 Provisional Sums	28-Mar-18 A	01-May-25					
E750 NSS	12-Jun-17 A	01-May-25					
E750 Risk	12-Jun-17 A	26-Oct-25					
E750 Indirects	12-Jun-17 A	31-Dec-21 A					
E750 Change Orders / Provisional	07-Sep-17 A	13-Nov-25					

Link light rail East Link Extension

Next Period's Activities.

- Reinstalling systems work removed on I-90 work for the replacement of the direct fixation track.
- Commencing System Integration Testing on the floating bridge portion of the I-90 segment.

Closely Monitored Issues

- Timing for completion of system integration testing.
- Completion of the stray current monitoring system for the floating bridge.



Cost Summary

Present Financial Status	Amount
E750 Contractor - Mass Electric Construction Co.	
Original Contract Value	\$255,768,128
Change Order Value	\$85,221,802
Current Contract Value	\$340,989,930
Total Actual Cost (Incurred to Date)	\$326,194,516
Percent Complete	95.1%
Authorized Contingency	\$100,788,406
Contingency Drawdown	\$85,221,802
Contingency Index	1.3

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



I-90 Signals Installations

Link light rail Series 2 LRV Fleet Expansion

Project Summary

Scope	Design, manufacturing, assembly, inspection, testing and delivery of 162 low floor LRVs 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 Sept 2015, 122 LRVs; Amended Apr 2017, 152 LRVs; Amended Nov 2023, 162 LRVs)
Schedule	Baseline Conditional Acceptance (fleet enters revenue service) 152nd LRV: Q4 2025 162nd LRV: Q1 2028



Conditionally Accepted Siemens light rail vehicle placed into service

Key Project Activities

- Continued Conditional Acceptance (CA) activities on delivered Series 2 LRVs at ST's OMF Central – One LRV was CA this month.
- Continued final assembly of Series 2 LRVs in Siemens' Sacramento facilities. 3 of the 10 additional Series 2 LRVs' car shells assembly in progress.
- A total of 60 Series 1 LRVs were ATP retrofitted. The last 2 Series 1 LRVs ATP were retrofitted by Siemens at OMF East. Mainline testing is pending for these two cars.

Closely Monitored Issues

- Eighteen 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 OMF Central yard storage capacity in 2025 may affect recovery schedule, preventative maintenance or spares available to support peak service. Siemens' LRV 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 and parts availability delays in completing the last few vehicles. Meeting weekly with Siemens to monitor progress.

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.

This period approximately \$2.8M was incurred, bringing the total expenditure to date at \$672M. The majority of the cost attributed to the vehicles phase at approximately \$643M (approximately 96% of cost to date are attributable to the LRV manufacturing.) This period the project continues to forecast an Estimated Final Cost of \$836.9M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$18.0	\$18.0	\$10.8	\$10.6	\$18.0	\$0.0
Construction Services	\$31.7	\$31.7	\$25.2	\$18.4	\$31.7	\$0.0
Vehicles	\$787.2	\$787.2	\$754.8	\$642.8	\$787.2	\$0.0
Total	\$836.9	\$836.9	\$790.8	\$671.7	\$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	\$783.3	\$791.2	\$761.6	\$646.3	\$791.3	(\$0.2)
80 Professional Services	\$47.2	\$40.0	\$29.3	\$25.5	\$39.9	\$0.2
90 Contingency	\$6.3	\$5.7	\$0.0	\$0.0	\$5.7	\$0.0
Total (SCC 10 - 90)	\$836.9	\$836.9	\$790.8	\$671.7	\$836.9	\$0.0

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

Link light rail

Series 2 LRV Fleet Expansion

Contingency Management

The project's budget was baselined in September 2015 and amended in April 2017 with \$78.0M of Total Contingency. This period the Total Contingency balance remains unchanged for a total of \$40.4M, an amount that approximates 32.4% of remaining work budgeted in the project.

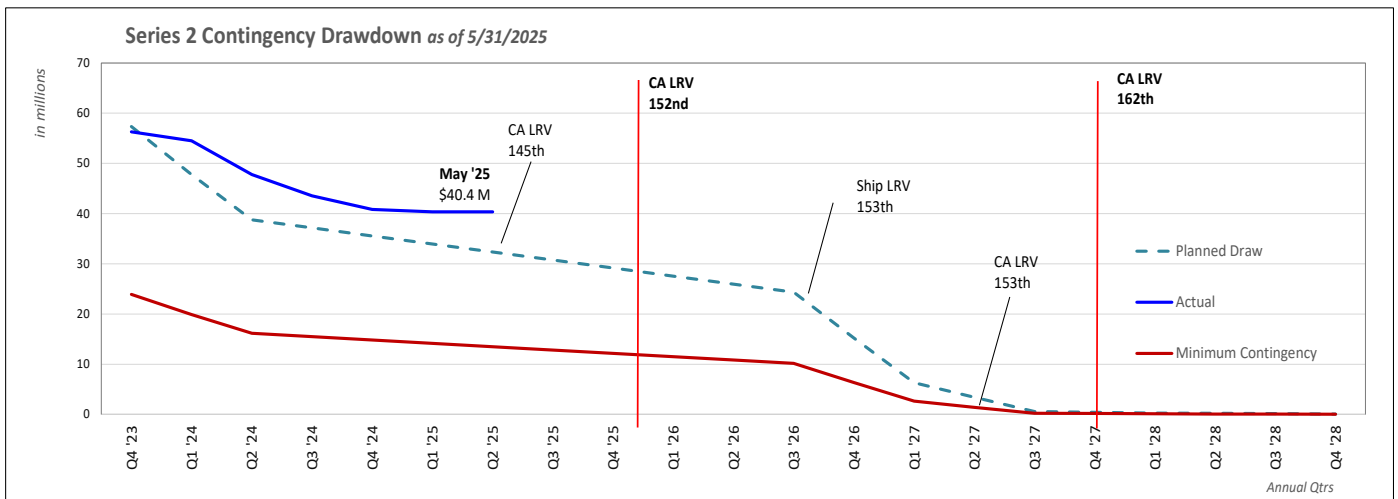
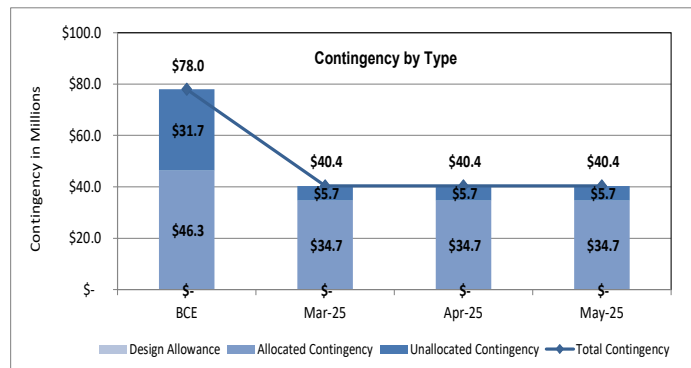
Allocated Contingency (AC) is used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. The project baseline's allocated contingency was \$46.3M. This period the allocated contingency balance remained unchanged at approximately \$34.7M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. The current UAC balance remains unchanged at approximately \$5.7M.

Contingency Status

Contingency Status	Baseline		Current	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$ -	0.0%
Allocated Contingency	\$46.3	6.3%	\$ 34.7	27.8%
Unallocated Contingency	\$31.7	4.3%	\$ 5.7	4.5%
Total	\$78.0	10.7%	\$ 40.4	32.4%

Contingency Type



Risk Management

The following are the top project risks:

- Delay in East Link rail access between OMF Central and OMF East results in cost and schedule inefficiency.
- Receiving Series 2 LRVs at OMF East before trucking to OMF Central create cost inefficiency and increased risk of double handling of LRV, as not all testing and commissioning activities can be performed at OMF East currently.
- 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.

Link light rail

Series 2 LRV Fleet Expansion

Project Schedule

Percent complete of the contract payment milestones is calculated at 84.8% (last month was 84.5%).

The summary schedule below supports each of the project startup needs by identifying Conditional Acceptance (CA) testing of Light Rail Vehicles (LRVs) from Siemens' April 2025 schedule update.

CA of 143 LRVs has been completed to support revenue service.

One (1) CA was completed in May and one (1) total LRVs are currently in acceptance testing.

The remaining delivery, commissioning, and testing of the 152 LRV order is projected to be complete in November 2025. Currently monitoring the status of parts needed to complete assembly and the activity necessary to bring vehicles to the most current configurations.

For the 10 additional LRVs added to the contract (#153-162), car-shell production has commenced, and the schedule continues to reflect that the last LRV (#162) will be conditionally accepted by Q4 2027.

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.

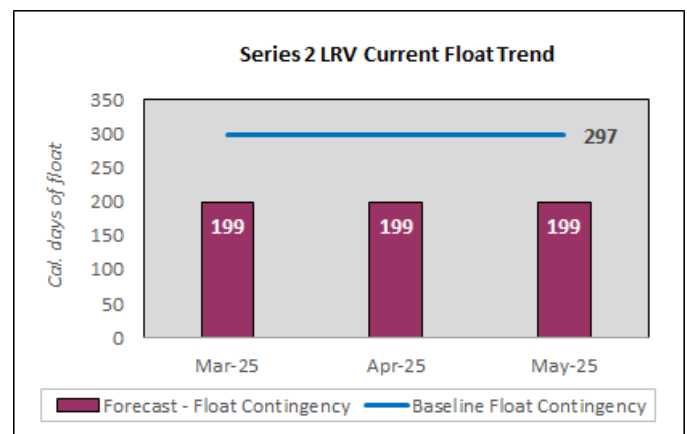
Activity Name	Start	Finish	2025			2026				2027				
			Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
ST LRV Fleet Expansion - Programmatic Schedule	12-Jul-2021 A	31-Mar-2028												
Revised Project Delivery Sequence - (based on R2023-06)	07-Mar-2022 A	31-Mar-2028												
East Link - Starter Line - LRV Summary (Car #041- #063) 23 - Cars	07-Mar-2022 A	23-Apr-2024 A												
Lynnwood Link - LRV Summary (Car #064 - #097) 34 - Cars	18-Jul-2023 A	21-Aug-2024 A												
Downtown Redmond Link (Car #098 - Car #107) 10 - Cars	28-Dec-2023 A	10-May-2025 A												
LRV Conditional Acceptance - Downtown Redmond Link - Summary - Car #98 - #107	28-Dec-2023 A	29-Feb-2024 A												
Downtown Redmond Link - Pre-Revenue Service Forecast - START	13-Jan-2025 A													
Downtown Redmond Link - Pre-Revenue Service - Forecast - END		10-May-2025 A												
East Link - LRV Summary (Cars # 108 - Car # 130) 23 - Cars	29-Feb-2024 A	25-Apr-2026												
LRV Conditional Acceptance - East Link - Summary - Car #108- #130	29-Feb-2024 A	27-Sep-2024 A												
East Link - Pre-Revenue Service Forecast - START	07-Nov-2025													
East Link - Pre-Revenue Service - Forecast - END		25-Apr-2026												
Federal Way Link - LRV Summary (Car#131 - #150) 20 - Cars	27-Sep-2024 A	14-Mar-2026												
LRV Conditional Acceptance - Car #131 - #150	27-Sep-2024 A	16-Jul-2025												
Federal Way Link - Pre-Revenue Service Forecast - START	11-Sep-2025													
Federal Way Link - Pre-Revenue Service Forecast - END		14-Mar-2026												
Unassigned - LRV Summary (Car #151 - #152) 2 - Cars	18-Aug-2025	29-Sep-2025												
LRV Conditional Acceptance - Extra - Summary - Car #151 - #152	18-Aug-2025	29-Sep-2025												
Unassigned - Car#153- #162 (10 - Cars)	12-Apr-2024 A	31-Mar-2028												
10 Additional Cars Manufacturing and Delivery	12-Apr-2024 A	10-Jul-2027												
10 Additional Cars Conditional Acceptance	11-Feb-2027	14-Sep-2027												
Float	15-Sep-2027	31-Mar-2028												
LRV ATP Retrofit Summary - Siemens	12-Jul-2021 A	11-Oct-2024 A												

Project Float

The Series 2 LRV Fleet Expansion project was re-baselined with 297 days of program float in December 2023.

The schedule float is measured against completion of Conditional Acceptance of all cars of the option for 10 additional LRVs (#153-162).

This month there are 199 days of float remaining, which reflects the availability of components during the final assembly of these LRVs.



Link light rail
Series 2 LRV Fleet Expansion



Car 350 on Test Track in Sacramento, CA



Car 205 Cab mask repair perform in Sacramento, CA

LRV Delivery and Testing Progress as of May 31, 2025			
LRV status	Received / Delivered	Testing In Progress	Conditionally Accepted & Entered Revenue Service
*Planned	152	5	147
Actual (Seattle)	133	0	133
Actual (Bellevue)	12	2	10

* Updated based on the Final Term Sheet revised schedule signed between ST and Siemens in June 6, 2024.

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 May 2025. The variance are minor and likely attributed to ST staff cross charge. The aggregation of administrative time offs among ST staff and consultants should average out. However, May is also the month that the Agency embarked on a financial realignment to align staff functionality and project cost. This realignment has yield a lower than planned hours tracked. The project continues to monitor these effort moving forth.

Resource Type	Planned FTE Monthly Average*	YTD Actual FTE Monthly Average	Variance
ST Staff	6.1	1.6	4.5
Consultants	7.3	5.4	1.9
TOTAL	13.4	7.0	6.4

* 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.	

**CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)**

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

May 2025

**For the
FEDERAL WAY LINK EXTENSION PROJECT
(TIFIA-2021-1013A, Issued Date: 09/10/2021)**

Link light rail Federal Way Link Extension

TIFIA Project Cost Summary by SCC

(As of 05/31/2025; figures in million dollars)

SCC Element	Revised TIFIA Application Budget	Authorized Project Allocation	Commitment to Date	Incurred This Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs EFC Budget	TIFIA vs EFC Budget
10 Guideway & Track	\$523.0	\$532.5	\$515.4	\$1.9	\$495.9	\$524.8	\$7.6	(\$1.9)
20 Stations	\$318.9	\$319.1	\$315.7	\$3.0	\$300.9	\$315.7	\$3.4	\$3.2
30 Support Facilities	\$5.3	\$11.3	\$12.1	\$0.0	\$11.6	\$12.1	(\$0.8)	(\$6.8)
40 Sitework & Special Conditions	\$542.5	\$567.4	\$510.2	\$2.4	\$470.9	\$593.2	(\$25.7)	(\$50.6)
50 Systems	\$153.8	\$136.0	\$131.6	\$0.7	\$126.0	\$132.8	\$3.2	\$21.0
Construction Subtotal (10 - 50)	\$1,543	\$1,566	\$1,485	\$8	\$1,405	\$1,579	(\$12)	(\$35)
60 Row, Land	\$341.6	\$287.7	\$245.5	\$0.5	\$243.4	\$257.5	\$30.3	\$84.1
70 Vehicles	\$99.2	\$102.5	\$97.1	\$1.2	\$88.1	\$102.5	(\$0.0)	(\$3.3)
80 Professional Services	\$386.6	\$514.5	\$435.2	\$2.0	\$423.5	\$501.2	\$13.3	(\$114.6)
90 Unallocated Contingency	\$637.4	\$537.4	\$0.0	\$0.0	\$0.0	\$78.1	\$459.3	\$559.4
Total (10 - 90)	\$3,008	\$3,008	\$2,263	\$12	\$2,160	\$2,518	\$491	\$491

TIFIA reporting nuances:

- 1) Excludes Finance Charges
- 2) Includes all project actuals (including Project Development actuals); and LRV Series 2.

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)

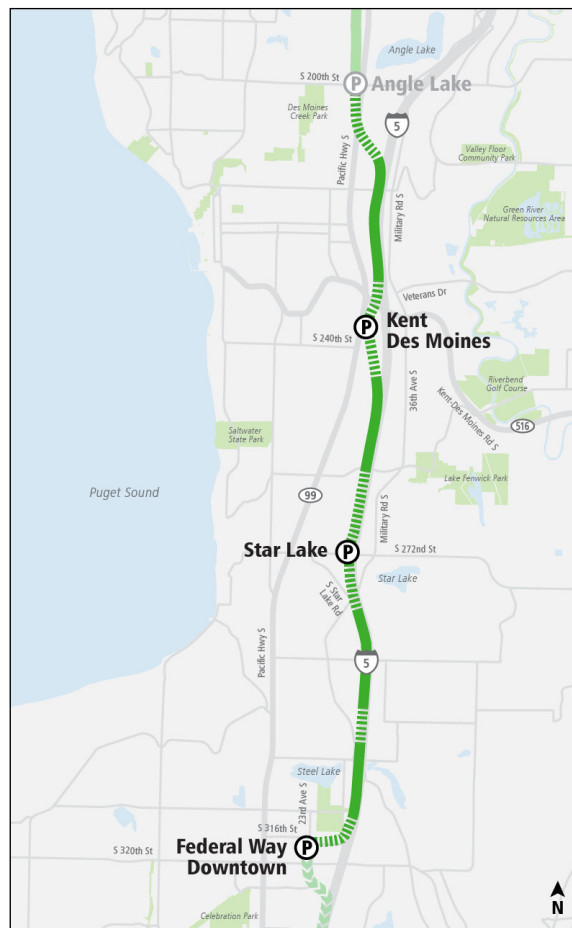
Systems Signals, traction power, and communications (SCADA)

Phase Final Design/Construction

Budget \$2.45 Billion (Baseline Sept 2018)

Schedule Baseline Revenue Service Date: Dec 2024
FTA Recovery Plan Service Date: Dec 2026 *

**If there are changes it will be reflected in future reports.*



Map of Federal Way Link Extension

Key Project Activities

- System Integrated Testing (SIT) on the north segment of alignment is nearing completion. SIT has begun on south segment.
- FWLE team continues minor utility relocations needed on FWLE project.
- Project team continues to work with City of SeaTac, Des Moines, Kent, and Federal Way on permit closure.
- Project team is advancing the preparation of the O&M Agreement with WSDOT.
- Project team conducting exterior assessments at single and multi-family residences for the Residential Sound Insulation Program (RSIP).
- Ongoing ROW acquisition and relocations continue and some related to Traffic Mitigation (F210).
- Construction activities (permitting, wetland, and utility coordination) are ongoing for Traffic Mitigation construction contract (F210).

Closely Monitored Issues

- None.

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 \$11.4M was incurred, bringing the total expenditure to date at \$2,074M.

This period the project continues to forecast an Estimated Final Cost of \$2,420M with a budget underrun of \$31.2M.

*NOTE: Incurred this Month does not include LRV cost.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date*	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$96.5	\$111.5	\$73.2	\$0.9	\$72.3	\$111.5	\$0.0
Preliminary Engineering	\$46.5	\$46.1	\$45.4	\$0.0	\$45.4	\$45.4	\$0.7
Final Design	\$3.1	\$7.2	\$5.1	\$0.0	\$4.8	\$7.2	\$0.0
Construction Services	\$107.0	\$164.2	\$147.6	\$0.4	\$140.0	\$164.2	\$0.0
3rd Party Agreements	\$27.7	\$44.0	\$31.5	\$0.2	\$29.0	\$43.7	\$0.3
Construction	\$1,831.9	\$1,790.7	\$1,621.0	\$9.4	\$1,539.4	\$1,790.7	\$0.0
ROW	\$338.8	\$287.7	\$245.5	\$0.5	\$243.4	\$257.5	\$30.3
Total	\$2,451.5	\$2,451.5	\$2,169.2	\$11.4	\$2,074.4	\$2,420.3	\$31.2

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
10 Guideway & Track	\$523.0	\$532.5	\$515.4	\$1.9	\$495.9	\$524.8	\$7.6
20 Stations	\$318.9	\$319.1	\$315.7	\$3.0	\$300.9	\$315.7	\$3.4
30 Support Facilities	\$5.3	\$11.3	\$12.1	\$0.0	\$11.6	\$12.1	-\$0.8
40 Sitework/Special Condition	\$558.4	\$565.0	\$510.2	\$2.4	\$470.9	\$593.2	-\$28.1
50 Systems	\$153.8	\$136.0	\$131.6	\$0.7	\$126.0	\$132.8	\$3.2
Construction Subtotal(10-50)	\$1,559.4	\$1,563.9	\$1,484.9	\$8.1	\$1,405.2	\$1,578.6	(\$14.7)
60 ROW, Land	\$341.6	\$287.7	\$245.5	\$0.5	\$243.4	\$257.5	\$30.3
70 Vehicles	\$1.8	\$5.0	\$3.5	\$0.9	\$2.3	\$5.0	\$0.0
80 Professional Services	\$370.7	\$513.5	\$435.2	\$2.0	\$423.5	\$501.2	\$12.2
90 Unallocated Contingency	\$178.1	\$81.5	\$0.0	\$0.0	\$0.0	\$78.1	\$3.4
Total (10 - 90)	\$2,451.5	\$2,451.5	\$2,169.2	\$11.4	\$2,074.4	\$2,420.3	\$31.2

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

Link light rail Federal Way Link Extension

Contingency Management

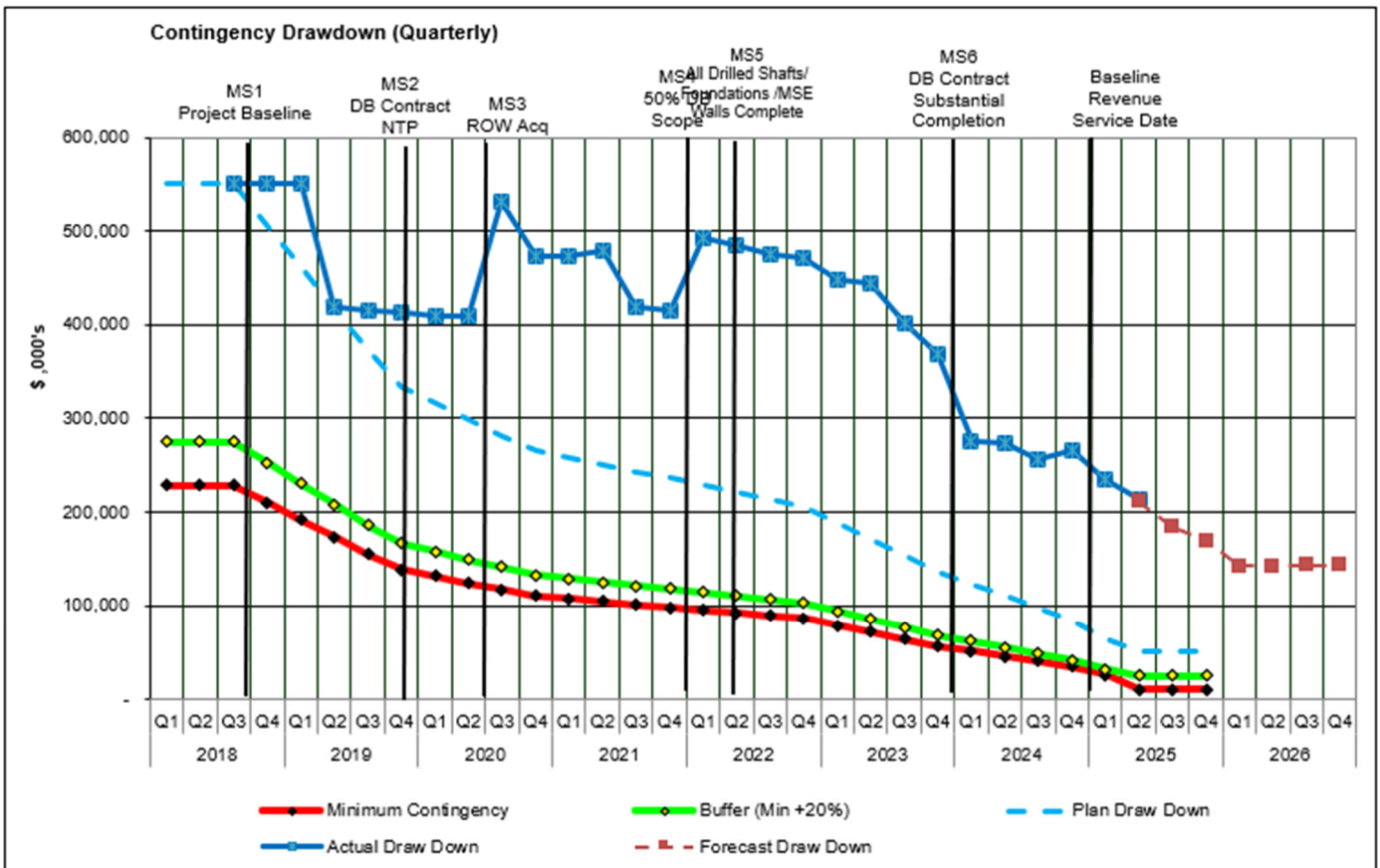
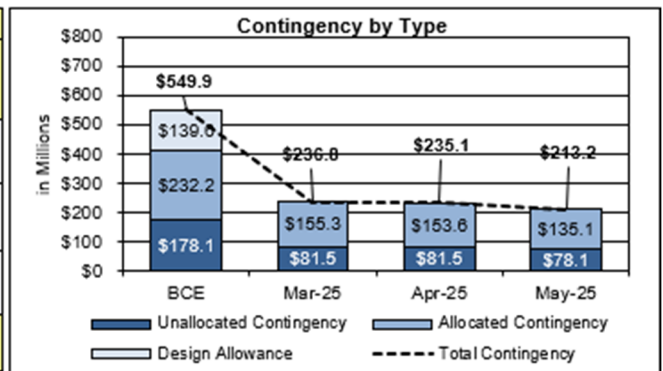
The FWLE project budget was baselined in September 2018 with a total contingency of \$549.9M. The current contingency balance is \$213.2M. Additional contingency of \$459.3M (FTA P65 requirement in FFGA) is not reflected in the below contingency status but resides in ST Financial Plan.

Allocated Contingency (AC) is used to address risks, complexity, and unforeseen conditions during the execution of work, including procurement. This period the AC balance decreased by \$18.5M due mostly to F200 and DBPM executed change orders. The AC contingency balance is \$135M.

Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. During this period the UAC balance was reduced by \$3.5M to address a gap shortage for PSE and WSDOT pending agreement. The UAC balance is \$78M.

Contingency Status	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$139.6	5.7%	\$0.0	0.0%
Allocated Contingency	\$232.2	9.5%	\$135.1	82.4%
Unallocated Contingency	\$178.1	7.3%	\$78.1	47.6%
Total:	\$549.9	22.4%	\$213.2	130.0%

Table figures are shown in millions.



Link light rail Federal Way Link Extension

Risk Management

Changes to the projects top risks are reflected below:

- **Lack of Resources:** Preceding project (ELE) opening late, results in inadequate or competing resources for completing SIT and moving through Pre-Revenue into simulated service.
- **Late Changes:** The integration of additional requirements for facilities and/or systems (by ST) could result in increased costs, as well as impacts to construction completion.
- **Performance:** Low productivity and inefficient performance by the Contractor could lead to schedule delays and increased cost.
- **Third Party Issues:** Delays to permits/stop work by City of Federal Way for code discrepancies and development agreement interpretation may require change orders to resolve.
- **Theft:** Theft occurring throughout the alignment.
- **Exercise Requirement:** Delay in full scale exercise with Fire Department causes project delay.
- **Staff:** Due to the short interval between Eastlink and Federal Way link completion, passenger facing technology, and Operation Performance Reporting (OPR) updated, a delay may occur.
- **Staff:** Due to ST personnels moving between positions, term limited position for Operation Performance Reporting (OPR) may be delayed.
- **Utility/Permits:** As a result of Third Party utility relocation delays for Traffic Mitigation (F210), unanticipated requirements and permitting delays may occur.
- **Project Testing:** System Integration Testing(SIT) may take longer than what's shown on the CPM schedule due to testing failure.



Installation Camera at End of Line Facility



23rd Ave. Red Stamped PCCP Pour

Link light rail Federal Way Link Extension

Project Schedule

The weighted percent complete of major construction contracts this month is 97.1% (last month was 96.5%).

The snapshot below shows the project schedule through May. This accounts for the time and cost impact of the F200 Structure C Long Span. FFGA Milestone #7 represents an internally set “target” Revenue Service Date. Currently, the project is forecast to be ready for revenue service 69 days in advance of the March 2026 target.

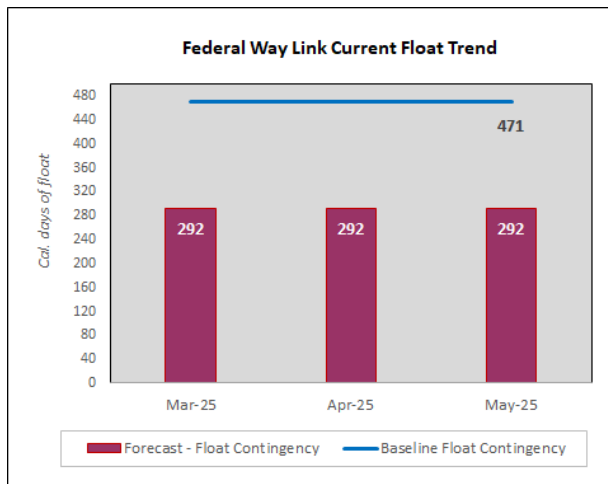
FFGA Milestone #3 is trending Q2 2026 due to delays in F200 ROW acquisitions, which do not impact the critical path. Notice to Proceed was issued in January 2025 for the F210 traffic mitigation project, with an anticipated Acceptance date one year later in January 2026. Currently, F210 is experiencing permitting impacts in some work areas that may cause them to miss their paving window for this fall, pushing contract completion into mid-2026. ST and the contractor are currently exploring mitigation options; this work does not impact the ability to enter into revenue service.

Activity Name	Start	Finish	2025				2026	
			Q1	Q2	Q3	Q4	Q1	Q2
Federal Way Link Extension Integrated Schedule	01-Jul-2016 A	18-Jul-2026						
Federal Way - Project Management and Milestones	01-Jul-2016 A	21-Jun-2026						
Federal Way Link Extension - FFGA and Planning	01-Jul-2016 A	21-Jun-2026						
Baseline/FFGA Milestones	27-Sep-2018 A	21-Jun-2026						
MS 01 - Baseline Project (Q3 2018)		27-Sep-2018 A						
MS 02 - NTP to Design/Build Contractor (Q3 2019)		07-Jun-2019 A						
MS 04 - 50% Design/Construction Complete (Q4 2021) (*based on contract duration)		05-Jan-2022 A						
MS 05 - All Drilled Shafts/Foundations/MSE Walls Complete (Q1 2022)		12-Sep-2023 A						
MS 06 - Design/Build Contractor - Substantial Completion - (Q4 2023)		20-Aug-2025						
MS 07 - Revenue Service w/Float (Q4 2026)		14-Mar-2026						
MS 03 - ROW Acquisitions Complete (Q1 2020)		21-Jun-2026						
Preliminary Engineering	01-Jul-2016 A	22-Jan-2020 A						
Third Party Agreements and Permitting	01-Jul-2016 A	21-Sep-2020 A						
Federal Way Link - Design/Build Construction Management Consultant - Contract	14-Nov-2016 A	31-Mar-2026						
Federal Way Design/Build Contract Procurement	11-Mar-2017 A	07-Jun-2019 A						
Federal Way - Construction	01-Jun-2019 A	18-Jul-2026						
F200 Federal Way Link Extension - Design-Build	01-Jun-2019 A	15-Dec-2025						
F210 - Traffic Mitigation - Construction	25-Jul-2024 A	18-Jul-2026						
Federal Way - Rail Activation & Pre-Revenue Service	01-Apr-2022 A	15-Mar-2026						
Federal Way Link Extension - RACT and Pre-Revenue Service	01-Apr-2022 A	15-Mar-2026						
Federal Way Link Extension - Rail Activation	01-Apr-2022 A	15-Mar-2026						
Federal Way Link Extension - Pre-Revenue Service	21-Aug-2025	14-Mar-2026						
Milestones	04-Sep-2025	04-Sep-2025						
Operator Familiarization	21-Aug-2025	15-Oct-2025						
Validation Period	15-Oct-2025	03-Nov-2025						
Simulated Service	05-Nov-2025	03-Jan-2026						
Revenue Service	03-Jan-2026	14-Mar-2026						
FWLE Ready for Revenue Service		03-Jan-2026						
FWLE Project Float Contingency	04-Jan-2026	13-Mar-2026						
FWLE Revenue Service (14-Mar-2026)	14-Mar-2026	14-Mar-2026						

Project Float

The project's Recovery Plan includes 471 days of project float for a Revenue Service Date of December 31, 2026.

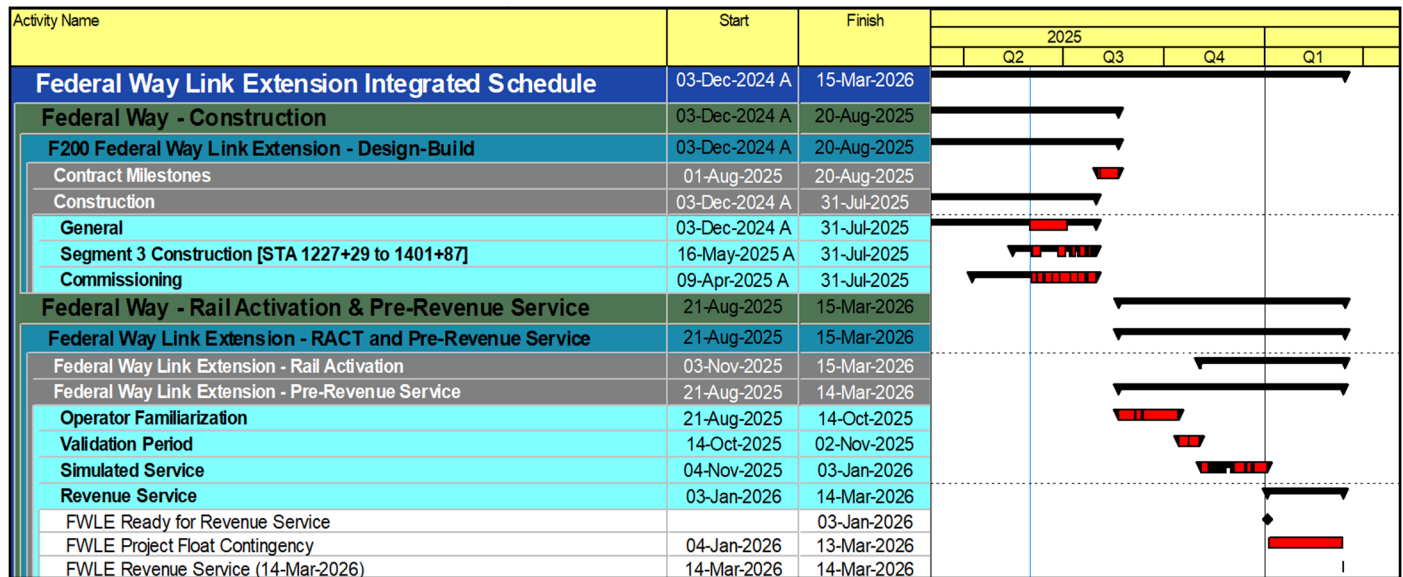
Currently, the project is forecast to enter revenue service by March 14, 2026, with 292 days of float remaining.



Link light rail Federal Way Link Extension

Critical Path Analysis

The critical path to revenue service currently runs through the completion of System Integration Testing critical to the start of pre-revenue service. The Forecast RSD is March 14, 2026, which currently includes 55 days of project float contingency.



Link light rail Federal Way Link Extension

Major Contract Status

Contract Number	Contract Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					\$ 49,134,189	\$ 48,960,681			
RTA/SW 0121-18	FWLE- Advance Demo Contract	A& D Quality Constr. Company	\$ 128,750	\$ 8,918	\$ 137,668	\$ 137,668	Jan-19	Jul-19	Done
RTA/AE 0044-12	Federal Way Transit Extension Architectural and Engineering Services	HDR Engineering, Inc	\$ 3,200,421	\$ 45,933,768	\$ 49,134,189	\$ 48,960,681	Jun-12	Dec-24	Done
In-Progress Contracts					\$1,739,377,332	\$1,652,512,532			
RTA/AE 0021-21	Traffic Mitigation Final Design & DSDC	David Evans & Associates	\$ 1,179,063	\$ 1,727,126	\$ 2,906,189	\$ 2,755,039	Nov-21	Mar-26	Open
RTA/AE 0008-17	DesignBuild Project Management Services for Federal Way Link Extension Phase 1 and 2A, 2B	South County Transit Partners (SCTP)	\$ 4,604,473	\$ 142,782,316	\$ 147,386,789	\$ 139,896,010	Mar-18	Jun-26	Open
RTA/CN 0009-17	F200 Angle Lake to FWTC Design-Build	Kiewit Infrastructure West Co	\$1,285,200,000	\$ 341,494,614	\$1,553,815,493	\$1,492,202,723	Jun-19	Jan-26	Open
RTA/RP 0186-19	Capital Signage	Tube Art Displays	\$ 2,504,937	\$ 229,207	\$ 2,734,144	\$ 122,031	May-20	Dec-25	Open
	Cumulative Utility Relocation	Multiple Parties			\$ 20,886,576	\$ 16,201,342	varies	varies	Open
RTA/CN 0015-24	F210 Traffic Mitigation Improvement Construction	Stacy & Witbeck	\$ 11,648,140	\$ -	\$ 11,648,140	\$ 1,335,386	Jan-25	Jan-26	Open
Planned Contracts					\$ 1,000,000	\$ -			
	PSE Fiber	TBD			\$ 1,000,000				Agr pending
Contract Totals					\$1,789,511,521	\$1,701,473,213			

Link light rail

Federal Way Link Extension

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	454	440	445	443
<p>*All numbers are cumulative totals, except where noted. Total number may differ from other reports due to timing of 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 FWLE 18 parcels added for traffic mitigation and 5 parcel added to board approved April 1, 2022.</p>					

Community Engagement

- FWLE Engagement team participated in the Federal Way Touch A Truck
- FWLE engagement team has planned sponsorship engagements for the summer season.
- Continued Temporary Construction closeout/ activation coordination with property owners.



FWLE Engagement team at Federal Way Touch a Truck.

Link light rail Federal Way Link Extension

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.

Overall the project FTE is trending under the staffing plan for this period. DBPM utilization is dependent on the efforts to manage construction. This period the monthly average is trending over the plan and is predicted to continue to go over the plan as the project approaches revenue service date in 2026.



Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	44.3	34.6	9.7
Consultants	71.2	75.4	(4.2)
TOTAL	115.5	110.0	5.5
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

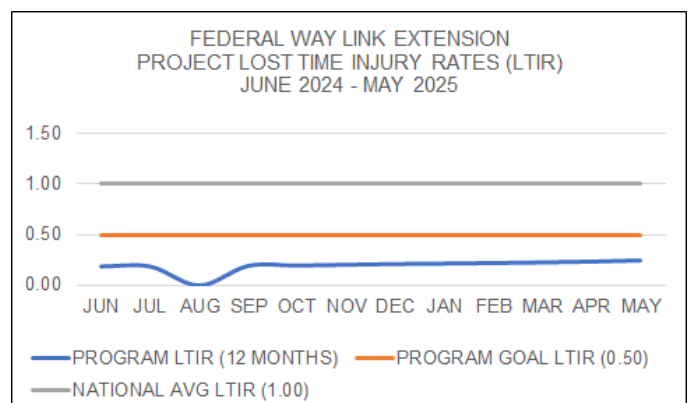
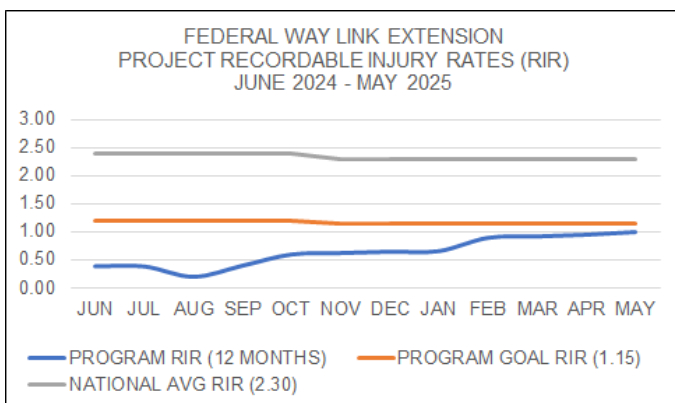
Sound Transit Board Actions

Board Action	Description	Date
NA	No action this period.	

Link light rail Federal Way Link Extension

Construction Safety

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	5.09	0.99 ⁵	1.15	2.30	In May F200 experienced an OSHA recordable injury. Two workers were loading concrete debris into an excavator bucket by hand. The first worker was hand-loading large debris into the grounded excavator bucket, while the second worker was shoveling smaller debris into the same bucket. The first worker dropped a large chunk of concrete into the bucket while the second worker's shovel was still in the bucket, causing the handle to rotate upwards, striking the second worker in the chin. The second worker sustained a chipped tooth and injured tongue. The injured worker received medical treatment and is back to work.
	Lost-Time Injury Rate (LTIR)	0.00	0.25 ⁶	0.50	1.00	This month the Project Monthly was the following: <ul style="list-style-type: none"> • RIR 342.3% above the Program Goal and 121.2% above the National Average. • LTIR 100% below the Program Goal and National Average.



Notes:

1. Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.
2. Project Average rates based on 12-month rolling average.
3. Program Goal is <50% of the National average of RIR/LTIR.
4. National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.
5. For reference the **Project Average RIR (0.99)** is 13.9% below the Program Goal and 57.0% below the National Average.
6. For reference the **Project Average LTIR (0.25)** is 50.5% below the Program Goal and 75.3% below National Average.

Link light rail Federal Way Link Extension

F200 Design Build Contract

Current Progress

Status at the close of May 2025, the baseline schedule confirmed completion: Contract total = 97.1% (last month was 96.5%); see Project Schedule section for reason. Significant construction progress occurred on all segments in relation to the Guideway (track construction, systems, superstructure, substructure and commissioning). Construction progressed for KDM Station & Garage, Star Lake Station & Garage and FWD garage, station, and End of Line Facility.

Design:

- All design packages are Issue For Construction (IFC).

Construction:

- KDM Station (100% complete): Platform and plaza levels, exterior/interior elements. Testing & Commissioning.
- KDM Garage (100% complete): Finish work, Punchlist activities, and commissioning.
- Star Lake Station (97% complete): Extensive work on East/West Platform and Plaza levels. Testing & Commissioning.
- Star Lake Garage (99.9% complete): Extensive work on interior/exterior elements. Testing & Commissioning.
- Star Lake Ancillary Building: Testing and Punchlist activities.
- FWD Station (99.2% complete): Extensive work on North/South surface/platform levels. Testing & Commissioning.
- FWD Garage modification (94.6% complete): Extensive work on interior/exterior elements. Testing & Commissioning.
- Testing and Commissioning.
- End of Line Facility: Work on both interior/exterior elements. Testing & Commissioning.



FWTC PCCP Demo Facing NW



22nd Ave JUT Backfill Facing SE

Link light rail Federal Way Link Extension

Schedule Summary

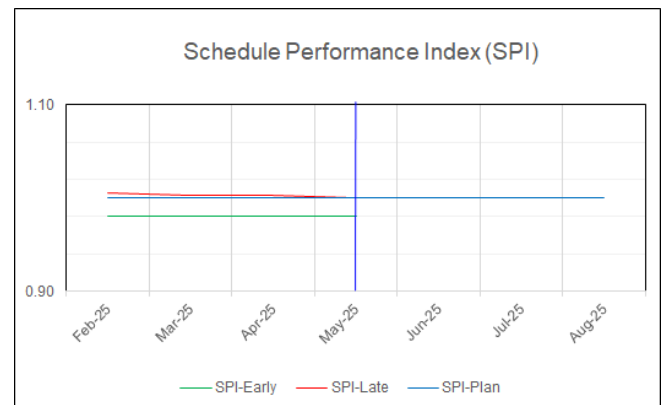
The schedule below represents the May 2025 CPM update. The weighted percent complete of major construction contracts is at 97.1% (last month was 96.5%). The Structure C Long Span impact and optimized contract milestones per change order #181 have been incorporated into the F200 schedule. All of the IFC design packages have been completed. As-built documentation and other design support work will continue until the end of the project. The Design-Builder continues to progress with systems installation, commissioning, and System Integration Testing, along with civil restoration and landscaping work throughout the alignment; training and contract closeout continues.

Activity Name	Start	Finish	2025			
			Q2	Q3	Q4	
Federal Way Link Extension Integrated Schedule	01-Jun-2019A	15-Dec-2025				
Federal Way - Construction	01-Jun-2019A	15-Dec-2025				
F200 Federal Way Link Extension - Design-Build	01-Jun-2019A	15-Dec-2025				
Contract Milestones	07-Jun-2019A	14-Dec-2025				
Limited Notice to Proceed	07-Jun-2019A					
Contract Duration 2,328 (Maximum Duration)	07-Jun-2019A	20-Nov-2025				
Contractual Notice to Proceed	28-Feb-2020A					
Delay to Notice to Proceed	01-Mar-2020A	03-May-2020A				
Notice to Proceed	04-May-2020A					
Issuance of Full Notice to Proceed (REC-01802, 07-Dec-2020)	07-Dec-2020A					
MS 1 - Civil Work in WSDOT ROW From S 208th Street to I-5 (Sta. 1 2260+00) (VA-2) (01-Mar-22)		01-Mar-2022A				
MS 2 - Civil Work in WSDOT ROW from Start of FWLE to S 208th Street (VA-1) (07-Nov-22)		04-Nov-2022A				
MS 4a - Work in WSDOT ROW from Angle Lake Station to S 259th Place (VA-3) (01-Nov-23)		31-Oct-2023A				
MS 3 - LRV Early Storage (2,000 feet of Track) (01-Jan-24)		22-Dec-2023A				
MS 4b.2 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, East Side of Guideway) (VA-3) (01-Nov-24)		31-Oct-2024A				
Capability to move LRV South of Structure C (For Testing)	22-Nov-2024A					
Schedule LRV Move South of Str C w/ ST Ops	19-Dec-2024A	06-Jan-2025A				
MS 5a - Substantial Completion Work North of Structure C (01-Jan-25)		31-Dec-2024A				
Move LRV South of Str C (Deferred to January 2025 w/ ST Ops Concurrence)	07-Jan-2025A	07-Jan-2025A				
F200 ST Controlled Float for FW Bus Loop	19-Feb-2025A	27-Feb-2025A				
MS 4b.1 - Work in WSDOT ROW from S 259th Place to S 272nd Street (Pond E Area to North of C05) (VA-3) (31-May-25)		23-May-2025A				
MS 5b - Substantial Completion Work South of Structure C (29-Mar-25)		27-Jun-2025*				
Substantial Completion for Milestone 5c		11-Jul-2025				
F200 Contractor Controlled Float (Prior to MS 5c)	01-Aug-2025	03-Aug-2025				
F200 ST Controlled Float (Prior to MS 5c)	04-Aug-2025	20-Aug-2025				
MS 4b.3 - Work in WSDOT ROW from S 259th Place to S 272nd Street (C05 South, West Side of Guideway) (VA-3) (20-Aug-25)		16-Aug-2025*				
MS 5c - Substantial Completion of All Work (except MS 5x Scope) (20-Aug-25)		20-Aug-2025*				
MS 5x - Substantial Completion of All Remaining Work (20-Oct-25)		17-Oct-2025*				
MS 5d - Acceptance of All Work (except MS 5x Scope) and Project Ready of Revenue Service (20-Oct-25)		20-Nov-2025*				
Substantial Completion Inspection and Punchlist Milestone 5a	08-Feb-2024A	27-Jul-2025				
Substantial Completion Inspection and Punchlist Milestone 5b	25-Jul-2024A	24-Aug-2025				
Substantial Completion Inspection and Punchlist Milestone 5c	17-Mar-2025A	17-Oct-2025				
Substantial Completion Inspection and Punchlist Milestone 5x	22-Jul-2025	14-Dec-2025				
Design	07-Jun-2019A	08-Apr-2025A				
Construction	01-Jun-2019A	15-Dec-2025				
General	01-Jun-2019A	15-Dec-2025				
Segment 1 Construction [STA 990+10 to 1112+99]	28-Jun-2019A	11-Sep-2025				
Segment 2 Construction [STA 1112+99 to 1227+29]	28-Jun-2019A	20-Nov-2025				
Segment 3 Construction [STA 1227+29 to 1401+87]	28-Jun-2019A	07-Oct-2025				
Commissioning	10-May-2021A	19-Oct-2025				

Schedule Performance Index

The Early SPI is 0.98 and Late SPI is 1.00. Current report calculated based on the May 2025 EV report.

The Early SPI early indicates contractor is behind plan. System works and Testing and Commissioning remain the same factors behind the schedule slippage this month.



Link light rail Federal Way Link Extension

Next Period's Activities

Design:

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

Construction:

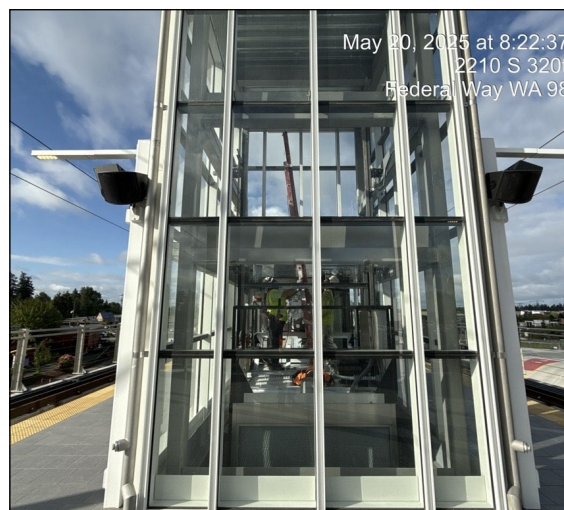
- KDM Garage: Finish work, Punchlist activities, and commissioning.
- Star Lake Station: Extensive work on both East/West Platform and Plaza levels. Testing and Commissioning.
- Star Lake Garage: Work on interior/exterior elements. Testing and Commissioning.
- Star Lake Ancillary Building: Testing and Punchlist activities and commissioning.
- FWD Garage modification: Extensive work on interior/exterior elements. Testing and Commissioning efforts.
- FWD Station: Extensive work on North/South surface and platform levels. Testing and Commissioning.
- End of Line Facility: Work on both interior/exterior elements. Testing and Commissioning.

Closely Monitored Issues (F200)

- Environmental compliance.
- Non-Conformance Report progress.
- Testing and Commissioning Progress.

Cost Summary

Present Financial Status	Amount
F200 Contractor– Kiewit Infrastructure West Co	
Original Contract Value	\$1,285,200,000
Change Order Value (excludes betterments)	\$341,494,614
Current Contract Value	\$1,553,815,493
Total Actual Cost (Incurred to Date)	\$1,492,202,723
Percent Complete	97.1%
Authorized Contingency + Add'l Ctg	\$385,568,854
Contingency Drawdown (excludes betterments)	\$341,494,614
Contingency Index *	
*Excludes ATC/NTD, betterments	1.10



SC Surface Prep Elevator 1N FWDS

**CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)**

**TIFIA LOAN AGREEMENT
MONTHLY REPORT**

May 2025

**For the
PINEHURST STATION PROJECT
(formerly named NE 130th Street Infill Station)
(TIFIA-2023-1007A, Issued Date: 05/02/2023)**

Link light rail

Pinehurst Station

TIFIA Project Cost Summary by SCC

(As of 05/31/2025; figures in million dollars)

SCC Element	TIFIA Application Budget	Current Budget	Commitment to Date	Incurred this Month	Incurred to Date	Estimate to Complete	Estimated Final Cost (EFC)	TIFIA Budget vs EFC	Current Budget vs. EFC
10-Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20-Stations	\$148.7	\$145.3	\$124.6	\$2.5	\$90.1	\$10.5	\$135.1	\$13.6	\$10.2
30-Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.1	\$0.1	\$0.3	\$0.3
40-Sitework I Special Conditions	\$7.4	\$6.6	\$5.5	\$0.0	\$1.8	\$1.1	\$6.6	\$0.8	(\$0.0)
50-Systems	\$16.2	\$16.2	\$15.1	\$0.2	\$7.4	\$1.1	\$16.2	(\$0.0)	(\$0.0)
Construction Subtotal	\$172.7	\$168.5	\$145.1	\$2.7	\$99.3	\$12.9	\$158.0	\$14.7	\$10.5
60-ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.1	(\$0.1)	(\$0.0)
70-Vehicles	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80-Professional Services	\$49.7	\$53.2	\$46.6	\$0.9	\$35.9	\$5.5	\$52.1	(\$2.4)	\$1.1
90-Unallocated Contingency	\$17.7	\$18.4	\$0.0	\$0.0	\$0.0	\$10.3	\$10.3	\$7.3	\$8.0
Total TIFIA Project	\$240.2	\$240.2	\$191.8	\$3.7	\$135.2	\$28.8	\$220.6	\$19.6	\$19.6

Link light rail

Pinehurst Station

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: Q2 2026 Projected Substantial Completion Date June 2026* <i>*If there are changes it will be reflected</i>



Rendering of Station as Viewed from I-5 Overpass

Key Project Activities

- Continued ancillary building mechanical, electrical, plumbing installation, and painting.
- Continued station underground utility installation.
- Completed stairway structural steel framing erection.
- Received station switchgear.

Closely Monitored Issues

- Coordination of single tracking to complete platform roof, lighting, and stair towers.
- Timely submittals to and approval from Authorities Having Jurisdiction (AHJs).

Link light rail

Pinehurst Station

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.

This period approximately \$3.7M was incurred, bringing the total expenditure to date at \$135.2M.
This period the project forecasts an Estimated Final Cost of \$220.6M with a budget underrun of \$19.6M.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$8.1	\$8.6	\$6.1	\$0.2	\$6.1	\$8.6	\$0.0
Preliminary Engineering	\$2.7	\$2.7	\$2.7	\$0.0	\$2.7	\$2.7	\$0.0
Final Design	\$17.6	\$21.0	\$18.9	\$0.3	\$16.6	\$21.0	\$0.1
Construction Services	\$17.3	\$17.2	\$15.0	\$0.4	\$9.4	\$17.2	\$0.0
3rd Party Agreements	\$1.7	\$1.3	\$0.9	\$0.0	\$0.7	\$1.3	\$0.0
Construction	\$192.6	\$189.1	\$148.1	\$2.7	\$99.6	\$169.6	\$19.5
ROW	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Project Contingency	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total	\$240.2	\$240.2	\$191.8	\$3.7	\$135.2	\$220.6	\$19.6

Cost Summary by SCC

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	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	\$0.0
20 Stations	\$148.7	\$145.3	\$124.6	\$2.5	\$90.1	\$135.1	\$10.2
30 Support Facilities	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.1	\$0.3
40 Sitework & Special Conditions	\$7.4	\$6.6	\$5.5	\$0.0	\$1.8	\$6.6	\$0.0
50 Systems	\$16.2	\$16.2	\$15.1	\$0.2	\$7.4	\$16.2	\$0.0
Construction Subtotal(10 - 50)	\$172.8	\$168.5	\$145.1	\$2.7	\$99.3	\$158.0	\$10.5
60 ROW, Land	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
70 Vehicles (Non-Revenue)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$49.7	\$53.2	\$46.6	\$0.9	\$35.9	\$52.1	\$1.1
90 Unallocated Contingency	\$17.6	\$18.4	\$0.0	\$0.0	\$0.0	\$10.3	\$8.0
Total (10 - 90)	\$240.2	\$240.2	\$191.8	\$3.7	\$135.2	\$220.6	\$19.6

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

Link light rail

Pinehurst Station

Contingency Management

The project budget was baselined in 2022 with a total contingency of \$48.6M. The current contingency balance is at \$43.9M.

Allocated Contingency (AC): Used to address risks, complexity and unforeseen conditions during the execution of work, including procurement. This period allocated contingency was reduced by \$1.7M for Civil DSDC and construction change orders.

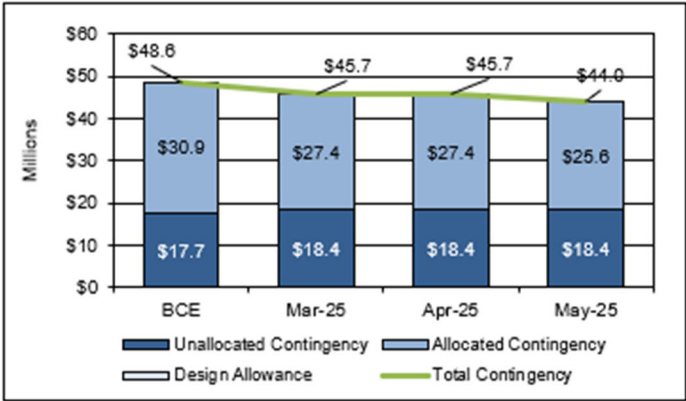
Unallocated Contingency (UAC): Used to address general project-wide cost risks and uncertainties. This period UAC did not change.

Contingency Status

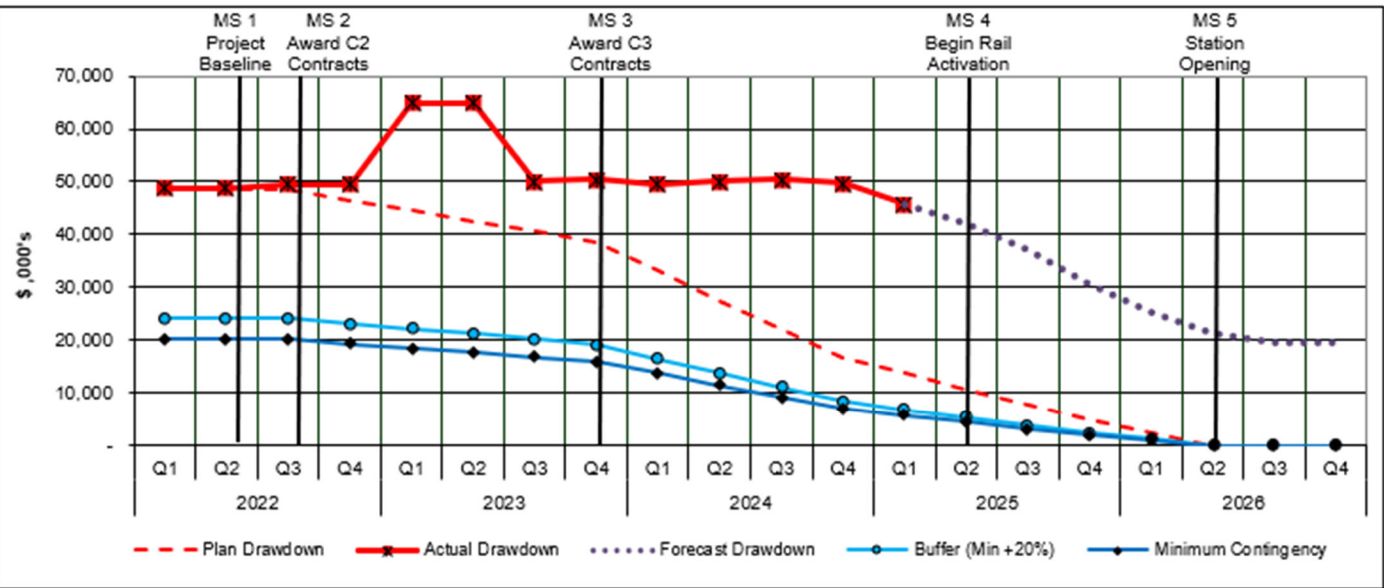
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$0.0	0.0%	\$0.0	0.0%
Allocated Contingency	\$30.9	12.9%	\$25.6	42.0%
Unallocated Contingency	\$17.7	7.4%	\$18.4	30.1%
Total:	\$48.6	20.2%	\$44.0	72.2%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown



Link light rail Pinehurst Station

Risk Management

The following are the top project risks identified:

- Late design changes or omissions causing delay to the schedule.
- Contractor deferred submittals causing delay in jurisdiction approvals.
- Delay station opening to coincide with King County revised bus services causing added cost to maintain.

Project Schedule

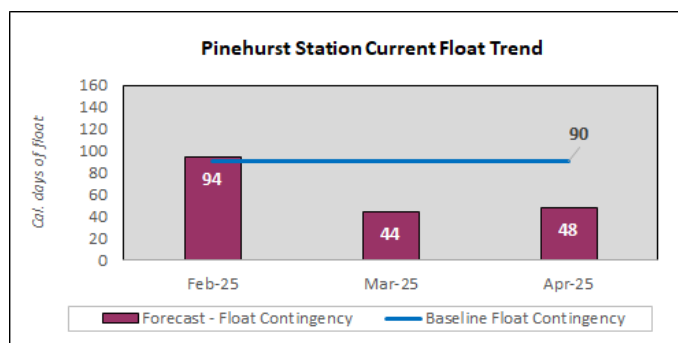
The weighted percent complete for the major construction contracts this month is estimated at 73.0% (last month was 72.0%).

The schedule below remains the integrated project schedule through April. The L230 contractor continues work on the station ancillary building, support structures for vertical conveyance, as well communications infrastructure. Work on base slabs are completed. The current projected Revenue Service Date remains Q2 2026.

Activity Name	Start	Finish	2025			2026		
			Q2	Q3	Q4	Q1	Q2	Q3
Pinehurst Station	15-Jul-13 A	25-Jun-26						
Pinehurst Station - Design & Permittin	04-Feb-19 A	25-Jun-26						
Pinehurst Station - ROW Acquisitions	23-Jun-22 A	01-Mar-25 A						
Pinehurst Station - L210 Platform & Ca	22-Sep-20 A	26-Jun-24 A						
Pinehurst Station - L230 Finishes	31-Jul-23 A	10-Mar-26						
Pinehurst Station - L810 Systems Insta	10-Apr-23 A	11-Apr-26						
Sound Transit L810 90% Engineering / Cor	10-Apr-23 A	11-Apr-26						
Pinehurst Station - Rail Activation	23-Feb-24 A	25-Jun-26						
RA Tasks	23-Feb-24 A	21-May-26						
Pre-Revenue Service	10-Apr-26	11-May-26						
Project Float	08-May-26	25-Jun-26						
Project Float	08-May-26	25-Jun-26						
Revenue Service	25-Jun-26	25-Jun-26						
Current In-Service - NE 130th Sta		25-Jun-26						

Project Float

Project float is currently at 48 days. This follows Change Order 20 extending Milestone 3. The project team continues to evaluate opportunities for improvement. Currently, the project remains on schedule for June 2026 opening.



Link light rail

Pinehurst Station

Major Contract Status

Contract Number/Name	Contractor / Consultant	Base Contract Value	Value of Changes / Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date
Completed/In Progress Contracts							
PE, Civil FD, Civil DSDC	HNTB/Jacobs	\$4.3	\$15.4	\$19.7	\$17.9	Feb 2019	Sep 2025
Systems FD, Systems DSDC	LTK Engineering	\$0.3	\$0.8	\$1.1	\$1.1	Jun 2020	Nov 2025
Systems FD, Systems DSDC	Hatch Assoc	\$0.0	\$0.5	\$0.5	\$0.1	Jun 2020	Nov 2025
Civil CMC	PGH Wong	\$0.4	\$11.5	\$11.9	\$8.7	Jul 2020	May 2026
Systems CMC	NWTSP	\$0.2	\$2.3	\$2.5	\$0.2	Jul 2024	May 2026
L210 Civil Construction	SKH	\$5.0	\$17.1	\$22.1	\$22.1	Jul 2020	Aug 2024
L230 Civil Construction	Absher	\$98.3	\$4.2	\$102.5	\$68.0	Aug 2023	Oct 2025
L810 Systems Construction	Mass Electric	\$14.3	\$0.1	\$14.4	\$7.0	Feb 2022	Nov 2025
				\$174.8	\$125.1		

Link light rail Pinehurst Station

Community Engagement

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

- Continuing to coordinate outreach and communications with Shoreline and Seattle on their respective project areas.
- Distributed alerts informing of upcoming I-5 closures and tree removals.

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 above the planned FTE monthly average, with Civil DSDC staffing more than planned due to high volume of RFIs, submittal reviews, and geotechnical review.



Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	16.3	8.9	7.4
Consultants	13.1	24.8	(11.7)
TOTAL	29.4	33.7	(4.3)
* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.			

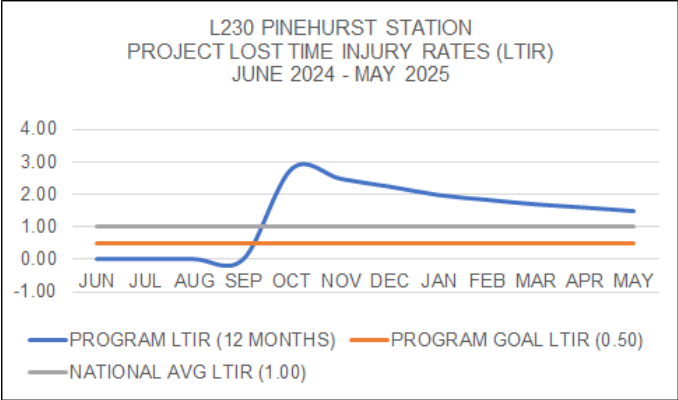
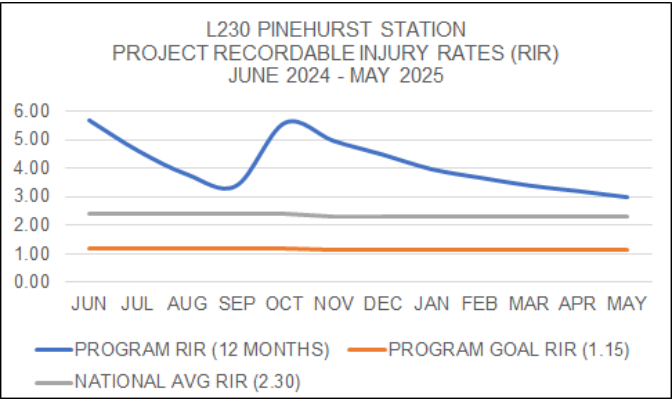
Sound Transit Board Actions

Board Action	Description	Date
	None this period.	

Link light rail Pinehurst Station

Construction Safety

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0.00	2.98 ⁵	1.15	2.30	There was no recordable incident or lost time incidents reported in May. However, the project's 12-month average RIR rate is still above the Program Goal and the National Average, see note below.
	Lost-Time Injury Rate (LTIR)	0.00	1.49 ⁶	0.50	1.00	



Notes:

- Project Monthly rates based on monthly safety data. Due to the timing of contractor’s reporting periods, the current month’s numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.
- Project Average rates based on 12-month rolling average.
- Program Goal is <50% of the National average of RIR/LTIR.
- National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.
- For reference the **Project Average RIR (2.98)** is 159.1% above the Program Goal and 29.6% above the National Average. The previous and current RIR incidents are temporarily higher than benchmark average.
- For reference the **Project Average LTIR (1.49)** is 198.0% above the Program Goal and 49.0% above the National Average. The project experienced two (2) OSHA recordable injuries in the last 12-months; one in 2024 and one April 2025, one of which resulting in lost time.

Link light rail Pinehurst Station

Contract L230 Station Finishes

Current Progress

- Continued platform metal panel installation.
- Continued underground utility installation.
- Continued ancillary building M/E/P and equipment setting.

Schedule Summary

The L230 contract schedule has been updated through April (last month the March schedule submittal did not accurately incorporate acknowledged changes and has now been reflected). The May submittal not yet reviewed. The critical path lies in the completion of the Communication rooms. This reflects changes made to the work plan in conjunction with the contractor, in an effort to mitigate the impact of the stair tower fabrication. Near critical paths remain in the egress stairs, elevators, and escalators.

Activity Name	Start	Finish	2023				2024				2025				2026											
			J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
Pinehurst Station - L230 Finishes	31-Jul-23 A	10-Mar-26																								
GENERAL	31-Jul-23 A	10-Mar-26																								
Milestones (Start / Complete)	31-Jul-23 A	10-Mar-26																								
Milestones (Interim Contract)	22-Nov-23 A	15-May-25																								
Milestones (CIP Contractor Coordination MSs - Ab	06-May-25	25-Sep-25																								
Project Start-up	31-Jul-23 A	02-Jun-25																								
PROCUREMENT	31-Jul-23 A	22-Aug-25																								
Engineering/Procurement	31-Jul-23 A	30-Nov-23 A																								
Long Lead Procurement	14-Aug-23 A	22-Aug-25																								
Traffic Control	20-May-24 A	14-May-25																								
CONSTRUCTION	30-Aug-23 A	08-Jan-26																								
Mobilization	30-Aug-23 A	30-Apr-24 A																								
STATION CONSTRUCTION	14-Sep-23 A	06-Jan-26																								
CIVIL SITE UTILITIES	21-May-24 A	07-Oct-25																								
SITE IMPROVEMENTS	16-Apr-25 A	29-Dec-25																								
CLOSEOUT	01-Oct-24 A	08-Jan-26																								
PROVISIONAL SUMS	19-Aug-24 A	09-Jan-26																								
CHANGE ORDERS	28-Aug-24 A	15-May-25																								

Cost Summary

Present Financial Status	Amount
L230 Absher – Civil Construction	
Original Contract Value	\$98,270,000
Change Order Value	\$4,206,908
Current Contract Value	\$102,476,908
Total Actual Cost (Incurred to Date)	\$68,017,027
Percent Complete	69.6%
Authorized Contingency	\$14,740,500
Contingency Drawdown	\$4,206,908
Contingency Index	2.4



Under guideway conduit installation

Link light rail Pinehurst Station

Contract L810 Station Systems

Current Progress

- Continued ancillary room handover/access.
- Continued coordination with L230 of conduit installation.

Schedule Summary

The L810 contract schedule has been updated through April. The May schedule submittal is under review. The critical path runs through the development of the SCADA software for the station. Near critical paths lie in the procurement and installation of the Panel Boards, as well as installation of the Comm/CCTV equipment.

Activity Name	Start	Finish	2025												2026			
			May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr				
Pinehurst Station - L810 Systems Instt	10-Apr-23A	11-Apr-26																
Sound Transit L810 90% Engineering / Cor	10-Apr-23A	11-Apr-26																
L810 Engineering	10-Apr-23A	11-Apr-26																
L810 Construction	26-Dec-24A	12-Mar-26																
L810 Signals	31-Jan-25A	16-May-25																
L810 Communications	26-Dec-24A	15-Jan-26																
L810 SCADA	12-May-25	23-Sep-25																
L810 Testing and Commissioning	18-Dec-25	12-Mar-26																
L810 Fees	10-Apr-23A	10-Apr-26																
L810 NSS	01-Jan-25A	10-Apr-26																
L810 Risk	10-Apr-23A	10-Apr-26																
L810 Change Orders	25-Feb-25A	25-Feb-25A																

Cost Summary

Present Financial Status	Amount
L810 Mass Electric- Systems Construction	
Original Contract Value	\$14,305,865
Change Order Value	\$141,208
Current Contract Value	\$14,447,074
Total Actual Cost (Incurred to Date)	\$7,043,149
Percent Complete	55.3%
Authorized Contingency	\$1,283,135
Contingency Drawdown	\$141,208
Contingency Index	5.0



Electrical room

**CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)**

**TIFIA LOAN AGREEMENT
MONTHLY REPORT
May 2025**

**SOUNDER SOUTH STATION PARKING AND ACCESS
IMPROVEMENTS PROJECT
(RRIF-2023-0048, Issued Date: 05/02/2023)
RRIF Project Cost Summary by SCC**

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

RRIF Project Cost Summary by SCC

(As of 5/31/2025; figures in million dollars)

RRIF Project (Puyallup, Sumner, Auburn Station Parking and Access Improvements)

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$94.3	\$127.8	\$151.8	\$117.7	\$57.4	\$1.5	\$58.8	\$134.7	\$32.3
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$90.3	\$60.3	\$31.2	\$24.0	\$12.8	\$0.6	\$13.4	\$27.3	(\$4.6)
50 Systems	\$6.9	\$3.8	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	(\$6.3)
Construction Subtotal (10 - 50)	\$191.5	\$191.9	\$189.3	\$148.0	\$76.5	\$2.1	\$78.5	\$168.3	\$21.4
60 Row, Land	\$22.1	\$20.8	\$31.4	\$27.5	\$27.3	\$0.0	\$27.3	\$32.1	(\$2.1)
70 Vehicles	\$0.0	\$0.0	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0
80 Professional Services	\$89.5	\$84.1	\$87.6	\$79.1	\$69.1	\$0.9	\$70.0	\$85.9	(\$3.7)
90 Unallocated Contingency	\$11.3	\$14.5	\$10.3	\$0.1	\$0.1	\$0.0	\$0.1	\$6.3	\$7.7
Total RRIF Project (10 - 90)	\$314.4	\$311.3	\$318.8	\$254.8	\$173.0	\$3.0	\$175.9	\$292.7	\$23.3

Puyallup Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC ¹
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$33.3	\$47.1	\$31.9	\$31.0	\$31.0	\$0.0	\$31.0	\$31.0	\$16.0
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$10.7	\$1.0	\$9.5	\$9.4	\$9.4	\$0.0	\$9.4	\$9.4	(\$8.4)
50 Systems	\$3.8	\$0.0	\$6.3	\$6.3	\$6.3	\$0.0	\$6.3	\$6.3	(\$6.3)
Puyallup Construction Subtotal	\$47.8	\$48.0	\$47.7	\$46.7	\$46.6	\$0.0	\$46.6	\$46.6	\$1.4
60 Row, Land	\$6.7	\$5.4	\$6.8	\$6.7	\$6.7	(\$0.0)	\$6.7	\$6.7	(\$1.3)
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
80 Professional Services	\$27.4	\$22.0	\$27.4	\$27.0	\$26.9	\$0.0	\$26.9	\$26.9	(\$4.9)
90 Unallocated Contingency	\$0.4	\$3.7	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3.7
Total Puyallup Project	\$82.3	\$79.1	\$81.9	\$80.4	\$80.3	(\$0.0)	\$80.3	\$80.3	(\$1.2)

Sumner Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$20.9	\$21.0	\$54.9	\$39.1	\$14.5	\$0.9	\$15.4	\$46.5	\$8.4
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$43.8	\$43.8	\$10.6	\$6.6	\$2.1	\$0.4	\$2.5	\$9.2	\$1.4
50 Systems	\$2.3	\$2.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Sumner Construction Subtotal	\$67.0	\$67.1	\$65.6	\$45.7	\$16.6	\$1.3	\$17.9	\$55.7	\$9.9
60 Row, Land	\$4.6	\$4.6	\$4.4	\$4.3	\$4.2	\$0.0	\$4.2	\$4.4	\$0.0
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0
80 Professional Services	\$32.5	\$32.5	\$33.2	\$29.6	\$25.6	\$0.3	\$26.0	\$32.5	\$0.6
90 Unallocated Contingency	\$4.8	\$4.8	\$4.8	\$0.1	\$0.1	\$0.0	\$0.1	\$2.8	\$1.9
Total Sumner Project	\$108.9	\$109.0	\$108.0	\$79.8	\$46.5	\$1.7	\$48.2	\$95.6	\$12.4

Auburn Project

SCC Element	Original RRIF Loan Budget	Baseline Budget	Current Budget	Commitment to Date	Previously Incurred to Date	Incurred this month	Incurred to Date	Estimated Final Cost (EFC)	Baseline Budget vs. EFC
10 Guideway & Track	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
20 Stations	\$40.1	\$59.7	\$65.0	\$47.6	\$11.9	\$0.6	\$12.4	\$57.2	\$7.8
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$35.8	\$15.6	\$11.1	\$8.0	\$1.3	\$0.2	\$1.6	\$8.8	\$2.3
50 Systems	\$0.8	\$1.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Auburn Construction Subtotal	\$76.7	\$76.8	\$76.1	\$55.6	\$13.2	\$0.8	\$14.0	\$66.0	\$10.1
60 Row, Land	\$10.8	\$10.8	\$20.1	\$16.5	\$16.4	\$0.0	\$16.4	\$20.9	(\$0.8)
70 Vehicles (non-revenue)	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0
80 Professional Services	\$29.6	\$29.6	\$27.0	\$22.5	\$16.5	\$0.5	\$17.0	\$26.4	\$0.6
90 Unallocated Contingency	\$6.1	\$6.1	\$5.5	\$0.0	\$0.0	\$0.0	\$0.0	\$3.5	\$2.0
Total Auburn Project	\$123.2	\$123.3	\$128.8	\$94.6	\$46.2	\$1.3	\$47.5	\$116.8	\$12.0

Notes

1. Puyallup Station Parking and Access Improvements project was baselined in February 2019 in the amount of \$79.1M. The baseline contingency levels were insufficient and required an additional \$3.25M that was approved by the ST Board in April 2022. The project was not re-baselined which is the cause of the overrun on the Baseline Budget vs. EFC.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

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 / Projected Substantial Completion Dates*

Sumner: March 2026 / November 2025

Auburn: March 2027 / December 2026

Kent: June 2027 / October 2026

**If there are changes it will be reflected in future reports.*



Sumner Station Parking & Access Improvements



Kent Station Parking & Access Improvements



Auburn Station Parking & Access Improvements

Key Project Activities

Sumner:

- Design-Builder placed first slab on grade sections and cast first level vertical shear walls 80% and columns 50%.
- Design-Builder completed all design package IFC's.
- Underground utility rough-in continues within the garage footprint.
- Harbor Pacific is preparing to form the first elevated post tensioned slab in May. Anticipated elevated deck pour in July.

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Key Project Activities (continued)

Kent:

- Construction Activities:
 - Absher placed the detention vault foundation and outer walls.
 - Grade beams placed in Zone 1.
 - Elevator pit placed and waterproofing installed.
- Design Package Status:
 - DB-03 Garage: 100% design submittal in Sound Transit review.
 - DP-04 KCM layover yard: Alleyway deviation in final updates for resubmittal to City of Kent. Absher continuing to progress design to 100%.
 - DP-05 Offsite work: Absher continuing to 100% design. Permit package in Sound Transit review prior to submittal to City of Kent.

Auburn:

- Draft agreement with King County Metro for bus stop improvements under review by Sound Transit. Anticipated completion in Q3 2025.
- Transformer Street Vacation Request Status – Application has been submitted to City of Auburn for approval.
- Design Packages Status:
 - DP-03 Building package: 100% building package review complete. Package in comment resolution phase. Permit from City has been approved.
 - DP-04 Off-site work package: Absher continuing to 100% design and permit submittal with City of Auburn.
- Construction Activities:
 - Tower crane erection and controls testing complete.
 - Detention vault construction started.

Sounder commuter rail

Sumner Kent Auburn Stations 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 approximately \$5.0M was incurred, bringing the total expenditure to date at \$134.8M.

This period the project continues to forecast an Estimated Final Cost of \$322.9M with a budget underrun of \$36.8M

*Note: Incurred this month does not include Puyallup.

Cost Summary by Phase

Project Phase	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month*	Incurred to Date	Estimated Final Cost (EFC)	Authorized Allocation vs. EFC
Administration	\$26.2	\$26.2	\$15.2	\$0.3	\$15.2	\$24.9	\$1.3
Preliminary Engineering	\$8.2	\$8.2	\$8.2	\$0.0	\$8.2	\$8.2	\$0.0
Final Design	\$0.1	\$0.1	\$0.1	\$0.0	\$0.1	\$0.1	\$0.0
Construction Services	\$33.1	\$33.1	\$27.7	\$0.7	\$14.0	\$30.7	\$2.4
3rd Party Agreements	\$8.1	\$8.1	\$8.0	\$0.0	\$6.6	\$8.1	\$0.0
Construction	\$252.7	\$252.7	\$175.9	\$3.9	\$64.4	\$219.7	\$33.0
ROW	\$31.2	\$31.2	\$26.6	\$0.0	\$26.3	\$31.2	\$0.0
Total	\$359.7	\$359.7	\$261.6	\$5.0	\$134.8	\$322.9	\$36.8

Cost Summary by SCC

SCC Element	Baseline Budget	Authorized Project Allocation	Commitment to Date	Incurred this Month	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	\$0.0
20 Stations	\$135.3	\$184.5	\$134.1	\$2.8	\$41.2	\$163.3	\$21.3
30 Support Facilities	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
40 Sitework & Special Conditions	\$85.1	\$37.7	\$24.8	\$0.8	\$6.8	\$30.8	\$6.9
50 Systems	\$5.1	\$0.0	\$0.1	\$0.0	\$0.1	\$0.1	(\$0.1)
Construction Subtotal (10 - 50)	\$225.5	\$222.3	\$159.0	\$3.6	\$48.1	\$194.1	\$28.1
60 ROW, Land	\$24.5	\$30.5	\$26.6	\$0.0	\$26.3	\$30.5	\$0.0
70 Vehicles	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0
80 Professional Services	\$92.5	\$90.5	\$76.1	\$1.3	\$60.4	\$87.0	\$3.5
90 Unallocated Contingency	\$17.2	\$16.2	\$0.0	\$0.0	\$0.0	\$11.0	\$5.2
Total (10 - 90)	\$359.7	\$359.7	\$261.6	\$5.0	\$134.8	\$322.9	\$36.8

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

Souder commuter rail **Sumner Kent Auburn Stations Parking & Access Improvements**

Contingency Management

The combined Sumner, Kent and Auburn project budget was baselined in January 2023 with a total contingency of \$77M. The current total project contingency balance is \$83.1M.

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 two minor change orders was executed for the Design-build contracts and slightly decreased AC; \$29.9K for Auburn and \$10.3k for Kent. Also, around \$2M was allocated to Latent Allocated Contingency, changed it from \$63.8M to \$65.8M.

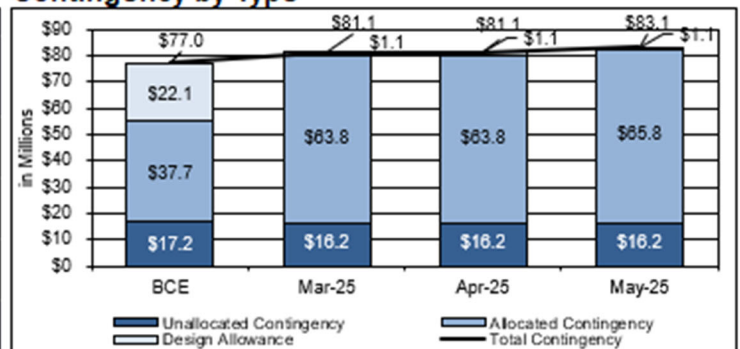
Unallocated Contingency (UAC) is used to address general project-wide cost risks and uncertainties. This period the UAC reflects no change.

Contingency Status (Monthly)

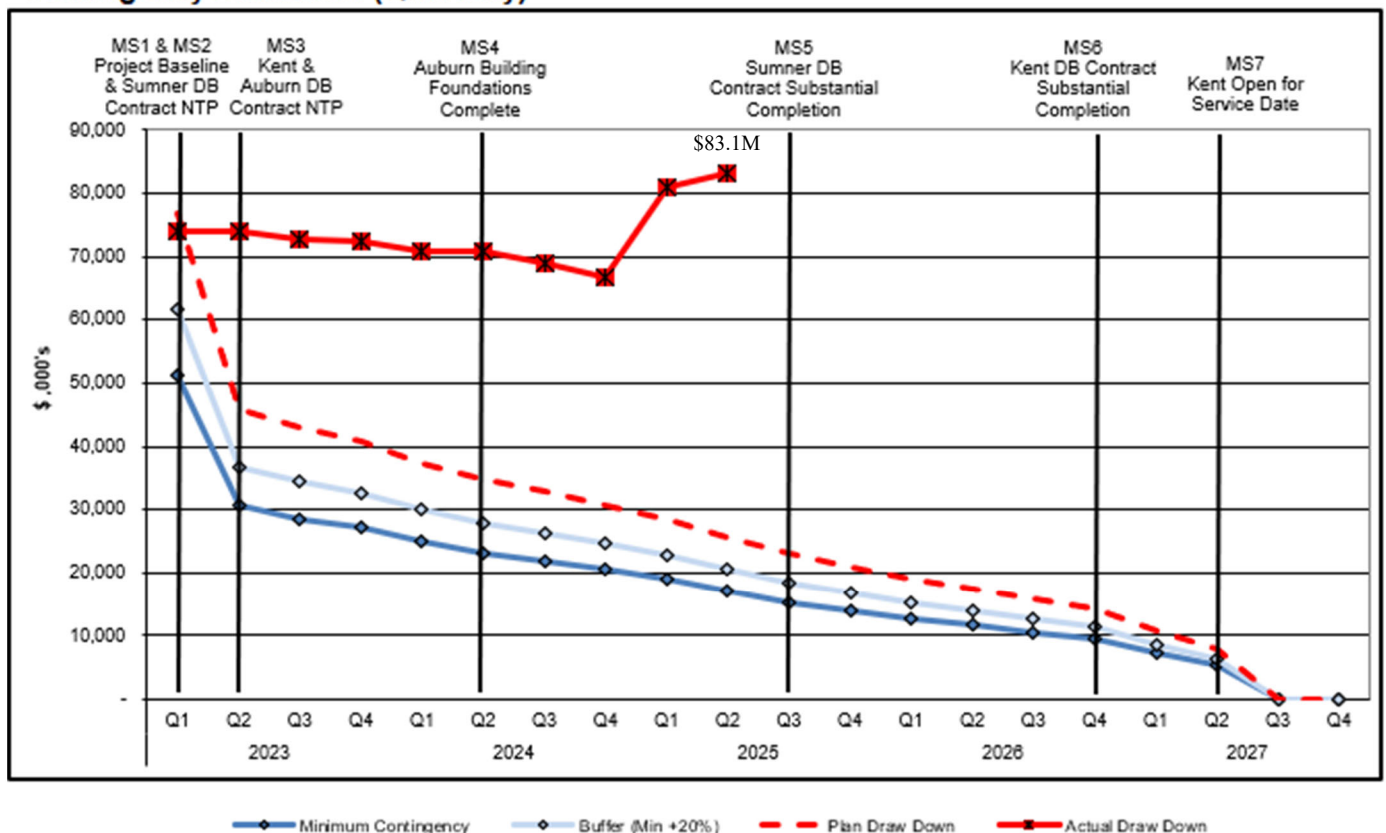
Type	Baseline		Current Status	
	Amount	% of Total Budget	Remaining Amount	% of Work Remaining
Design Allowance	\$22.1	6.1%	\$1.1	0.78%
Allocated Contingency	\$37.7	10.5%	\$65.8	46.44%
Unallocated Contingency	\$17.2	4.8%	\$16.2	11.43%
Total:	\$77.0	21.4%	\$83.1	58.65%

Table figures are shown in millions.

Contingency by Type



Contingency Drawdown (Quarterly)



Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Project Schedule

The combined Performance Percent complete for the three design-build contracts is 31.05% (last month was 27.97%).

The schedule below shows the schedule through May 1 for Sumner and Kent and thru April 1 for Auburn. The Sound Transit Board approved the baseline for the project in January 2023. The baseline Revenue Service Dates (RSDs) are: Sumner - Q1 2026, Auburn - Q1 2027, and Kent - Q2 2027. All RSDs remain intact this update cycle. Milestone schedules for the combined three projects are shown below.

Sumner: Notice to Proceed (NTP) was issued in February 2023. City of Sumner approved Lot Line Adjustment permit and Frontage Lighting Redesign. Updated Building Permit still under City review. Place/finish slab on grade for L1Z1, L1Z2 are completed along with Form, reinforce and pour Retaining Wall GLF of L1Z4. Electrical and mechanical rough-in work for Z1, Z2, and Z3 are completed as well. Contractor working on completing Concrete Vertical Circulation work in L1Z1, L1Z2, and L1Z4, along with related mechanical and electrical Work.

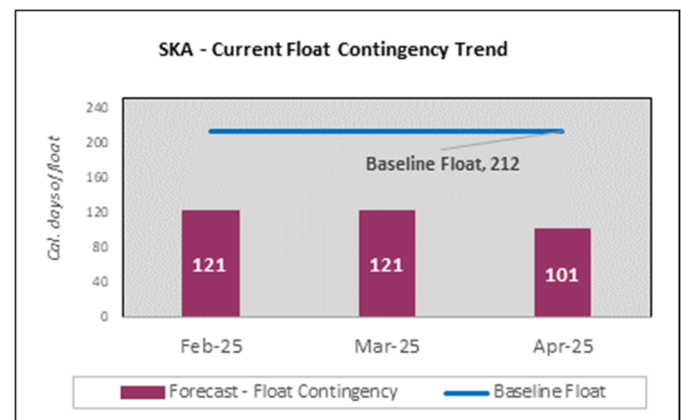
Auburn: NTP was issued in January 2024. Auburn IFC Design Package DB01 is still in the final stage. DP02 IFC is under ST review and DP03 and DP04 100% package are still in progress. Design Builder is incorporating City comments for DP04 Permit and the City of Auburn is reviewing re-submittal of DP03 Permit. Site deep soil mixing for Zone 1 is near completion and potholes at A, and 1st Streets are completed.

Kent: NTP was issued in December 2023. City of Kent continues 2nd permit review for DP03. IFC DP02 is completed. The Design Builder continues working on 100% DP03, DP04, and DP05. Zone 1 foundation excavation and grade beam form and rebar are In Progress.

Activity Name	Start	Finish	2025	2026	2027
S300040 - Auburn Station Parking and Access Improvements - DB APR MS - Original	Jan-26-23 A	Mar-31-27	Q1	Q1	Q1
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	Oct-21-24 A				
MS03B All Issue For Construction (IFC) Design Packages Complete		Aug-08-25			
MS01 - Commissioning Complete - Substantially Complete - Auburn (MS Review) - Per CL		Jan-21-27*			
Operational Readiness Period	Jan-21-27	Mar-21-27			
Revenue Service Date - Baseline		Mar-31-27			
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 With Design Revisions		May-01-25*			
MS01 Commissioning Complete - Substantially Complete - Per (Change Order No.7)		Nov-30-25*			
Operational Readiness	Nov-30-25	Jan-29-26			
Revenue Service Date - Baseline (Including Project Float) (MS Review)		Mar-31-26*			
S300035 - Kent Station Parking and Access Improvements - DB APR MS	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	Aug-05-24 A				
MS03B All Issue For Construction (IFC) Design Packages Complete		Nov-20-25			
MS1 Testing and Commissioning Complete - Substantially Complete - Kent (MS Review) CL 10/10/2026		Nov-25-26*			
Operational Readiness Period - Kent - Handing Over	Nov-26-26	Jan-24-27			
Revenue Service Date - Baseline (Including Project Float) - Kent (MS Review)		Jun-30-27			

Project Float

The Sumner, Kent, and Auburn Stations Parking and Access Improvements Project was baselined with 212 days of project float. 111 days of overall project float days have been consumed due to extended negotiations with the City of Auburn related to real property, delaying issuing Notice to Proceed for Auburn. All but 10 days of the Auburn baseline float have been exhausted delaying 20 days from last update. ST continues working with the design-build contractor to recover the Auburn schedule. Overall, the project still has 101 days of float remaining.



Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Major Contract Status

Contract Number	Contract Name	Contractor/ Consultant	Base Contract Value	Value of Changes/ Amendments	Current Value	Expended Amount	Start Date (NTP)	Completion Date	Status
Completed Contracts					4,891,608	4,891,608			
	Prelim. Eng./ Design Consultant	CDM Smith, Inc.	449,827	2,075,522	2,525,349	2,525,349	10/21/2016	7/31/2021	Done
	Prelim. Eng./ Design Consultant	Parametrix, Inc.	402,341	1,963,919	2,366,259	2,366,259	5/15/2013	4/2/2021	Done
In-Progress Contracts					129,674,577	51,327,200			
RTA/AE 0613-18	DBPM/ Auburn	HNTB Corporation	1,800,002	7,631,918	9,431,920	4,154,603	7/1/2019	12/31/2027	Open
RTA/DB 0050-22	ASAI Contractor DB	Absher Construction Co	60,000,000	402,818	60,402,818	18,655,357	1/16/2024	12/31/2026	Open
RTA/AE 0613-18	DBPM/ Sumner	HNTB Corporation	6,100,115	2,325,125	8,425,240	5,142,191	7/1/2019	12/31/2027	Open
RTA/DB 0252-19	SSAI Contractor DB	Harbor Pacific Contractors, Inc.	49,000,000	2,414,598	51,414,598	23,375,049	2/27/2023	11/30/2025	Open
Planned Contracts									
None									
Total Contracts					134,566,185	56,218,808			

Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Risk Management

The following are the top Project-wide risks:

- Permitting process could delay Auburn or Kent projects.
- Additional scope and project change requests from stakeholders could cause project delay or increased costs during permit approval.
- Increasing market costs could impact on the design-builder's project buy-out going forward.
- Auburn and Sumner have risk of not meeting Build America, Buy America (BABA) compliance requirements.

Closely Monitored Issues

- **Auburn:** Property acquisition in Auburn court appeal process is underway and the outcome may impact final ROW budget expenditure.
- **Auburn:** Progressing the Auburn partial street ROW acquisition to support Absher's preferred electrical service vault location (opportunity rather than risk).
- **Kent:** Alleyway deviation request to City of Kent for Bus Layover Yard (DP-04). Deviation is necessary to ensure safe bus movements into/within/out of Bus Layover Yard. Absher, ST, and KCM working towards resolution with City of Kent.
- Reviewing project staffing given ST re-organization.

Community Engagement

- **Sumner:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone, and text inquiries.
- **Auburn:** Ongoing construction engagement for impacted stakeholders including construction alert upcoming tower crane installation. Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone and text inquiries.
- **Kent:** Ongoing construction engagement for impacted stakeholders, answering questions and concerns via project email inbox, phone and text inquiries. Tabled at the Kent International Festival providing community with project information.

Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Sound Transit Board Actions

Board Action	Description	Date
	No action this period.	

Staffing Summary

The planned Full-Time Equivalent (FTE) is an annual projection of Sound Transit project staff and consultants. The Planned FTE is annually projected and remains consistent each 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 due to availability constraints of resources. Consultant level of effort is anticipated to increase to meet the planned average as the Kent and Auburn projects progress further in construction.

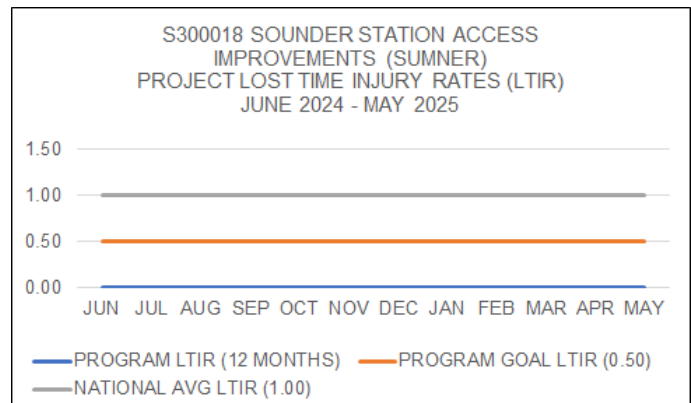
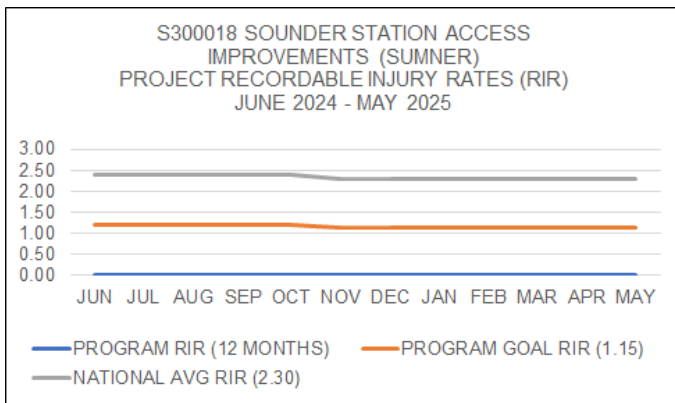
Resource Type	Planned FTE Monthly Average	YTD Actual FTE Monthly Average	Variance
ST Staff	18.3	13.7	4.6
Consultants	20.0	18.6	1.4
TOTAL	38.3	32.3	6.0
<i>* An FTE is the equivalent of 1,920 hours. YTD performance FTE hours are divided by a monthly factor of 160.</i>			

Souder commuter rail **Sumner Kent Auburn Stations Parking & Access Improvements**



Construction Safety

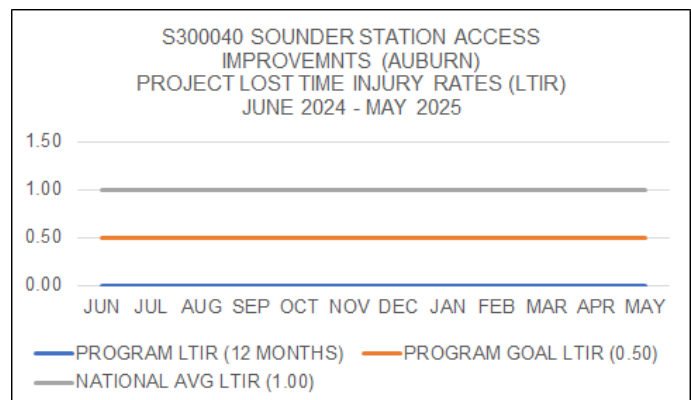
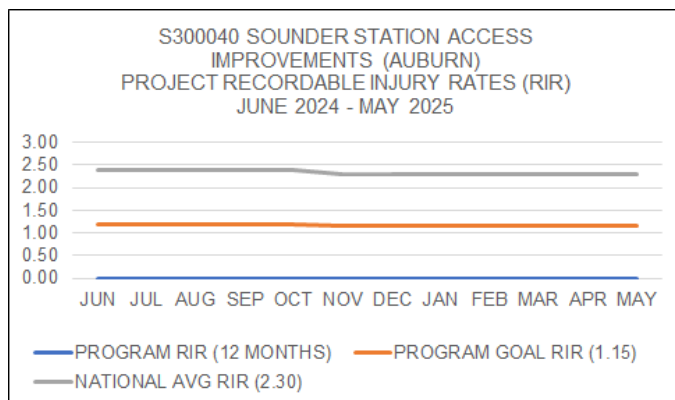
Sumner Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0.00	0.00 ⁵	1.15	2.30	There were no recordable or lost time incidents reported in May.
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	



Auburn Station Parking & Access Improvements



Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0.00	0.00 ⁵	1.15	2.30	There were no recordable or lost time incidents reported in May.
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	

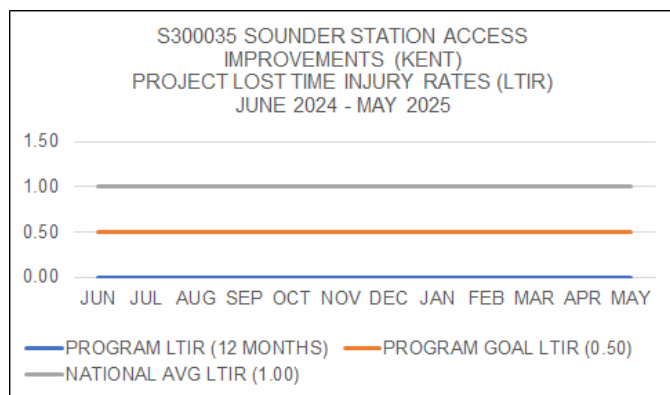
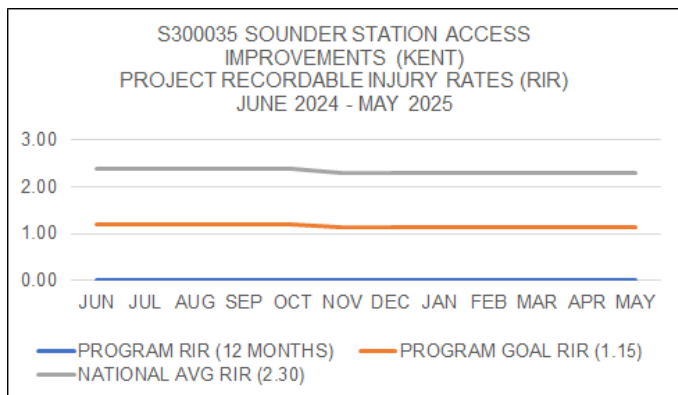


Souder commuter rail **Sumner Kent Auburn Stations Parking & Access Improvements**

Construction Safety (continued)

Kent Station Parking & Access Improvements

Monthly KPI	Construction Safety	Project Monthly ¹	Project Average ²	Program Goal ³	National Average ⁴	Notes
	Recordable Injury Rate (RIR)	0.00	0.00 ⁵	1.15	2.30	There were no recordable or lost time incidents reported in May.
	Lost-Time Injury Rate (LTIR)	0.00	0.00 ⁶	0.50	1.00	



Notes:

1. Project Monthly rates based on monthly safety data. Due to the timing of contractor's reporting periods, the current month's numbers above are a combination of actuals and estimates. The number from the previous month are reconciled and replaced with actuals the following month.
2. Project Average rates based on 12-month rolling average.
3. Program Goal is <50% of the National average of RIR/LTIR.
4. National Average RIR/LTIR is based on the annual Bureau of Labor Statistics data for Construction.
5. For reference the Project Average RIR for Sumner, Auburn, and Kent is zero.
6. For reference the Project Average LTIR for Sumner, Auburn, and Kent is zero.

Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Current Progress (Based on April Update - Under Review)

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

- 100% DP02 Submittal Structural and Arch– Finalizing Comment Resolution.
- Elevators, signage, lighting, vertical circulation structural steel, fire suppression piping, façade structural steel, station signage, and lighting material submittals are still under review and approval.
- Fabricate/deliver structural steel embeds, diesel generator, and switchgear are in progress.
- Form/rebar/pour columns and sheer walls activities of L1, Z1 thru Z4 are in progress.
- Mechanical and electrical rough-in activities are in progress.

Schedule Summary

The schedule below represents May Schedule which is still under review. Logic still needs to be revised to mitigate delays. Change Order No. 10 has been approved and incorporated in both schedule and Baseline update. Work continues on updating and approving Building Permit. Design Builder continues working on acquiring mechanical and fire permits, developing numerous construction and material submittals, early utility, mechanical and electrical rough-in, concrete FRP columns, and sheer walls for L1Z1, L1Z2, L1Z3 and L1Z4.

Activity Name	Start	Finish	2025											
			J	Jul	A	S	O	N	D	J	F	M	A	M
Sumner Parking and Access Improvement - Update 23- 5/30/2025 - QRA Sched	Feb-27-23 A	Apr-19-26												
Administrative	Feb-27-23 A	Apr-19-26												
Contract Milestones	Feb-18-26	Apr-19-26												
MST 1 Substantial Completion (NTP + 948 + 59 CD = 11/30/2025)		Feb-18-26*												
MST 2 Acceptance (NTP + 978 + 59 CD = 12/30/2025)		Mar-20-26*												
MST 3 Final Acceptance (NTP + 1008 + 59 CD = 1/29/2026)		Apr-19-26*												
Interface Milestones	May-09-24 A	Dec-27-25												
Contract Administration	Feb-27-23 A	Apr-19-26												
Design	Feb-27-23 A	Apr-19-26												
Design Team Administrative Submittals	Oct-29-25	Apr-19-26												
Design Review	Mar-04-24 A	Jun-02-25												
Permitting	Sep-13-24 A	Feb-18-26												
Third Party Coordination	Feb-27-23 A	Jul-21-25												
Construction	Sep-06-23 A	Apr-14-26												
Construction Administrative Submittals	Oct-21-25	Apr-14-26												
Procurement	Sep-06-23 A	Nov-26-25												
Maintenance of Traffic	Jul-29-25	Dec-03-25												
Sitework	Sep-17-25	Sep-23-25												
Utilities	May-16-24 A	Nov-20-25												
Earthwork	Jan-18-25 A	Sep-16-25												
Structure	Feb-07-25 A	Dec-19-25												
Mechanical	May-06-25 A	Dec-10-25												
Electrical	Mar-17-25 A	Dec-26-25												
Elevator	Oct-02-25	Dec-16-25												
Architectural Finishes	Aug-07-25	Feb-11-26												
Restoration	Aug-28-25	Dec-04-25												
Off Site Improvements (Thompson)	Aug-05-25	Sep-15-25												
Commissioning & Closeout	Dec-29-25	Mar-20-26												
Provisional Sums	Feb-27-23 A	Jan-30-26												
Change Orders	Nov-01-23 A	Mar-04-26												

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

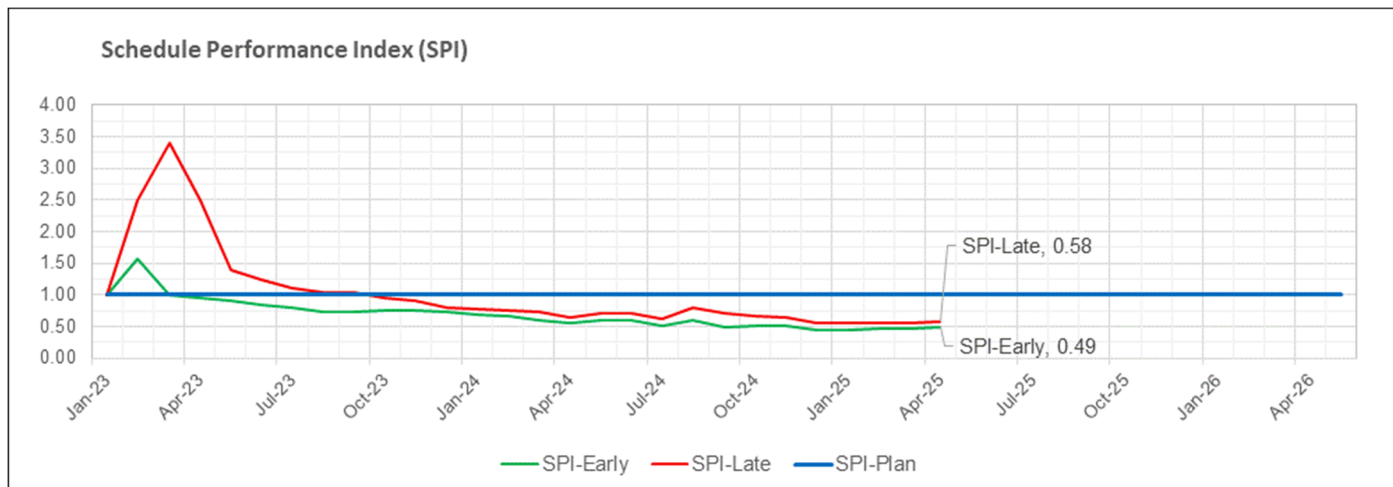
Design / Build Contract - Sumner Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on April Update which is still under review. Seventeen activities on the longest path. The current critical path is passing thru CCTV Equipment Procurement, installation of security and CCTV equipment, electrical communication systems, startup/commission building systems, punchlist, and final documentation submittals. Design Builder needs to revise logic for a realistic critical path.

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. April period early SPI is 0.49 (increase from 0.47 reported last period). Late SPI represents progress against a more conservative schedule. Late SPI is 0.58 (increase from 0.55 reported last period). Main contributors of the Early SPI are fabrication/delivery of lighting, switch gear, and installation of brick façade at knee walls and roofing vertical circulation. None of which are on the critical path. Fabrication, delivery, and Installation of security and CCTV equipment are on longest path with minor contribution to the schedule variance. Many other Fabrication and delivery activities are contributing to the current SPI but are not on the longest path.



Sounder commuter rail Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Sumner Station Parking & Access Improvements

Next Period Activities:

- Finalizing Comments Resolution for DP02 100%.
- FRP columns and sheer walls L1Z1 thru L1Z4.
- Utilities and earthwork—different phases.
- Continue development, submit, and review and approval of material/equipment submittals.
- Mechanical and electrical rough-in for L1Z3, L1Z4, and L1Z5.
- Acquire mechanical and fire permit.

Closely Monitored Issues:

- Change orders related to extensive coordination with City of Sumner permitting process.
- Focus on quality as permanent construction commences

Cost Summary

Present Financial Status	Amount
SCR670 DB Contractor—Harbor Pacific Contractors	
Original Contract Value	\$49,000,000
Change Order Value	\$2,414,598
Current Contract Value	\$51,414,598
Total Actual Cost (Incurred to Date)	\$23,375,049
Percent Complete	45%
Authorized Contingency	\$10,880,000
Contingency Drawdown	\$2,414,598
Contingency Index	2.0



Sumner: Forming & pacing pile caps/grade beams

Sounder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

Current Progress (Based on March Schedule Update)

The Auburn SPAI Contractor, Absher, has accomplished the following:

- IFC DP02 foundation and utilities - Completed.
- 60% DP03 Package completed Comment Resolution.
- 60% DP04 Completed Comment Resolution.
- DP03 Building Permit - under City of Auburn review.
- DP04 Offsite Work Permit - under Address City review.
- Zone 2: Deep soil mixing for garage foundation - Completed.
- A and 1st Street potholes - Completed.

Activity Name	Start	Finish	2025				2026				2027		
			1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
S300040 - ASAI Pay App 14 - 2025.3.31- Current	Jan-16-24 A	Apr-30-27											
ADMINISTRATIVE	Jan-16-24 A	Apr-30-27											
Contract Milestones & Summaries	Jan-16-24 A	Apr-30-27											
Contract Duration: (LNTF+1200 Calendar Days)	Jan-16-24 A	Apr-30-27											
Milestone No. 1 - Garage Substantial Completion		Jan-21-27*											
Milestone No. 2 - Acceptance		Mar-31-27*											
Milestone No. 3 - Final Acceptance		Apr-30-27*											
Coordination to Final Acceptance	Jan-22-27	Apr-30-27											
DESIGN	Jan-16-24 A	Jun-23-26											
Design Milestones	Apr-01-25	Apr-01-25											
Design Administration	Jan-16-24 A	Jun-23-26											
Design Contracts & Administrative Submittals	Dec-23-24 A	Apr-08-25											
Design Development	Dec-23-24 A	Aug-08-25											
03 Building	Dec-23-24 A	Jul-07-25											
100% Building	Dec-23-24 A	May-15-25											
IFC Building	May-16-25	Jul-07-25											
04 Offsite Work	Dec-23-24 A	Aug-08-25											
100% Offsite Work	Dec-23-24 A	Jun-02-25											
IFC Offsite Work	Jun-03-25	Aug-08-25											
PERMITTING	Mar-06-25 A	Sep-30-25											
PROCUREMENT	Jan-17-25 A	Nov-13-26											
CONSTRUCTION	Feb-17-25 A	Feb-18-27											
BID ITEM 2 TRENCH EXCAVATION	Oct-03-25	Oct-09-25											
PROVISIONAL SUMS	Oct-28-24 A	Dec-17-26											
CHANGE ORDERS	Jan-21-25 A	Sep-03-25											

Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

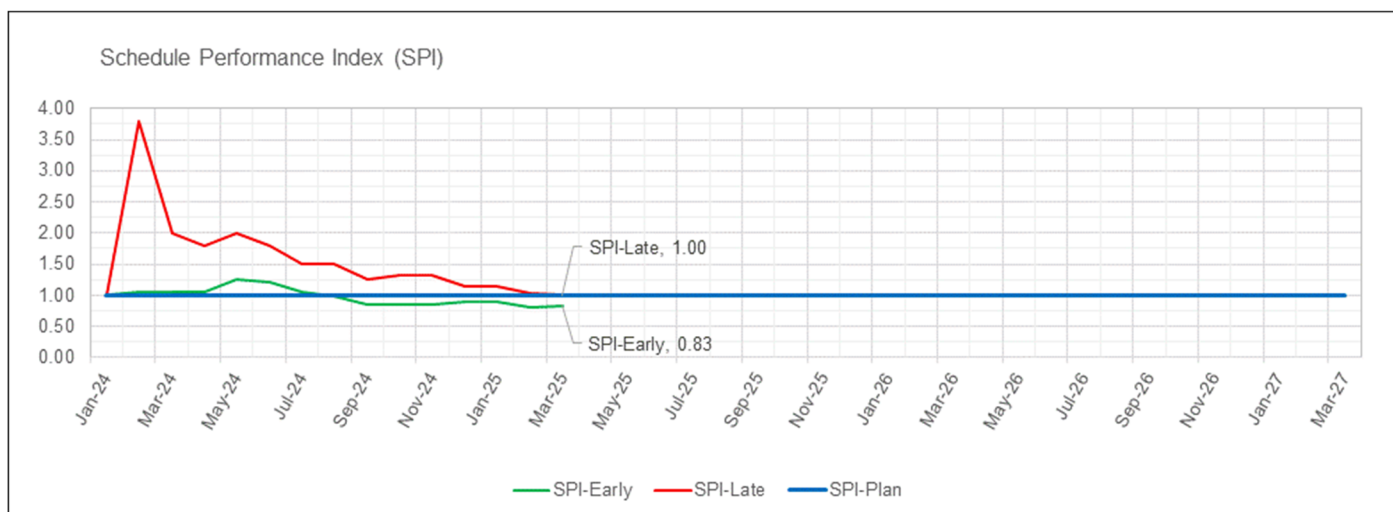
Design / Build Contract - Auburn Station Parking & Access Improvements

Critical Path Analysis

The critical path is based on April schedule's longest path. 266 activities are on the longest path. It starts with site and foundation design permitting, vaults, foundations garage structure, and elevator shaft construction. The path continues goes through elevator installations, testing, commissioning, substantial completion, and final acceptance.

Schedule Performance Index

Early SPI represents progress against an optimistic version of the contract baseline schedule. March period early SPI is 0.83 (compared to 0.81 last period). Late SPI represents progress against a more conservative schedule. Late SPI is 1.00 (compared to 1.02 last period). Main contributors of the Early SPI are deep soil mixing of Zones 1 steel fabrication–buyout and 100% building design. Deep soil mixing is on the longest path.



Souder commuter rail

Sumner Kent Auburn Stations Parking & Access Improvements

Design / Build Contract - Auburn Station Parking & Access Improvements

Next Period Activities (March Schedule):

- Completing DP03 and DP04 100% Drawings.
- Completing DP03 permit comment Incorporation and DP04 Permit City of Auburn comment receipt.
- Continue development/submittal, review and approval of designs, precast concrete, masonry, structural steel submittals, and others.
- Complete soil mixing in Zone 1.
- Form, rebar and pour storm detention vault and Zone 1 spread continuous, and retaining walls footings.

Closely Monitored Issues:










- Finalizing permits.
- Completing Design Packages.
- Coordination with City of Auburn regarding ROW improvements and associated permits.

Cost Summary




Present Financial Status	Amount
SCR672 DB Contractor—Absher Construction Co	
Original Contract Value	\$60,000,000
Change Order Value	\$402,818
Current Contract Value	\$60,402,818
Total Actual Cost (Incurred to Date)	\$18,655,357
Percent Complete	31%
Authorized Contingency	\$11,000,000
Contingency Drawdown	\$402,818
Contingency Index	8.4




KPI Legend




Status Trend




Status indicator				
	Favorable trend	Level trend	Unfavorable trend	
Meets or exceeds target				Color indicates performance against target. Arrow direction indicates trend. Up arrow is favorable. Down arrow is unfavorable.
Not meeting target minor variance				
Not meeting target major variance				

KPI Definition

Cost	
	Current Estimate at Completion (EAC) is no more than 10% over the current published 2024 Financial Plan figure.
	Current EAC is between 10% to 15% over the current published 2024 Financial Plan figure.
	Current EAC is more than 20% over the 2024 Financial Plan figure.

Schedule	
	Current schedule reflects no change in RSD.
	Current schedule reflects possible change to RSD.
	Current schedule reflects change to RSD.

Payment on System Expansion Contracts	
	Total invoice payment within 30 days of receipt of invoice; achieved 95% and above.
	Total invoice payment within 30 days of receipt of invoice; achieved below 95%, but 80% and above.
	Total invoice payment within 30 days of receipt of invoice; achieved below 80%.

Construction safety	
	Current recordable injury and lost-time incident rates are below 50% national averages.
	Current recordable injury and lost-time incident rates are greater than 50% and less than 100% national averages.
	Current incident rates are higher than the national averages.

Acronyms

Acronym	Terminology
AA	Alternative Analysis
ACEC	American Council of Engineering Companies Washington State
AGC	Associated General Contractors of America
AHJ	Authority Having Jurisdiction
APTA	American Public Transportation Association
BAT Lanes	Business Access and Transit Lanes
BIM	Building Information Modeling
BLE	Ballard Link Extension
BNSF	Burlington Northern Sante Fe Railway
BRT	Bus Rapid Transit I-405 BRT Stride S1 Line and Stride S2 Line when referring to operations SR 522/NE 145th BRT Stride S3 Line when referring to operations
CCI	Consumer Cost Index
CCTB	Close Circuit Television
CDD	Capital Delivery Department
CE	Categorical Exclusion, Conceptual Engineering, Cost Estimate
CM	Change Management, Construction Manager / Management
CO	Change Order
COE	Center of Excellence
COMTO	Conference of Minority Transportation Officials
CPI	Consumer Price Index
CPM	Critical Path Method
CSP	Contracted Service Provider
CY	Current Year
DAHP	Department of Archaeology & Historical Preservation
DB	Design-Build
DBB	Design Bid Build
DBIA	Design-Build Institute of America
DBPM	Design-Build Project Management
DCE	Documented Categorical Exclusion
DEIS	Draft Environmental Impact Statement
DOT	Department of Transportation
DP	Design Package
DPD	Seattle Department of Planning and Development
DRLE	Downtown Redmond Link Extension
DSC	Differing Site Conditions
DSCR	Debt Service Coverage Ratio
DSDC	Design Support During Construction
DSRF	Debt Service Reserve Fund
EAC	Estimate at Completion
EFC	Estimated Final Cost
EIC	Employee-in-Charge
EIS	Environmental Impact Statement
ELE	East Link Extension
ELSL	East Link Starter Line (2 Line service between South Bellevue Station to Redmond Technology Station)

Acronym	Terminology
EMI	Electro Magnetic Interference
ESMS	Environmental and Sustainability Management System
EVLE	Everett Link Extension
FEIS	Final Environmental Impact Statement
FFGA	Full Funding Grant Agreement
FHWA	Federal Highway Administration
FSEIS	Final Supplemental Environmental Impact Statement
FTA	Federal Transit Administration
FTE	Full Time Employee
FWLE	Federal Way Link Extension
GC/CM	General Contractor/Construction Management
GEC	General Engineering Contract
HTLE	Hilltop Tacoma Link Extension
HVAC	Heating, Ventilation, and Air Conditioning
ICD	Integration Control Document
IFB	Issue / Invitation for Bid
IFC	Issue for Contract / Construction
JARPA	Joint Aquatic Resource Permit Application
KCM	King County Metro
KPI	Key Performance Indicators
LIHI	Low Income Housing Institute
Link lines	<p>1 Line (Effective August 2024) refers to Link light rail between Lynnwood and Angle Lake</p> <p>2 Line (Effective May 2025) refers to Link light rail operating between South Bellevue and Downtown Redmond</p> <p>3 Line Future lines between Everett – West Seattle</p> <p>4 Line Future lines between Issaquah – Kirkland</p> <p>T Line (Effective September 2023) operates between Tacoma Dome and St. Joseph Hospital on Hilltop</p>
LISC	Local Initiatives Support Corporation
LLE	Lynnwood Link Extension
LNTP	Limited Notice to Proceed
LRFP	Long-range Financial Plan
LRT	Light Rail Transit
LRV	Light Rail Vehicle
LTIR	Lost-Time Injury Rate
MACC	Maximum Allowable Construction Cost
MATOC	Multiple Award Task Order Contract
MEPF	Mechanical/Electrical/Plumbing/Fire Sprinkler
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MUP	Master Use Permit
MVET	Motor Vehicle Excise Tax
NCR	Notification of Change Report
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed

Acronym	Terminology
NWCCC	Northwest Construction Consumer Council
OCS	Overhead Catenary System
O&M	Operations and Maintenance
OMF	Operations and Maintenance Facility
OSHA	Occupational Safety and Health Administration
PA	Public Address System
PE	Preliminary Engineering
PDB	Progressive Design-Build
PMIS	Project Management Information System
PMOC	Project Management Oversight Consultant
PNW CMAA	Pacific Northwest Chapter of the Construction Management Association of America
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
Q	Quarter
QA	Quality Assurance
QC	Quality Control
QRA	Quantitative Risk Analysis
RE	Resident Engineer
RFC	Request for Change
RFD	Request for Deviation
RFEI	Request for Expression of Interest
RFI	Request for Information
RFP	Request for Proposal
RFQ	Request for Qualifications
RIR	Recordable Injury Rates
RMP	Risk Management Plan
ROD	Record of Decision
ROW	Right-of-way
ROWI	Right-of-way Index
RSD	Revenue Service Date
SCADA	Supervisory Central and Data Acquisition
SCC	Standard Cost Categories
SCL	Seattle City Light
SDEIS	Supplemental Draft Environmental Impact Statement
SEPA	State Environmental Policy Act
SIT	System Integrated Testing
SODO	South of Downtown
SOGR	State of Good Repair
Sounder lines	N Line – formerly Sounder North. Operates between Everett and Seattle S Line – formerly Sounder South. Operates between Lakewood and Seattle
SOW	Scope of Work
SPI	Schedule Performance Index
SRTSI	Sounder Rail Track & Signals Improvements Project
SSCE	Sounder South Capacity Expansion Project
ST	Sound Transit

Acronym	Terminology
TAG	Technical Advisory Group
TBM	Tunnel Boring Machine
TCAL	Temporary Construction Airspace Lease
TCE	Temporary Construction Easement
TDLE	Tacoma Dome Link Extension
TE	Traction Electrification
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIP	Transit Improvement Plan
TJPA	Transbay Joint Powers Authority
TOD	Transit Oriented Development
TPSS	Traction Power Substation
TVM	Ticket Vending Machine
USFWS	U.S. Fish and Wildlife Service
VE	Value Engineering
VECP	Value Engineering Cost Proposal
VMS	Video Management Systems
WMATA	Washington Metropolitan Area Transit Authority
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation
WSLE	West Seattle Link Extension
WSTC	Washington State Transportation Commission
WTS	Women's Transportation Seminar
YOE	Year of Expenditure