

The strike is affecting four major light rail extension projects currently under construction: the Lynnwood Link Extension, the East Link Extension, the Federal Way Link Extension and the Downtown Redmond Link Extension. The specific types of work that have been delayed so far include light rail guideway and foundations, retaining walls, and stations and garages.

Sound Transit has joined with WSDOT, King County and the City of Seattle in calling for the parties to return to the negotiating table immediately with the help of an unbiased mediator so that a mutually acceptable agreement can be reached that moves our projects and our region forward. Mediation sessions occurred between the parties on January 20 and February 24, but no progress was made and there are no future mediation sessions scheduled.

On March 14, the concrete suppliers and the Teamsters had agreed to haul concrete from two plants, Salmon Bay and the downtown Seattle Cadman plant, to Sound Transit projects and certain other public works projects. Sound Transit began receiving some concrete quantities from the Seattle Cadman plant as of Tuesday, March 22nd. In addition, Sound Transit began receiving concrete quantities from the Woodinville Cadman plant on that same day.

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Summary of impacts since Dec. 3, 2021

Based on contractors' approved project schedules on Dec. 3, 2021, Sound Transit calculated how much concrete would have been placed between then and March 31, 2022 if there had been no concrete strike.

- Total concrete cubic yards that would have been placed: 64,000
- Total concrete cubic yards actually placed: 15,000
- Total cubic yards of concrete missed on ST projects to date: 49,000
 - One concrete truck holds about 10 cubic yards, so this means about 4,900 missed deliveries
 - If all the missed deliveries were lined up in a queue, the line of bumper-to-bumper trucks would be almost 32 miles long (about the distance from City of Lynnwood to SeaTac Airport).
- Total number of workers laid off: 207
- Total additional workers projected to be laid off: 63
- On Lynnwood Link Extension the biggest impacts are to the guideway work south of King Co/Snohomish Co line with resultant project delays.
- Affected project items on Downtown Redmond Link Extension are impacting contractors' ability to begin drainage work along the alignment, which keeps them from moving forward to track placement.

<p>Additional workers projected to be laid off: 40</p>	<ul style="list-style-type: none"> • The 40th Street construction interface with East Link work is impacted as well as most alignment wall work, elevated guideway work, and on-ramp and off-ramp work. <p>The contractor received concrete delivery from Cadman/Redmond, Cadman-Bellevue, and with Cascade Mobile Mix Concrete who is a non-union supplier.</p>
<p><u>Federal Way Link Extension</u></p> <p>Workers laid off: 32 Additional workers projected to be laid off: 15</p>	<p>Key project items affected:</p> <ul style="list-style-type: none"> • The concrete pour for the Kent/Des Moines garage deck is delayed. • Finish work on the Kent/Des Moines garage is delayed. <p>With its proximity to Pierce County, the contractor for Federal Way Link Extension has successfully worked with Cal Portland/Tacoma and Corliss Resources, Inc. to supply project concrete including concrete previously missed in areas of the project EXCEPT the Kent/Des Moines garage.</p>